



Finance and Capital Committee

Action Item III-A

April 8, 2021

**Approval of Public Hearing Staff Report and
Title VI Equity Analysis and Adoption of
FY2022 Operating and Capital Budgets and
FY2022-2027 Capital Improvement Program**

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
202258

Resolution:
☒ Yes ☐ No

TITLE:

Adopt FY2022 Budget and FY2022-2027 CIP

PRESENTATION SUMMARY:

Review feedback from the public participation and equity analysis on the FY2022 Proposed Budget and request approval of Public Outreach and Input Report, FY2022 Proposed Budgets and FY2022-2027 Capital Improvement Program (CIP).

PURPOSE:

Seek Board acceptance and approval of the Public Outreach and Input Report, Title VI equity analysis, FY2022 Operating and Capital Budgets and FY2022-2027 CIP.

DESCRIPTION:

Identification of Parties with an interest in Metro's budget:

The following list includes Metro's top non-personnel multi-year contractors through FY2021 and to date (\$500 million) as well as the Metropolitan Washington Airports Authority. Some vendors have contracts spanning through FY2022 as well.

- Kiewit Infrastructure Company
- Kawasaki Rail Car Inc.
- PNC Bank National Association
- SunTrust Bank
- C3M Power Systems, LLC
- Transdev Services, Inc.
- Gannett Fleming-Parsons Joint Venture II
- Mott MacDonald I&E, LLC
- New Flyer of America, Inc.
- Bank of America NA
- Wells Fargo Commercial Services
- Clerk, U.S. Court
- Motorola Solutions Inc.
- M.C. Dean, Inc.
- Mythics, Inc.
- Potomac Yard Constructors
- First Transit, Inc.
- Diamond Transportation Service, Inc.
- Dell Marketing LP
- HNTB Corporation

- Metropolitan Washington Airports Authority (MWAA)

A full list of Procurement Awards is available at:

<https://www.wmata.com/business/procurement/solicitations/index.cfm#main-content>

Furthermore, Metro has labor agreements with the following collective bargaining units:

- Fraternal Order of Police/Metro Transit Police Labor Committee, Inc. (FOP)
- The Office and Professional Employees International Union Local No.2, AFL-CIO (Local 2)
- Local 639, International Brotherhood of Teamsters Law Enforcement Division (Local 639)
- Local Union 689 of the Amalgamated Transit Union, AFL-CIO (Local 689)
- Local 922, International Brotherhood of Teamsters (Local 922)

Key Highlights:

- The Proposed FY2022 Operating Budget totals \$2.07 billion, including \$722.9 million in federal relief funding, with \$193.4 million from the American Rescue Plan Act needed to close the operating funding gap
- With the additional federal funding, Metro will be able to support the region's recovery with approximately 80-85% of pre-pandemic service levels, and eliminate previously proposed service cuts and related position reductions from the recommended budget
- The proposed budget continues Metro's operational efficiency efforts with \$29.3 million in new management actions
- The CIP continues at an accelerated pace – addressing overdue, current, and imminent safety, reliability, and state of good repair needs. The FY2022 proposed Capital Budget investments total \$2.6 billion and the Six-Year CIP investments total \$12.3 billion
- Metro's outreach and public participation program on the proposed budget received more than 22,400 responses – highest level of participation in the past 10 years – from the public, elected officials and other stakeholders
- Staff seeks Board adoption, acceptance, and approval of the Public Outreach and Input Report, FY2022 Budget and FY2022-27 Capital Improvement Program

Background and History:

On January 14, 2020, the Board of Directors authorized Metro's Proposed FY2022 Budget of \$1.9 billion for public input. As the funding landscape has changed, Metro has revised its proposal to take advantage of additional federal relief funding.

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) passed by Congress and signed into law in December 2020 is estimated to provide \$625 million of relief funding to Metro. In January, the Board of Directors amended the FY2021 Budget to utilize \$95.6 million in CRRSAA funds to close the FY2021 Budget funding gap, leaving \$529 million available for FY2022 Budget. On March 11, 2021, the American Rescue Plan Act (ARPA) was signed into law, providing additional federal relief to Metro.

Over the past four years, Metro invested more than \$5 billion through the capital

program. Capital delivery has improved, with Metro meeting and exceeding its performance metric of delivering 95 percent of the Capital Budget each year.

Discussion:

The Proposed FY2022 Operating Budget totals \$2.07 billion includes \$722.9 million in federal relief. The Relief funding will enable Metro to eliminate proposed services cuts, employee lay-offs, limit subsidy growth from jurisdictional partners, incentivize ridership growth and support the regional economy. Key changes in the recommended operating budget include:

- Maintaining current Metrorail service levels for full year with no service reductions or station closures
- Continuing current Metrobus service levels including improvements effective June 2021 with no reductions in Q3 and Q4
- Postponing Silver Line Phase 2 revenue service start date to January 2022, based on the Metropolitan Washington Airports Authority current expected substantial completion by Labor Day weekend 2021
- Deferring additional Silver Line Phase 2 subsidy contribution of \$43.1 million until FY2023, while maintaining \$20.0 million to mitigate Silver Line Phase 2 service equity impacts
- Adding \$0.5 million to operate Potomac Yard Station beginning in late FY2022
- Reducing Metrobus operating subsidy requirements by \$0.8 million for Fairfax Connectors assumption of 3A route operations
- Revising management actions to \$29.3 million by eliminating the deferment of employee wage increases

Outreach Results

In January, the Board authorized a revised public hearing docket based on a then estimated need to make service reductions totaling \$171.4 million to close the budget gap that existed before the passage of the ARPA.

Metro received more than 22,400 responses – highest number in the past 10 years - to the proposed budget, including:

- 5,400 comments from minority respondents
- 1,100 comments from low-income respondents
- 3,700 comments from active Metrobus riders
- 8,200 comments from active Metrorail riders

Full details are included in the attached draft Public Outreach and Input Report.

Operating Budget Initiatives

While recent national and regional guidance has provided greater optimism, continued questions around the pandemic, rider sentiment, and travel patterns remain. The proposed budget assumes 106 million trips or 34 percent of pre-pandemic levels in FY2022; representing a modest increase from the January proposal of 96 million trips due to the elimination of previously proposed service reductions.

Revenue from passenger fares will be impacted by ridership and trip mix. Metrorail

ridership, which typically accounts for a greater percentage of revenue, is recovering at a slower pace than Metrobus ridership, resulting in lower average fare.

Recommended Rail Service

The budget recommendation maintains the current Metrorail service level (80 percent of pre-pandemic) throughout FY2022 and eliminates previously proposed Metrorail service reductions and station closures that would have taken effect January 2022.

The recommended budget includes funding for Silver Line Phase 2 revenue service as early as January 2022, although the revenue service date will be established after all identified deficiencies have been resolved to meet acceptance standards.

In addition, the recommended budget funds the Potomac Yard Station opening in Alexandria, VA, in the fourth quarter of FY2022.

Recommended Bus Service

The proposed budget recommends retaining, throughout FY2022, previously approved Metrobus service improvements scheduled to go into effect in June 2021; providing approximately 85 percent of pre-pandemic bus service levels throughout FY2022 and eliminating previously proposed Metrobus service reductions that would have taken effect January 2022.

Parking Rate Adjustment

Consistent with the elimination of jurisdictional parking surcharge and harmonization of parking rate across Metro parking garages, a daily commuter parking fee of \$4.95 at all Prince George's County Metrorail Stations is recommended except at 1) Addison Road and Prince George's Plaza where the daily commuter parking fee is recommended to be \$4.45 and 2) Landover where the daily commuter parking fee will remain at \$3.00

Title VI Analysis

In accordance with Federal Transit Administration regulations, the proposed FY2022 Budget does not trigger a disparate impact (DI) on minority populations nor a disproportionate burden (DB) on low-income populations based on the Title VI equity analysis conducted by staff on the final Metro operating budget proposal.

Capital Budget

Metro's Capital Budget is implemented across six investment categories, and funding is aligned in these categories as follows:

- Railcar and Rail Facilities
- Rail Systems
- Track and Structure Rehabilitation
- Stations and Passenger Facilities
- Bus, Bus Facilities and Paratransit
- Business and Operations Support

In addition, several Jurisdictional priorities, approved as part of Metro's reimbursable projects program, are moving forward as well. These projects include the Silver Line Metrorail extension and the Potomac Yard infill station.

In addition to the capital investment categories, the capital program includes expenses for revenue loss from capital projects and debt service for dedicated funding debt. These expenses are budgeted at \$17 million and \$0 for FY2022 and \$67 million and \$1,226 million for the six-year period. These expenses are funded in the capital budget and are transferred to the operating budget as required to cover the identified expenses.

Risks and Opportunities

The Covid-19 pandemic continues to pose significant risks to the operating and capital budgets. Impacting ridership and revenue, creating additional health and safety compliance costs, and has the potential to disrupt supply chain and manufacturing as was experienced in 2020. Additional capital funding uncertainty exists around the federal reauthorization of Passenger Rail Investment and Improvement Act funding and operating uncertainty remains around the timing of regional economic recovery and the start date of Silver Line Phase 2, which remains subject to the Metropolitan Washington Airports Authority achieving substantial completion by Labor Day.

While additional federal relief funding removes much of the immediate risks to Metro's operating budget; uncertainty exists around rider sentiment, telework, commuter preferences amongst a changing transportation landscape, and the durability or lack thereof for funding transit operations in a way that is less dependent on the farebox.

While the pandemic has created many challenges, there is also opportunity to see a greater than anticipated recovery across the region, driving additional ridership and revenue to enable future customer-focused enhancements. Furthermore, the currently proposed federal infrastructure bill could provide additional funding for capital improvements to the system.

FUNDING IMPACT:

Board action is required to approve the FY2022 Operating and Capital Budgets and the FY2022-2027 CIP.

TIMELINE:

| | |
|---|---|
| Previous Actions | December 2020 – GM/CEO presented, and Board authorized public hearings on, the Proposed FY2022 Operating Budget and FY2022-2027 Capital Improvement Program January 2021 - Board authorized changes to FY2022 public hearing docket February – March 2021 – Budget deliberations, public outreach and public comment period |
| Anticipated actions after presentation | April 2021 – Submit Federal grant applications and budget implementation July 2021 – Fiscal Year 2022 begins |

RECOMMENDATION:

Acceptance and approval of the Public Outreach and Input Report, Title VI equity analysis, FY2022 Operating and Capital Budgets and FY2022-2027 CIP. Budget adoption enables timely submission of FTA grant applications and awards, which help to ensure state of good repair capital projects proceed as scheduled and operations continue to serve Metro customers.

Proposed FY2022 Budget and FY2022-2027 Capital Improvement Program

Finance and Capital Committee

April 8, 2021



Purpose

- Review new Proposed FY2022 budget incorporating federal relief
- Present staff report summarizing the results of public outreach process
- Recommend approval of Title VI Equity Analysis
- Recommend adoption of FY2022 Operating and Capital Budgets and FY2022-2027 Capital Improvement Program

Background

- January 2021 budget proposed for FY2022 assumed
 - Ridership at 34% pre-pandemic levels
 - No new federal relief
 - Constrained jurisdictional subsidies
 - Operating gap of \$209 million
- Board approved docket for public comment including severe service impacts effective January 2022
- Record number of riders and stakeholders gave feedback in February and March 2021
- The American Rescue Plan was signed into law on March 11, 2021

Revised FY2022 Operating Budget Proposal

- Maintain Metrobus and Metrorail services for full year with no service or frontline staff reduction
- No rail station closures or turnbacks
- Retain Collective Bargaining Agreement / Pay for Performance
- Revise Silver Line Phase 2 revenue service date to begin Q3 FY2022 based on Metropolitan Washington Airports Authority's current expected substantial completion by Labor Day weekend 2021
- Include Potomac Yard Station opening in Q4 FY2022

Federal Relief Funding and SVL2 delay funds service add backs, CBA and decreased jurisdictional subsidies

\$ in Millions

| | Expense Impact | Revenue Impact | Operating Deficit |
|--------------------------------|----------------|----------------|-------------------|
| Service Reductions Addback | \$189.4 | \$18.0 | \$171.4 |
| Silver Line Phase 2 Delay | (\$45.8) | (\$2.7) | (\$43.1) |
| Potomac Yard Station | \$0.6 | \$0.1 | \$0.5 |
| Bus Route 3A to Fairfax County | (\$1.0) | (\$0.2) | (\$0.8) |
| CBA / Pay for Performance | \$29.1 | - | \$29.1 |
| Insurance Premium | \$7.9 | - | \$7.9 |
| Subtotal | \$180.2 | \$15.2 | \$165.0 |
| CRRSAA Funding Increase | - | \$15.0 | (\$15.0) |
| ARPA Funding | - | \$193.4 | (\$193.4) |
| Subtotal | - | \$208.4 | (\$208.4) |
| Subsidy Change | \$180.2 | \$223.6 | (\$43.4) |

Note: Amounts are rounded for presentation purposes and may not sum

Proposed FY2022 Year-Round Service

Metrorail 80% of pre Covid-19 service

Maintain existing service levels

Span: Close 11 pm, 7 days

Frequency:

Weekdays: 12 min BL/OR/GR/YL/SV / 6 min RD

Weekends: 15 min BL/OR/GR/YL/SV / 12 min RD

Evenings: 20 min BL/OR/GR/YL/SV / 20 min RD

No station closures, no turnbacks

Metrobus 85% of pre Covid-19 service

Maintain existing service levels and improvements effective June 2021

Extend to 2 am on 34 lines 7 days

6 lines/restore weekday peak coverage

4 lines with full or partial restoration of all-day service

10 lines with restoration of Saturday service

9 lines with restoration of Sunday service

Total FTE Reduction: 0

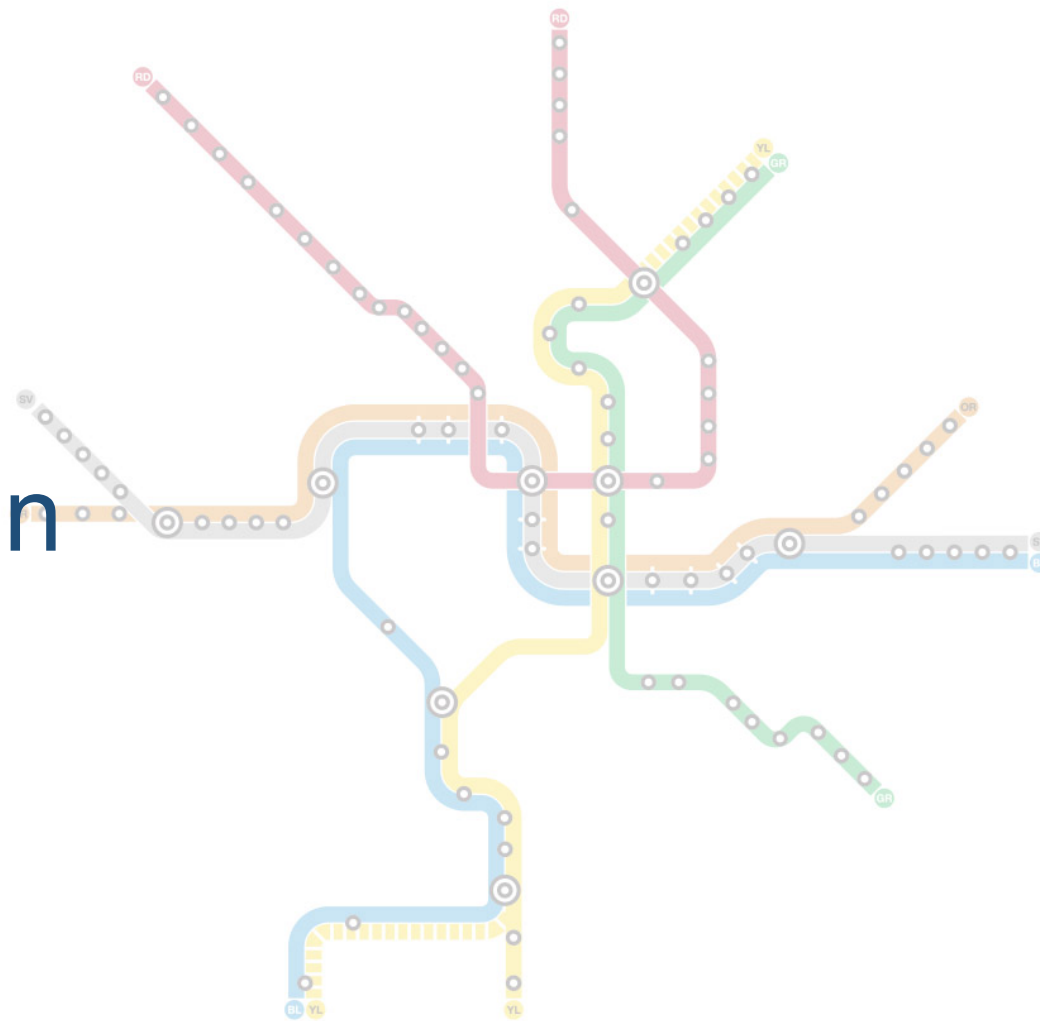
Impact: \$171.4M

Current Service Continues in Addition to Enhancements Effective June 2021 Throughout FY2022

| | District of Columbia | Maryland | Virginia |
|-------------------------|--|---------------------------------------|---------------------------------|
| Late Night Service | 32,33,36,52,70,80,92,A6, A8,G8,H4,L2,P6,S2,U5,V2, W2,W4,X2 | A12,C4,D12,F4,J2,K6,P12, T18,Y2,Z8 | 1A,7A,10A,16E,23B,28A, 38B |
| Weekday All-Day Service | 60,E6* | C28* | 23B,23T,26A |
| Weekday Peak Service | V7 | | 8Z*,11Y*,17K*,21A*,18J, 28G* |
| Saturday Service | 62,D2,E2,G2,M6,X8 | C14,C29,NH2,R12 | NH2 |
| Sunday Service | 62,D2,E2,G2,M6,X8 | H12,NH2,T14,V12 | NH2 |

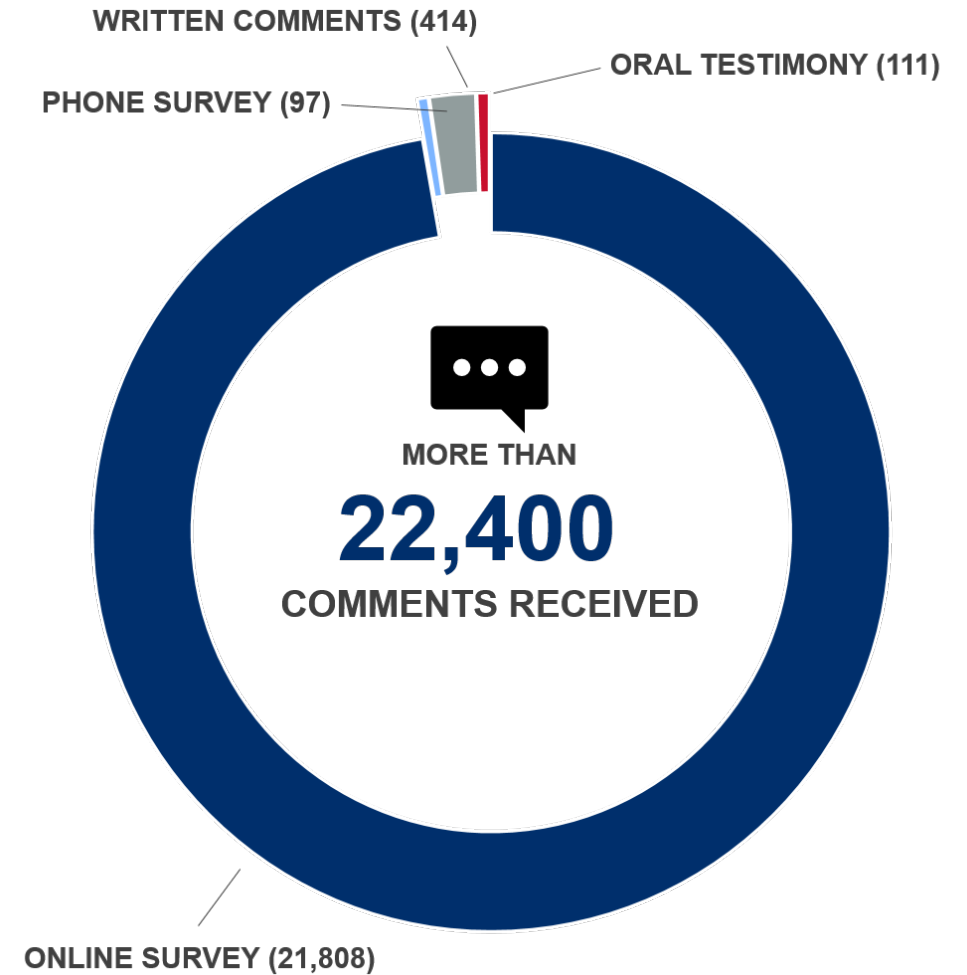
* Neighborhood coverage restored by extending another route

Results of Public Participation



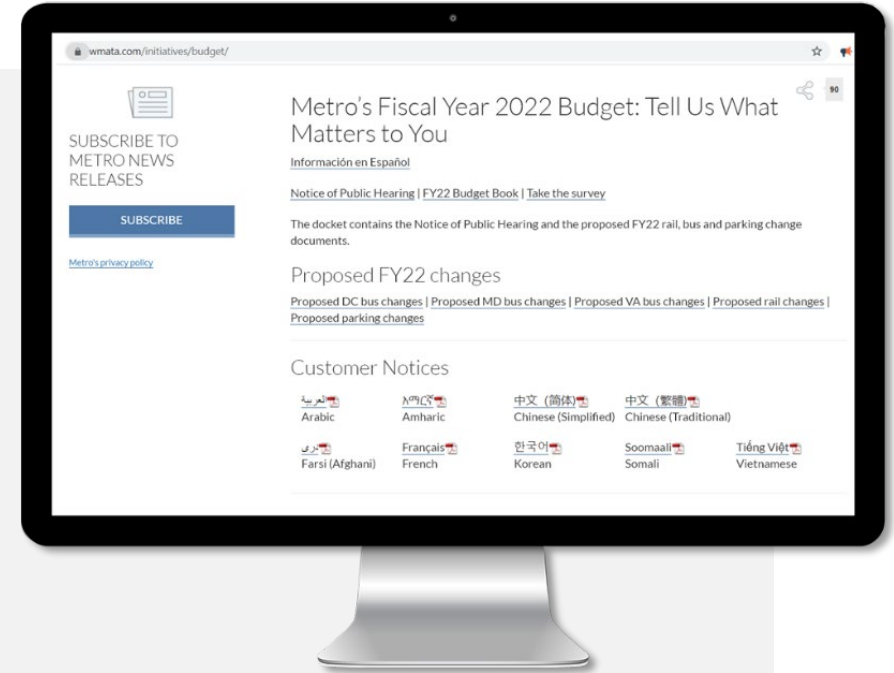
Public input received

- More than 22,400 comments – highest number in the past 10 years
- 5,400 comments from minority respondents
- 1,100 comments from low-income respondents
- 3,700 comments from active Metrobus riders
- 8,200 comments from active Metrorail riders



FY22 budget webpage

- More than 26,000 unique visitors to **wmata.com/budget**
- Page translated to Spanish & customer information posted in nine languages
- Half of visitors accessed from mobile devices



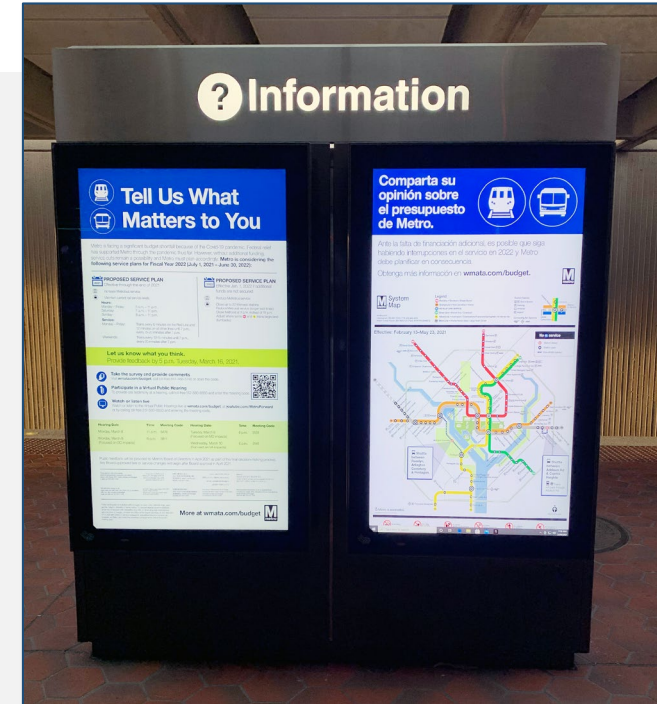
Four virtual public hearings

- New virtual platform designed for accessibility, ease of participation
- 1,123 viewers, 175 audio-only listeners
- 90 public speakers and recorded audio submissions



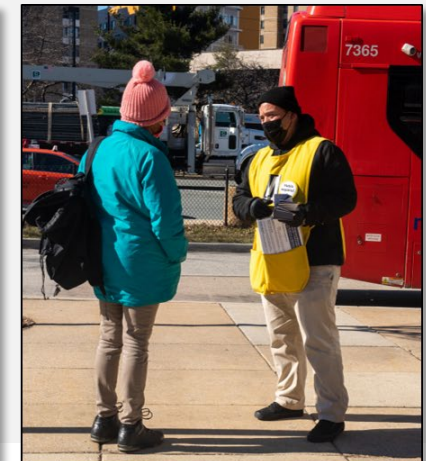
System signage

- Paper and digital signage:
 - All 91 Metrorail stations
 - Onboard Metrobus and MetroAccess vehicles
 - At approximately 700 bus stops where routes were proposed to be eliminated



In-person outreach

- "Street teams" at all 91 Metrorail stations and high rail-to-bus transfers bus loops
- In total, street teams spoke with 43,000+ customers – nearly one in five in Spanish



Print and digital ads, social media & direct mail

- Pandora and Extravision radio ads
- Push notifications via Transit app
- Facebook, Twitter, Instagram, YouTube and Nextdoor
- Ads in multi-language publications including: *The Washington Post*, *The AFRO*, *El Tiempo Latino*, *Washington Hispanic*, *Atref*, *Doi Nay*, *Epoch Times*, *Iran Times* and *Korean Times*
- Direct mailings sent to approx. 20,000 using targeted zip codes to encourage minority and low-income participation

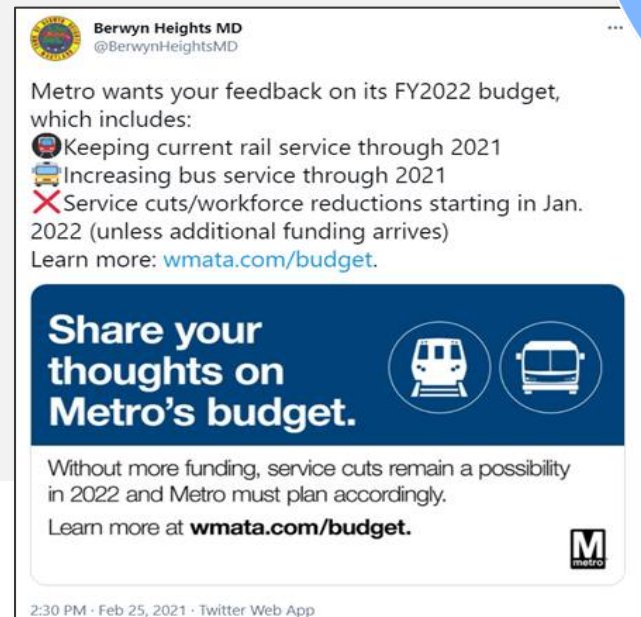
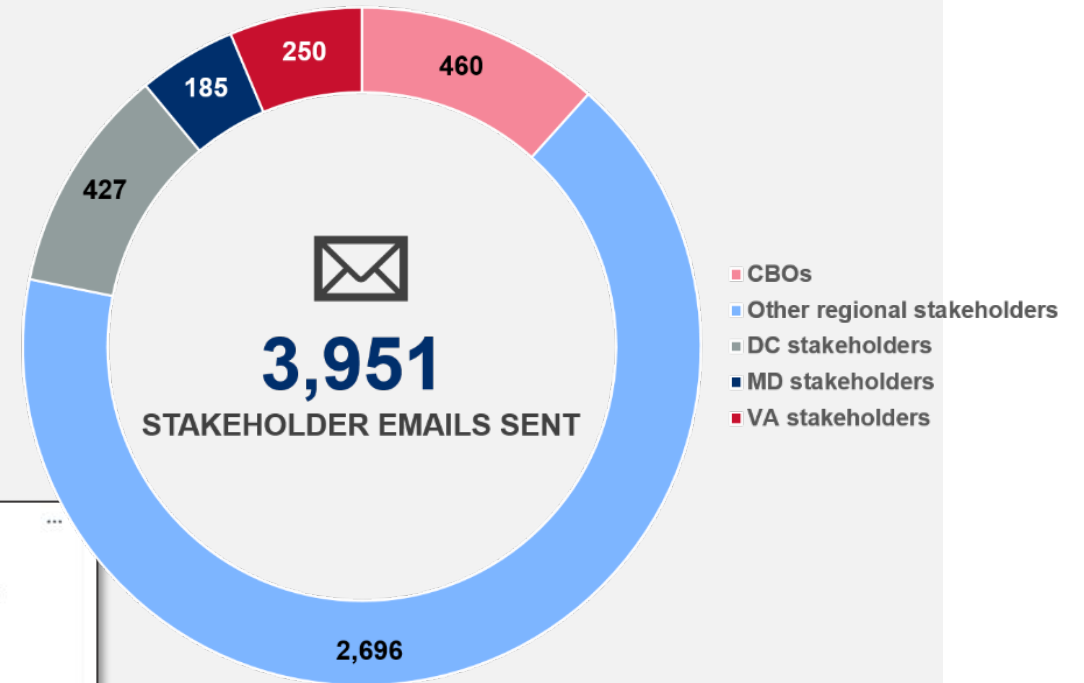


Deje comentarios sobre los cambios en el servicio propuestos

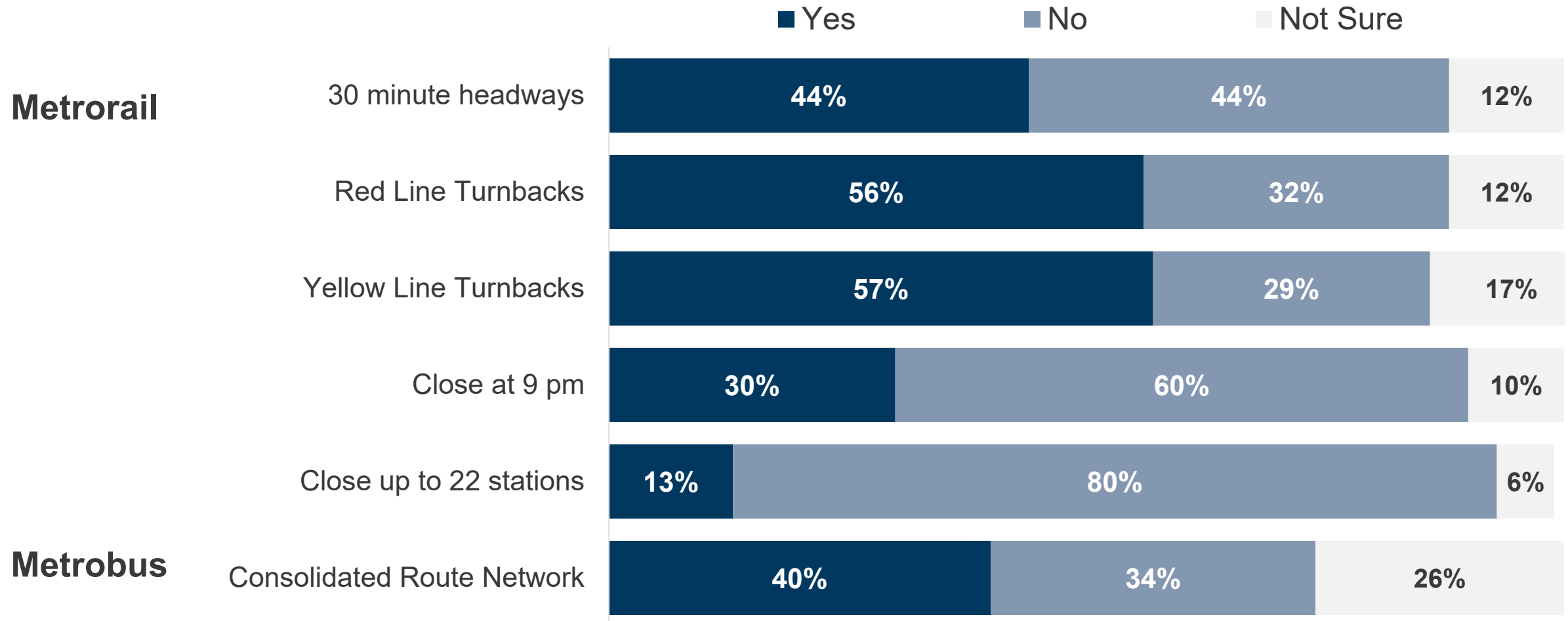


Stakeholder meetings & communications

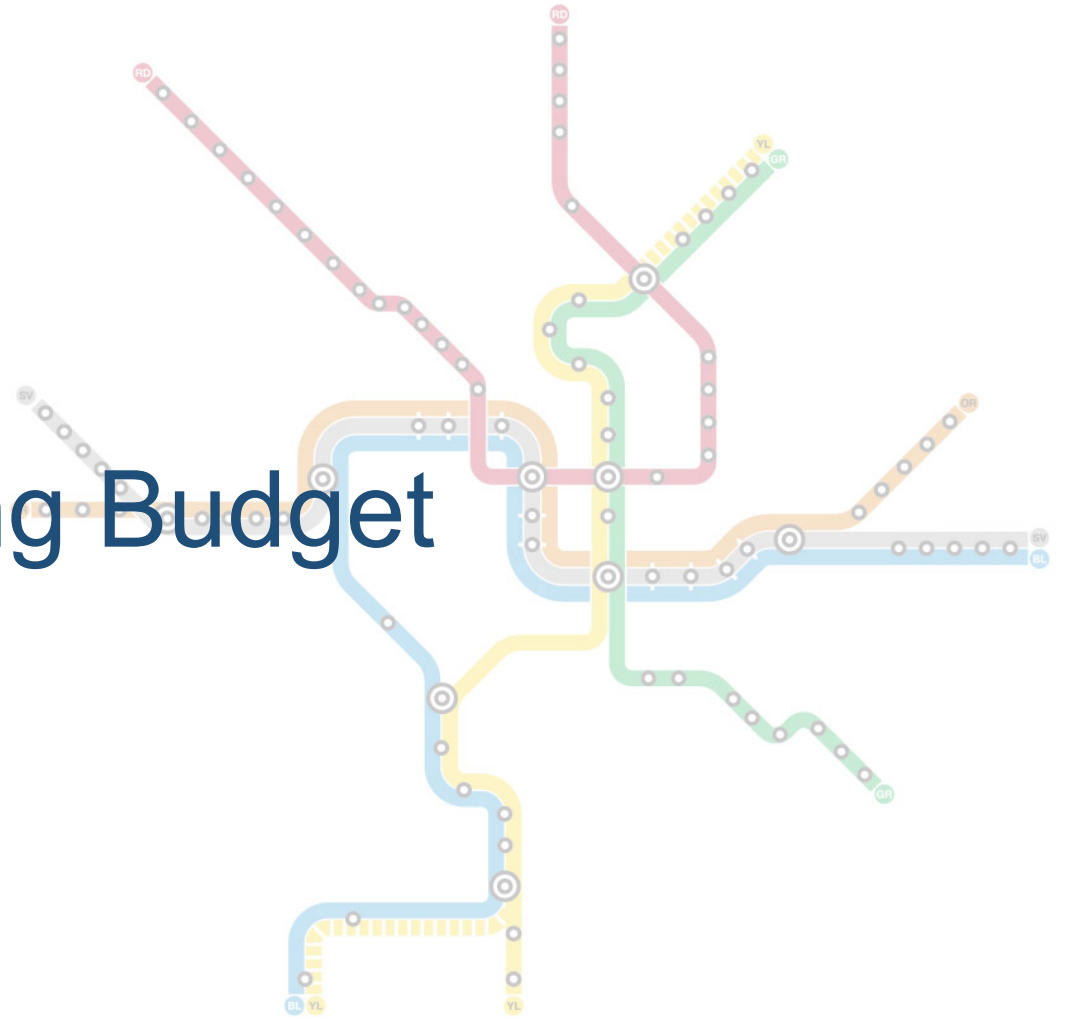
- Stakeholder emails to 3,900+ individuals
- Communications “toolkit” with social media graphics, customer information flyers, and other budget information
- Virtual information sessions with 100+



Responses to Changes Proposed for January 2022



FY2022 | Proposed Operating Budget



Revenue Rebounds with Vaccine Availability but Still Significantly Below Historic Levels

| | FY2019 Actual | FY2020 Actual | FY2021 Budget | FY2022 New Proposed |
|--------------------------------|------------------|------------------|------------------|------------------------|
| <i>\$ in Millions</i> | | | | |
| Fare Revenues | \$666.3 | \$485.0 | \$114.9 | \$168.9 |
| Non-Fare Revenues ¹ | \$118.3 | \$95.8 | \$65.7 | \$68.4 |
| Generated Revenue | \$784.6 | \$580.8 | \$180.6 | \$237.3 |
| Federal Funds | - | \$221.0 | \$642.0 | \$722.9 |
| Total Revenue | \$784.6 | \$801.7 | \$822.5 | \$960.2 |

¹ Includes Parking Revenue

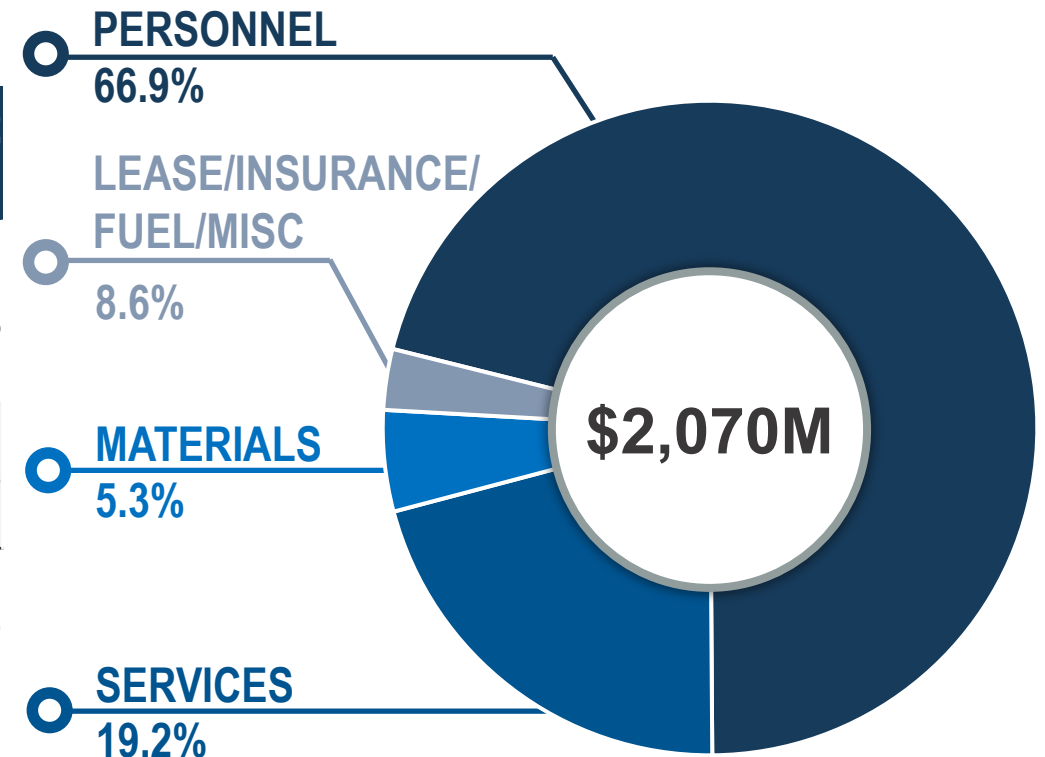
Note: Amounts are rounded for presentation purposes and may not sum

Expenses Driven by Restoration of Paratransit, SVL2 Equity Investment, and Pandemic Related Costs

\$ in Millions

| | FY2019 Actual | FY2020 Actual | FY2021 Budget | FY2022 New Proposed |
|---------------|------------------|------------------|------------------|------------------------|
| Personnel | \$1,242.3 | \$1,349.7 | \$1,310.7 | \$1,385.5 |
| Non-Personnel | \$622.9 | \$577.5 | \$623.4 | \$684.3 |
| Total | \$1,865.2 | \$1,927.2 | \$1,934.1 | \$2,069.9 |

Note: Amounts are rounded for presentation purposes and may not sum



FY2022 Balanced Using \$723M of Relief Funding

| <i>\$ in Millions</i> | FY2021 Approved Budget | FY2022 Docket | FY2022 New Proposed |
|--------------------------|---------------------------|------------------|------------------------|
| Revenue | \$180.6 | \$222.0 | \$237.3 |
| Expense | \$1,934.1 | \$1,889.5 | \$2,069.9 |
| Operating Deficit | \$1,753.5 | \$1,667.5 | \$1,832.5 |
| FY2022 Subsidy | \$1,111.6 | \$1,153.1 | \$1,109.7 |
| Funding Gap | (\$642.0) | (\$514.5) | (\$722.9) |
| Relief Funding | \$642.0 | \$514.5 | \$722.9 |
| Remaining Gap | \$0.0 | \$0.0 | \$0.0 |

Note: Amounts are rounded for presentation purposes and may not sum

Subsidy Allocation by Jurisdiction

| | FY2021 Subsidy | FY2022 Base Subsidy ¹ | Change % | Legislative Exclusions | Potomac Yard | FY2022 Total Subsidy | Total Change % | Debt Service ² | Jurisdictional Contribution |
|-----------------------------|------------------------|-------------------------------------|---------------|---------------------------|------------------|-------------------------|-------------------|------------------------------|--------------------------------|
| District of Columbia | \$399,159,420 | \$396,500,188 | (0.7%) | \$1,938,288 | \$156,344 | \$398,594,820 | (0.1%) | \$33,273,091 | \$431,867,911 |
| Montgomery County | \$183,607,050 | \$178,254,201 | (2.9%) | \$799,864 | \$83,017 | \$179,137,083 | (2.4%) | \$15,409,645 | \$194,546,728 |
| Prince George's County | \$240,588,518 | \$243,115,342 | 1.1% | \$841,658 | \$74,515 | \$244,031,514 | 1.4% | \$15,809,086 | \$259,840,600 |
| Maryland Subtotal | \$424,195,568 | \$421,369,543 | (0.7%) | \$1,641,522 | \$157,532 | \$423,168,597 | (0.2%) | \$31,218,731 | \$454,387,328 |
| City of Alexandria | \$46,090,591 | \$45,999,763 | (0.2%) | \$231,648 | \$22,083 | \$46,253,495 | 0.4% | \$1,775,511 | \$48,029,006 |
| Arlington County | \$77,313,237 | \$76,402,949 | (1.2%) | \$405,057 | \$44,210 | \$76,852,215 | (0.6%) | \$0 | \$76,852,215 |
| City of Fairfax | \$2,676,330 | \$2,745,368 | 2.6% | \$11,074 | \$1,439 | \$2,757,882 | 3.0% | \$111,494 | \$2,869,375 |
| Fairfax County | \$153,872,850 | \$152,013,647 | (1.2%) | \$696,200 | \$76,881 | \$152,786,728 | (0.7%) | \$5,615,212 | \$158,401,940 |
| City of Falls Church | \$3,137,603 | \$3,074,905 | (2.0%) | \$16,624 | \$1,188 | \$3,092,718 | (1.4%) | \$176,211 | \$3,268,930 |
| Loudoun County | \$5,138,519 | \$6,072,292 | 18.2% | \$59,586 | \$13,989 | \$6,145,867 | 19.6% | \$0 | \$6,145,867 |
| Virginia Subtotal | \$288,229,129 | \$286,308,924 | (0.7%) | \$1,420,190 | \$159,791 | \$287,888,905 | (0.1%) | \$7,678,428 | \$295,567,333 |
| Total Contribution | \$1,111,584,118 | \$1,104,178,655 | (0.7%) | \$5,000,000 | \$473,666 | \$1,109,652,321 | (0.2%) | \$72,170,250 | \$1,181,822,571 |

1. In addition to deferred subsidy, FY2022 Base subsidy reduced by \$6.6M for delay of Silver Line Phase 2 and \$0.8M for Bus Route 3A to be operated by Fairfax County effective July 2021

2. Gross Revenue Bond Debt Service

Title VI Equity Analysis of New Proposed Plan

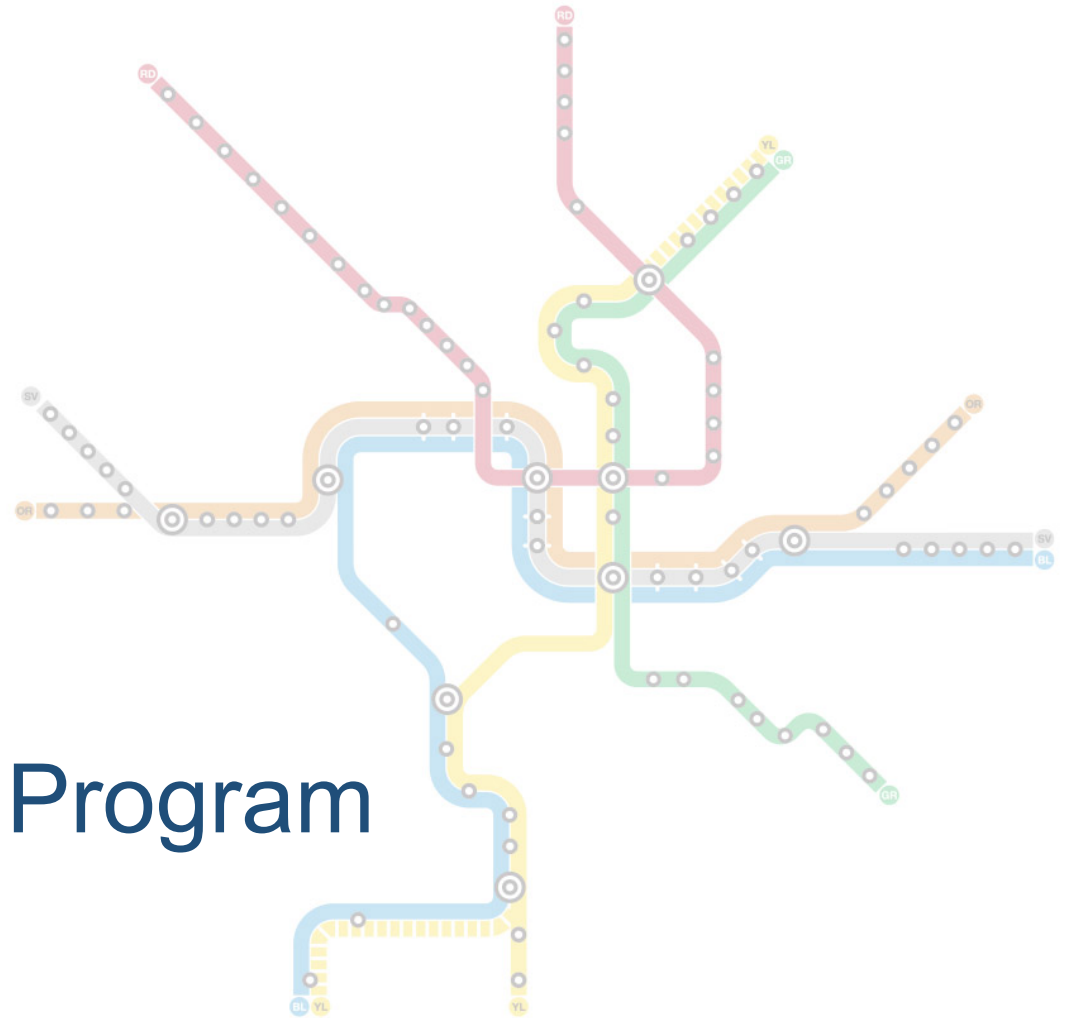
- Required for major service changes by mode (individually)
 - Is there a disparate impact (DI) on minority populations?
 - Is there a disproportionate burden (DB) on low-income populations?
- Analysis completed for bus and rail changes
 - No disparate impact (DI) for minority populations for either mode
 - No disproportionate burden (DB) for low-income populations for either mode
- Analysis conducted relative to pre-pandemic service and demographics
- Silver Line Phase II analysis will be conducted separately within six months of commencement of revenue service
- Additional detail and analysis in memorandum attached to resolution

FY2022

Proposed Capital Budget

FY2022-2027

Proposed Capital Improvement Program



Capital Program Overview (\$B)

Capital Program Portfolio

\$22.0B

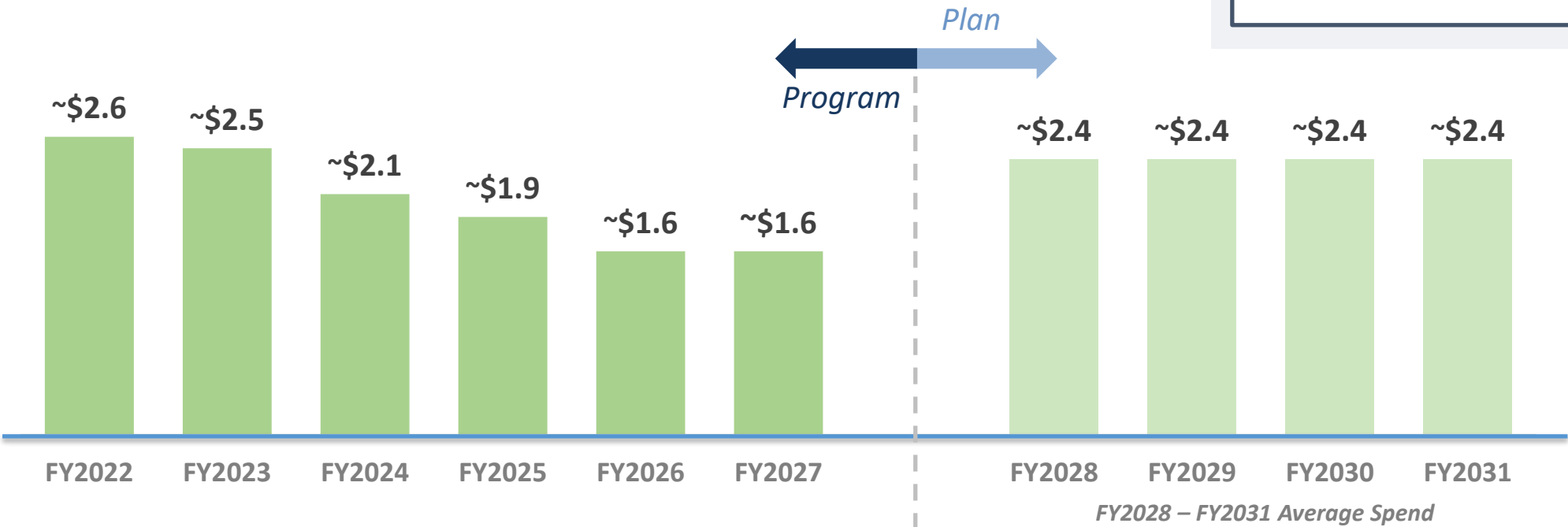
10-Year Capital Plan

\$12.3B

Six-Year Capital Program

\$2.6B

FY2022 Capital Budget



10-Year Capital Plan

Six-Year Capital Improvement Program (CIP)

Capital Budget

Total Investment \$22.0B

Total Investment \$12.3B

Total 1-Year Investment \$2.6B

Investments Continuing Beyond the 10-Year Plan include:

- Continued Required State of Good Repair and Safety Investments
- 8000 Series Railcar Acquisition
- Zero Emission Bus
- Complete 8-car Train Initiative
- Next Generation Signal System
- Tunnel Ventilation Improvements
- Railyard Optimization
- Passenger Circulation Station Improvements

Financial Plan by Investment Category

| Capital Investment Categories (\$M) | FY2022 Budget | FY2023 Plan | FY2024 Plan | FY2025 Plan | FY2026 Plan | FY2027 Plan | 6-Year Total |
|---|------------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Railcar and Railcar Facilities | \$342 | \$346 | \$437 | \$530 | \$517 | \$422 | \$2,595 |
| Rail Systems | \$273 | \$337 | \$308 | \$256 | \$203 | \$213 | \$1,591 |
| Track and Structure Rehabilitation | \$343 | \$456 | \$259 | \$236 | \$237 | \$267 | \$1,798 |
| Stations and Passenger Facilities | \$792 | \$530 | \$354 | \$302 | \$268 | \$272 | \$2,519 |
| Bus, Bus Facilities and Paratransit | \$294 | \$388 | \$467 | \$418 | \$184 | \$196 | \$1,947 |
| Business and Operations Support | \$546 | \$468 | \$239 | \$206 | \$220 | \$207 | \$1,887 |
| Total Capital Investments | \$2,591 | \$2,526 | \$2,064 | \$1,949 | \$1,628 | \$1,578 | \$12,336 |
| Revenue Loss from Capital Projects | \$17 | \$10 | \$10 | \$10 | \$10 | \$10 | \$67 |
| Debt Service - Dedicated Funding ¹ | \$0 | \$95 | \$199 | \$258 | \$316 | \$358 | \$1,226 |
| Total Capital Program Cost | \$2,608 | \$2,631 | \$2,273 | \$2,217 | \$1,954 | \$1,946 | \$13,629 |

¹ Projections subject to change based on actual debt requirements and terms of future debt issuance

FY2022 Jurisdictional Capital Funding – Allocation

FY2022 Anticipated Capital Budget Funding Sources

| Funding Sources (\$M) | FY2022 Budget |
|--|------------------|
| Federal Grants | |
| Formula and Other Grants | \$325 |
| PRIIA | \$149 |
| Subtotal Federal Grants | \$489 |
| State and Local Contribution | |
| District of Columbia | \$328 |
| State of Maryland | \$310 |
| Commonwealth of Virginia | \$288 |
| Subtotal State and Local | \$926 |
| Jurisdiction Reimbursable Projects | \$156 |
| Metropolitan Washington Airports Authority | \$13 |
| Debt and Other Fund Sources | \$1,024 |
| Grand Total | \$2,608 |

State and Local Contribution by Jurisdiction

| | FY2022 Budget |
|---------------------------|----------------------|
| DC PRIIA | \$49,500,000 |
| DC Dedicated Funding | \$178,500,000 |
| DC Allocated Contribution | \$99,663,709 |
| Montgomery County | \$46,334,910 |
| Prince George's County | \$47,477,330 |
| MD PRIIA | \$49,500,000 |
| MD Dedicated Funding | \$167,000,000 |
| City of Alexandria | \$12,599,122 |
| Arlington County | \$22,791,984 |
| City of Fairfax | \$713,407 |
| Fairfax County | \$40,600,208 |
| City of Falls Church | \$776,099 |
| Loudoun County | \$5,471,946 |
| VA PRIIA | \$49,500,000 |
| VA Dedicated Funding | \$154,500,000 |
| VA CMAQ | \$1,016,889 |
| Total | \$925,945,603 |

Risks and Opportunities

Covid-19 Pandemic



- Supply delays
- Managing projects safely
- Operating impacts
- Telework policies and travel behavior

Federal and Regional Uncertainty



- Reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA) and federal formula programs
- Regional economic recovery
- Federal, State, Local regulatory changes to address sustainability and equity
- Infrastructure bill

Emerging Needs



- Safety and state of good repair
- Emergency response
- Safety/regulatory mandates

Non-WMATA Risks



- Permitting, litigation, third-party

Silver Line Phase 2



- Schedule, ridership and cost recovery

Service Levels – FY2022 & Future



- Fleet size, facilities
- Rehabilitation & Maintenance Impacts

Recommendation

- Accept staff report summarizing public participation
- Approve Title VI Equity Analysis on proposed service changes
- Approve FY2022 Operating and Capital Budgets and FY2022-2027 Capital Improvement Program

SUBJECT: APPROVAL OF FISCAL YEAR 2022 OPERATING BUDGET AND CAPITAL BUDGET, 2022-2027 CAPITAL IMPROVEMENT PLAN, PARKING RATES AND SERVICE CHANGES AND PUBLIC PARTICIPATION REPORT

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Metro continues to play a critical role providing transportation to essential health workers, first responders, and residents who are dependent on transit services during the pandemic; and

WHEREAS, WMATA Compact §§ 23 and 24 require the Board of Directors to adopt a balanced capital budget and a balanced operating budget each year; and

WHEREAS, The Board has reviewed and considered the General Manager and Chief Executive Officer's proposed fiscal year (FY) 2022 Operating Budget and FY 2022-2027 Capital Improvement Program (CIP); and

WHEREAS, Pursuant to the Public Participation Plan, the Board held four public hearings on March 8, 9, and 10, 2021 (of which one was held in an area served by the Northern Virginia Transportation Commission), on the proposed FY 2022 Operating Budget, service and parking rate proposals, and the FY 2022-2027 CIP; and

WHEREAS, Following Board authorization on January 14, 2021 (Res. 2021-02), staff prepared a Public Hearing Staff Report (Attachment A) and Title VI Equity Analysis (Attachment B) on proposed fare and service changes presented at the public hearing, and determined that the proposed changes do not result in a disparate impact (DI) on minority populations or a disproportionate burden (DB) on low-income populations; and

WHEREAS, The WMATA Dedicated Funding Grant Agreement with the District of Columbia requires the Board to consider whether the most recent approved Federal Transit Administration (FTA) Indirect Cost Rates described in Attachment H are appropriate to apply to jurisdictional capital contributions; and

WHEREAS, The WMATA Dedicated Capital Funding Agreement with the State of Maryland requires the Board to review and approve WMATA's Debt Management Policy annually; and

WHEREAS, In June 2010, the Board adopted a $\frac{3}{4}$ mile zone from fixed route service for the provision of MetroAccess Service (Res. 2010-31);

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors approves the Public Participation Report on the proposed FY 2022 Operating Budget and FY 2022-2027 CIP, set forth in Attachment A, and the Title VI equity analysis set forth in Attachment B; and be it further

RESOLVED, That the Board of Directors adopts the FY 2022 Operating Budget of \$2.08 billion set forth in Attachments C and D; and be it further

RESOLVED, That the Board of Directors adopts the service changes and parking rates set forth in Attachments E and F; and be it further

RESOLVED, That Resolution 2010-31 is suspended until June 30, 2022 in regards to the $\frac{3}{4}$ mile service area limitation and freezing the existing paratransit service area as it exists to allow staff to evaluate the impact of Metrobus service changes on paratransit service and to report to the Board of Directors on or before April 30, 2022; and be it further

RESOLVED, That the Board of Directors adopts the FY 2022 Capital Budget of \$2.61 billion and the FY 2022-2027 CIP of \$13.63 billion as summarized in Attachment G; and be it further

RESOLVED, That the Board of Directors approves the use of FTA grant and local matching funds in the amount of \$60 million for eligible preventive maintenance expenditures through the FY 2022 Capital Budget; and be it further

RESOLVED, That the Board of Directors has considered the use of the most recently FTA-approved Indirect Cost Rate and directs staff to apply an Indirect Cost Rate that does not exceed the FTA-approved departmental rates as described in Attachment H to projects funded by jurisdictional capital contributions in the FY 2022 Capital Budget; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to reprogram up to \$17 million in capital funding to support operating revenue losses caused by service disruptions associated with major capital projects with any unused capital funds returned to the FY 2022 capital budget; and be it further

RESOLVED, That the Board of Directors has reviewed the WMATA Debt Management Policy as described in and attached to Resolution 2020-04 (Attachment I) and approves its use for FY 2022; and be it further

RESOLVED, That \$72.17 million of debt service payments resulting from the issuance of Series 2017A, 2017B, and 2018 bonds are due from and allocated to the participating jurisdictions as set forth in Attachment D; and be it further

RESOLVED, That in order to implement the FY 2022 Capital Budget or the FY 2022 Operating Budget, the General Manager and Chief Executive Officer, the Executive Vice President and Chief Financial Officer, or their designees are authorized to: (1) file and execute grant applications and accept grants on behalf of WMATA for funds from the federal government and any other public or private entity regardless of whether a local match is required without further Board action, so long as the acceptance of such grant does not result in the increase in expenditures above the approved FY 2022-2027 CIP or the approved FY 2022 Operating Budget; (2) conduct public hearings at any time during FY 2022 in furtherance of the implementation of the FY 2022-2027 CIP; and (3) execute and file the annual FTA Certifications and Assurances as a prerequisite to the submission of federal grant applications; and be it further

RESOLVED, That the Board of Directors acknowledges that, in accordance with the terms of the Capital Funding Agreement (CFA), if any projects are started during the term of the CFA or any bonds or other financial instruments are issued pursuant to the CFA, the Contributing Jurisdictions have agreed to continue to make their Allocated Contributions for those projects or debt service until the conclusion of the projects or the final maturity of the bonds or other financial instruments; and be it finally

RESOLVED, That to allow staff to timely apply for the coming fiscal year's grants, this Resolution shall be effective immediately.

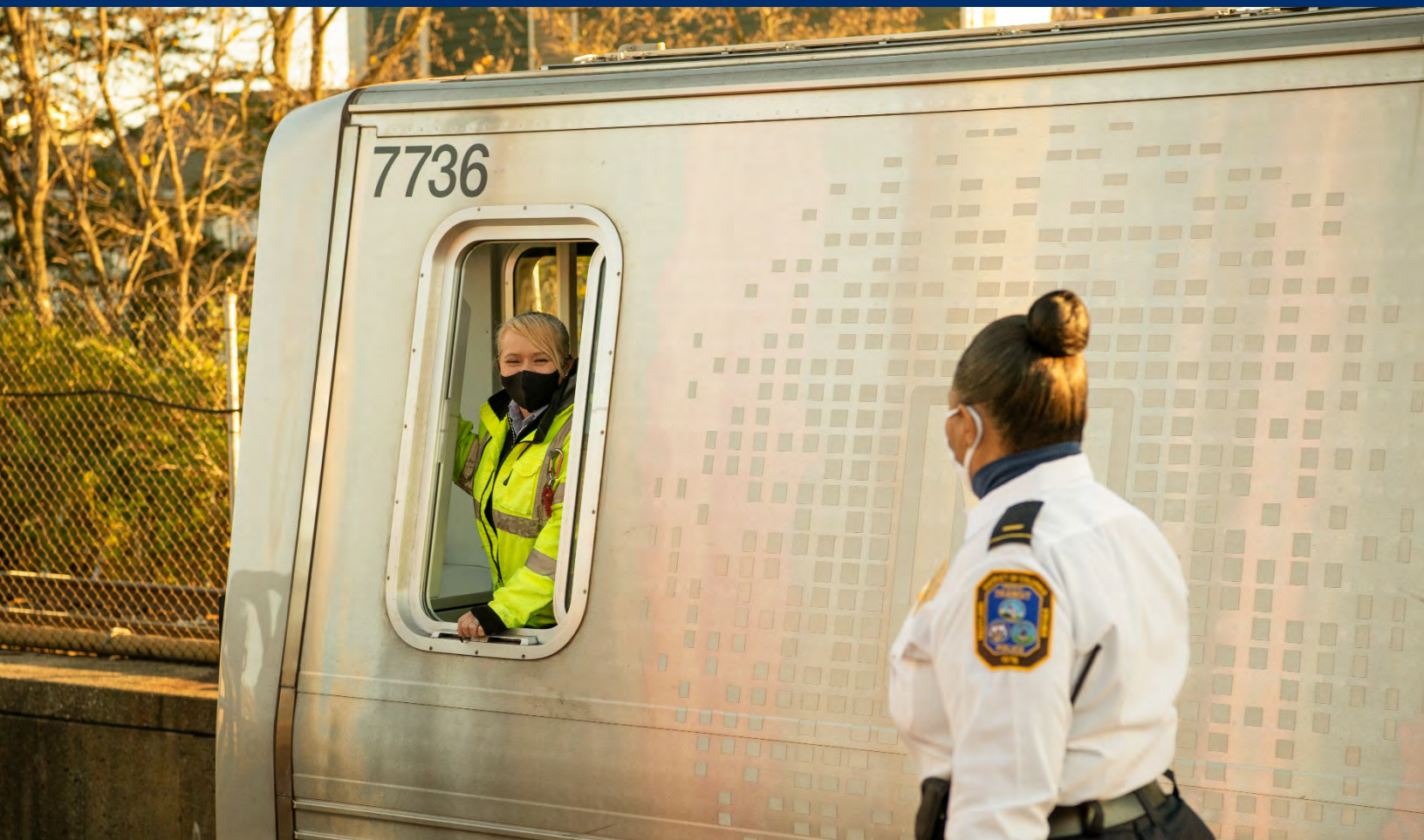
Reviewed as to form and legal sufficiency,

/s/ Patricia Y. Lee

Patricia Y. Lee
General Counsel

WMATA File Structure Nos.:
2.7 Delegation of Authority
4.2.2 Fiscal Year Budgets
9.12.9 Tariff/WMATA Fare Structure

Public Outreach and Input Report



Washington Metropolitan Area Transit Authority

Docket B21-01

Contents

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Introduction

As public engagement began for Metro's Fiscal Year 2022 budget, the Authority faced a significant budget shortfall due to low ridership caused by the Covid-19 pandemic.

While federal funding had sustained Metro through the first year of the pandemic, a significant budget gap was identified for the Fiscal Year set to begin on July 1, 2021. Because the WMATA Compact requires the Board of Directors to adopt a balanced budget for the coming fiscal year by June 30, Metro moved forward with collecting public feedback on an FY22 budget that considered drastic service cuts and workforce reductions beginning in January 2022 if additional federal funding was not received.

Knowing that public feedback would be vital in helping Metro's Board of Directors and management make decisions about pandemic recovery, Metro staff launched a robust communications and outreach effort to ensure the public received thorough and timely information about proposed changes and had multiple ways to submit feedback. As a result, more than 22,400 individuals and organizations provided feedback on the FY22 budget during the public comment period, which spanned from February 20 – March 16, 2021.

Thanks to the efforts of Metro's Board of Directors and the region's Congressional delegation, Metro received word on March 10, 2021 that federal relief was on the way as part of the American Rescue Plan. Despite anticipated changes, Metro staff completed the public outreach effort to provide the Board with feedback that would be valuable in the decision-making process for this budget and future pandemic recovery efforts.

The additional federal relief will allow Metro to avert many, if not all, of the proposed service reductions and layoffs presented to the public during this outreach period. A revised FY22 budget reflecting the additional federal funding will be considered by the Board of Directors in April 2021; however, additional public outreach around the revised budget is not required.

Details about the proposed service changes can be found in the FY22 Budget Staff Report, as well as in WMATA Docket B21-01, which is posted online at wmata.com/budget.

The following report includes an overview of the communications and outreach efforts, as well as a summary of the public feedback received.



Communications and outreach overview

Public feedback is vital in helping Metro’s Board of Directors and management make decisions about pandemic recovery.

The communications and outreach effort was designed to encourage public feedback on the proposed systemwide service changes, as well as to fulfill the Board-approved Public Participation Plan and Metro Compact. Communications and outreach tactics were planned to ensure that customers and community members – especially those from low-income, minority and Limited English Proficient (LEP) populations – received high-quality information, communication and feedback opportunities.

With many customers no longer regularly using the system, the FY22 budget communications and outreach effort required more extensive and creative tactics than in previous years. In addition to region-wide communication efforts, special attention was paid to soliciting feedback from customers who were still riding during the pandemic. A demographic overview of the impacted customers can be viewed in the Title VI equity analysis report.

Many of the communications and outreach tactics occurred during the official public comment period timeframe, Saturday, February 20 through Tuesday, March 16, 2021.

The final communications and outreach plan included the following efforts:

- **Stakeholder engagement**
- **Targeted marketing and media**
- **In-person outreach**
- **Virtual Compact Public Hearings**

Communications and outreach goals were established to ensure that Metro provided open and transparent communications that led to public understanding of:

- What the proposed changes were
- When the changes could go into effect
- Why proposed changes were necessary
- How the public could comment on the proposed changes

Feedback was collected through the following sources during the public comment period:

- **Online and phone surveys**
- **Oral testimony and recorded messages received at the Virtual Public Hearings**
- **Written comments received online and by the Board Secretary’s Office**

A summary of the more than 22,400 comments received can be found in the Public Input Results section at the end of this document.

Stakeholder engagement

Stakeholders were key to helping Metro spread the word about the FY22 budget, and their support allowed the Authority to collect as much feedback as possible from a wide variety of individuals across the region.

A comprehensive outreach effort was made to inform and connect with elected officials, jurisdictional partner staff, business leaders, transit advocates and Community Based Organizations (CBOs). New tactics, including virtual information sessions and a “communications toolkit,” were implemented this year to make sure stakeholders had the information they needed.

VIRTUAL INFORMATION SESSIONS

Metro hosted four virtual information sessions to provide budget briefings to elected officials, jurisdictional partner staff, and leaders from Business Improvement Districts (BIDs), Advisory Neighborhood Commissions (ANCs) and CBOs.

The virtual information sessions were designed as “train the trainer” events to bring attendees up to speed on the budget proposals impacting their local communities and the overall service area, and enlist their help soliciting feedback from their constituents and communities. More than 100 individuals participated in the online events, with more than 30 questions and comments submitted.

| DC-Focused Virtual Information Sessions | Maryland-Focused Virtual Information Session | Virginia-Focused Virtual Information Session |
|--|--|--|
| Dates: Tuesday, February 23 and Wednesday, February 24 | Date: Monday, February 22 | Date: Monday, February 22 |
| Notable attendees: <ul style="list-style-type: none">• DC Council staff• Office of the Mayor staff• ANC commissioners• GG Wash | Notable attendees: <ul style="list-style-type: none">• Montgomery County staff• Prince George’s County staff• Maryland General Assembly staff | Notable attendees: <p>Staff from:</p> <ul style="list-style-type: none">• Arlington County• Fairfax County• Loudoun County• City of Alexandria• City of Fairfax• Virginia General Assembly• Arlington Chamber• Loudoun Chamber• Tysons Partnership• Department of Rail and Public Transportation (DRPT)• Northern Virginia Transportation Alliance (NVTa)• Metropolitan Washington Airports Authority (MWAA) |

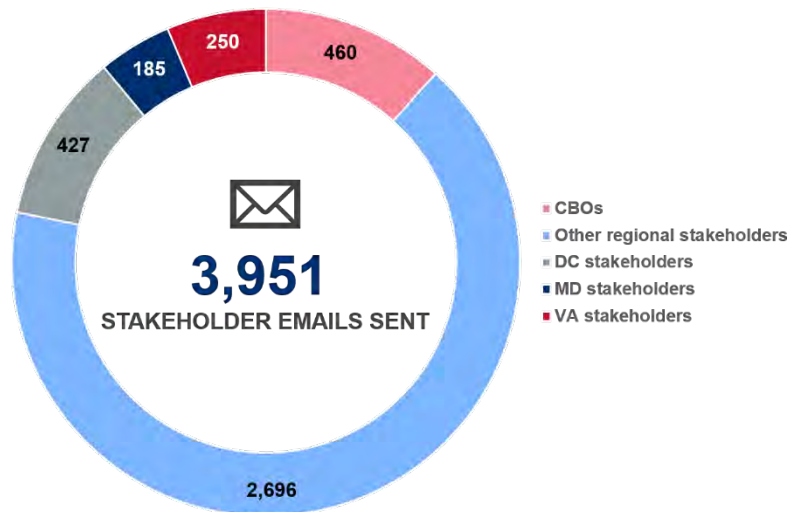
This list is generated from organizations that registered for the events and is not a comprehensive list of all organizations or individuals who attended the virtual information sessions.

STAKEHOLDER EMAILS

Over 3,900 individuals – including elected officials, jurisdictional staff, CBOs, community partners, places of worship, event venues, business improvement districts, apartment and residences, schools, shopping areas, social service organizations and more – received email communications from Metro to inform them about FY22 budget and proposed service changes.

The first email communications were sent on February 8 to inform stakeholders of the budget situation and provide a look-ahead timeline of key milestones, including when and how the public could provide feedback.

Following the initial email, a follow-up communication was sent to stakeholders on February 22 to remind them that the public comment period had opened and encourage them to share the information via their channels. Additionally, Metro staff followed up by answering emails and phone calls from stakeholders.



COMMUNICATIONS TOOLKIT

As part of the stakeholder emails mentioned above, stakeholders received a “toolkit” containing budget information designed to be shared with their constituents and communities, including messaging, maps, graphics and customer information flyers in multiple languages.

Metro also provided sample social media posts encouraging the public to comment on the budget. These posts were designed as cut-and-paste solutions that regional partners could easily share through their social media channels (i.e., Twitter, Facebook and Instagram) to encourage people to share their thoughts on the proposals. **The link to the social media graphics was accessed more than 800 times by stakeholders.**



Several jurisdictional partners shared the messaging from the communications toolkit on their social media channels.

ELECTED OFFICIAL AND JURISDICTIONAL PARTNER OUTREACH

District of Columbia

Update emails were provided to various District officials, and the communications toolkit was provided to the Executive Office of the Mayor community outreach specialists who serve all eight wards. Information was also provided to the DC Main Streets Program to share with the local business community. Further, Metro staff responded to numerous emails and calls from stakeholders, including Advisory Neighborhood Commissions (ANCs) and Councilmembers, about the budget and process for submitting comments on the proposals.

Maryland

Budget update emails and the communications toolkit were provided to state, local and municipal officials. Additionally, General Manager/CEO Paul Wiedefeld provided a briefing on the FY22 budget to the Prince George's County Council and participated in the annual budget process for the Maryland General Assembly.

Virginia

Budget update emails and the communications toolkit were provided to state and local officials, community and business stakeholders and various transportation groups. General Manager/CEO Paul Wiedefeld gave a presentation about the FY22 budget to the Northern Virginia Transportation Commission (NVTC). Metro staff also provided updates to various groups including the NVTC, Tysons Partnership, Transportation Association of Greater Springfield (TAGS) and Fairfax Hunter Mill Transportation Advisory Council.

COMMITTEE BRIEFINGS AND MEETINGS

The **Riders Advisory Council (RAC)** received briefings on the FY22 budget situation and public comment period at its December 2020, and January and March 2021 meetings. The **Accessibility Advisory Committee (AAC)** received regular updates and throughout the budget process, including briefings at its December 2020 and March 2021 meetings. Additionally, the **Joint Coordinating Committee (JCC)**, comprised of staff from regional jurisdictions, participated in multiple meetings to discuss the budget proposals with Metro staff.

EMPLOYEE COMMUNICATIONS

Metro employees are important stakeholders and brand ambassadors, and numerous efforts were made to ensure they were informed about the Authority's FY22 budget and encouraged to participate in the feedback process. Regular email updates about Metro's FY22 budget were sent from the General Manager to keep employees informed about the funding situation, proposed service changes and federal relief efforts. In total, five emails about the budget were sent to employees between November 2020 and March 2021.



Employee message from Metro Employee News email.

In addition to email communications, several *Metro Voices* Facebook Live events were held, and the *Metro Voices* podcast released two episodes that focused on the budget. Information about the proposed

budget was also included in Metrorail, Metrobus and Grounds Maintenance & Custodial Services “hot sheet” newsletters.

EMPLOYEE COMMUNICATION UPDATES

| Channel | Message | Date |
|----------------------------------|---|----------|
| Metro Employee News email | Updates from the General Manager/CEO on budget | 11/30/20 |
| | Updates from the General Manager/CEO on the Covid relief bill | 12/22/20 |
| | Updates from the General Manager/CEO on the Covid relief bill | 1/11/21 |
| | We want your feedback on the FY22 budget proposal | 2/19/21 |
| | Watch budget public hearings next week | 3/5/21 |
| | Federal relief is headed our way | 3/12/21 |
| Metro Voices podcast | Budget conversation with the General Manager/CEO | 11/24/20 |
| | Budget updates conversation with the General Manager/CEO | 1/26/21 |



General Manager/CEO Paul J. Wiedefeld joined the Metro Voices podcast several times to provide employees with periodic updates on the budget situation.

Targeted marketing and media

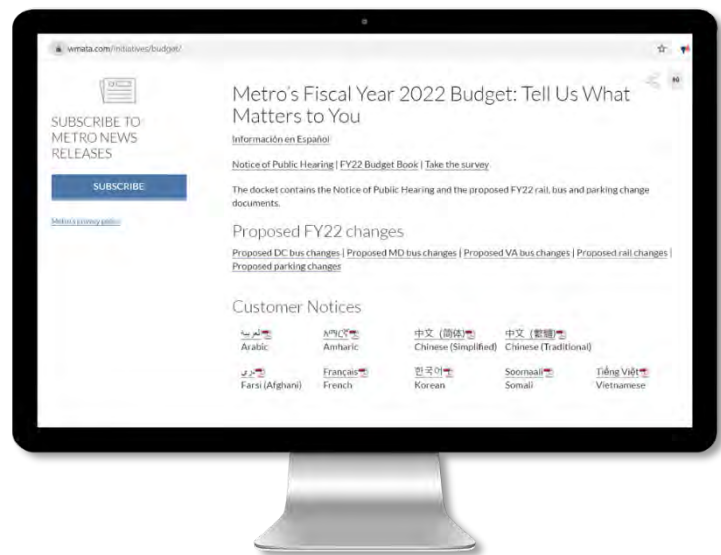
Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposed budget.

WEBSITE

The budget webpage (wmata.com/budget) served as the main clearinghouse for information on the budget proposal and opportunities for submitting comments. The landing page provided an overview of Metro's budget situation, as well as the various service proposals under consideration. The page was fully translated into Spanish, and customer information notices were posted on the site in nine additional languages: Amharic, Arabic, Chinese (Simplified and Traditional), English, Farsi, French, Korean, Somali and Vietnamese.

A variety of content was available for the public to review, including the FY22 Budget Book, detailed maps of proposed bus and rail service changes and the notice of public hearing. The website also was the primary channel for submitting feedback, and customers could access the online survey in English and Spanish, as well as submit written comments and upload letters. All four Virtual Public Hearings were streamed live on wmata.com/budget, as well as on Metro's YouTube page.

During the public comment period, wmata.com/budget received over 30,100 views and 26,000 individual visitors. The average time spent by a viewer on the page was just under five minutes. Half of the viewers accessed the site from their desktop computers, and the other half accessed the site from their mobile devices.



The budget webpage featured links to customer brochures in multiple languages.

SURVEY TOOL

The survey tool, which was available in English and Spanish via wmata.com/budget, provided members of the public a way to provide feedback by answering the survey questions, submit open-ended comments or upload documents. A call-in survey option was also offered for the first time to increase participation from individuals who required additional help or did not have access to a computer. Individuals could call in to

A screenshot of the Metro's 2022 Budget survey tool. The page has a white background with a blue header containing the Metro logo and the title 'Metro's 2022 Budget'. The main content area explains the need for additional funding due to the decline in ridership during the COVID-19 pandemic. It then asks for user input and provides three options for how to provide feedback: 'Take a survey and provide comments (preferred)', 'Provide written comments only', and 'Upload a document only'. Each option is preceded by a radio button.

The survey tool offered respondents several ways to submit feedback online.

take the survey or provide comments, with language support provided in Arabic, Amharic, Chinese (Mandarin, Cantonese), Farsi, Korean, Somali, Spanish and Vietnamese.

In total, nearly 21,900 surveys were received. Over 21,800 of those surveys were received via wmata.com/budget, and over 90 surveys were completed via phone. More than 275 surveys were completed in Spanish and none in other languages. **A full report on the comments received through the survey tool is available in Appendix B.**

DIGITAL AND PRINT COMMUNICATIONS

A mix of paid advertising and earned media was used to spread the word about the budget and public comment opportunities. Metro distributed a press release marking the start of the public comment period and used its Twitter, Instagram, Facebook and Nextdoor accounts to promote public comment opportunities.

SOCIAL MEDIA

Because many customers were no longer riding the system, Metro leveraged its social media channels to amplify budget messaging and reach customers in their homes through a variety of posts. In total, social media posts resulted in more than 670,000 impressions and more than 2,900 engagements (likes, comments, shares) across all platforms. In addition to organic social media posts, paid Facebook advertisements promoting the Public Hearings were run in English and Spanish.

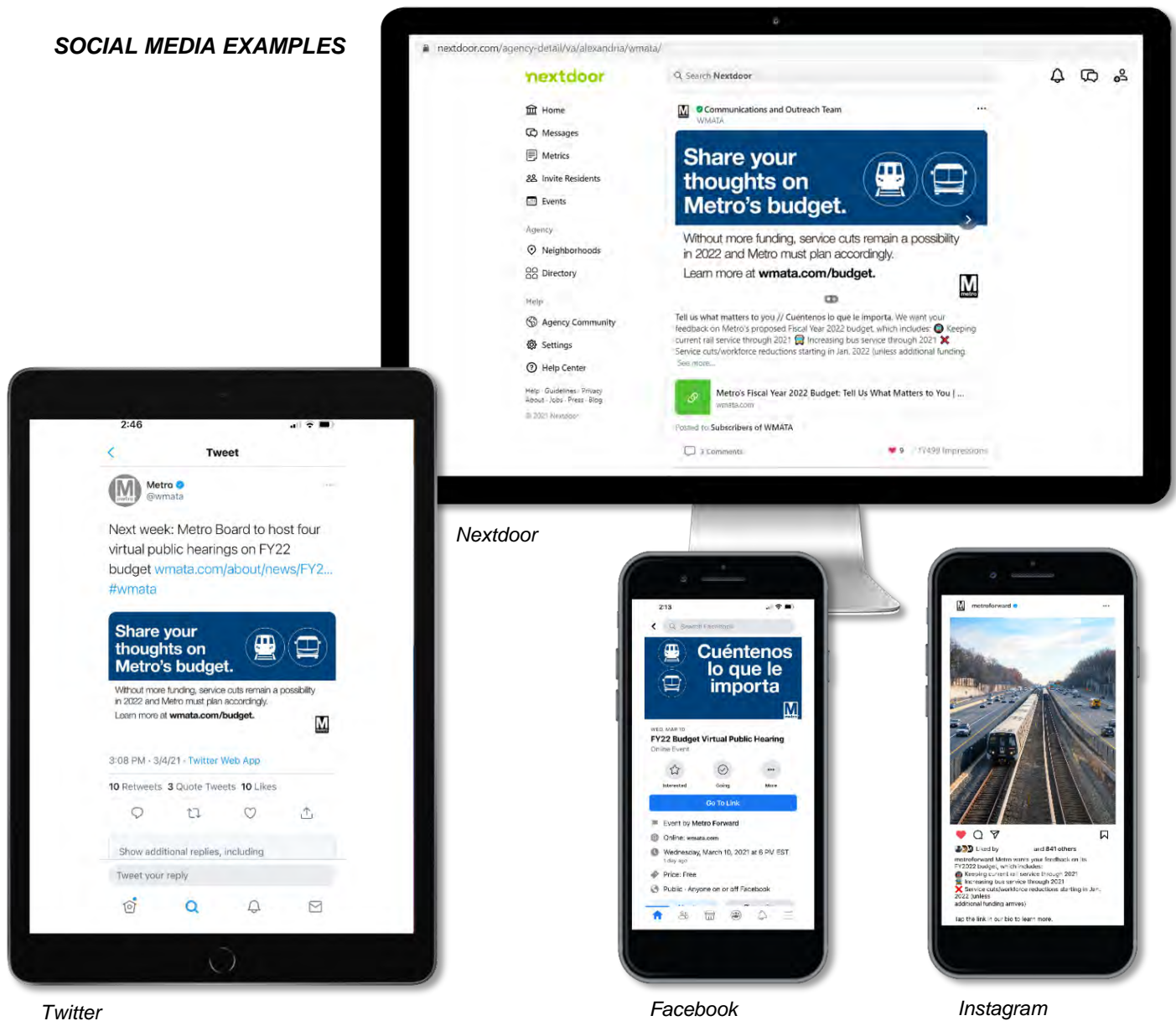
**Reach = the total number of people who saw the content*

***Impressions = the number of times the content was displayed in a user's feed, no matter if it was clicked or engaged with or not*

| Media | Dates | Details |
|-------------------|------------------------------|---|
| Nextdoor | 3/1/21 | <ul style="list-style-type: none"> 17,930 impressions 12 engagements (9 likes, 3 comments) |
| Facebook (posts) | 2/20/21 2/22/21 3/4/21 | <ul style="list-style-type: none"> 6,038 people reached 117 engagements 83 link clicks |
| Facebook (events) | 2/24/21 | <ul style="list-style-type: none"> 8 posts (4 English, 4 Spanish) 576k people reached Paid campaign Each event focused on a corresponding public hearing <p><i>March 8 (11 a.m.) event:</i></p> <ul style="list-style-type: none"> 166k people reached, 414 responses (English) 136k people reached, 203 responses (Spanish) <p><i>March 8 (6 p.m.) event</i></p> <ul style="list-style-type: none"> 94k people reached, 474 responses (English) 38k people reached, 114 responses (Spanish) <p><i>March 9 event</i></p> <ul style="list-style-type: none"> 100k people reached, 230 responses (English) 84k people reached, 111 responses (Spanish) <p><i>March 10 event</i></p> <ul style="list-style-type: none"> 79k people reached, 168 responses (English) 67k people reached, 92 responses (Spanish) |

| Media | Dates | Details |
|-----------|------------------------------|--|
| Twitter | 2/20/21 2/22/21 3/4/21 | <ul style="list-style-type: none"> 60,091 impressions 121 engagements (retweets, likes and replies) 313 link clicks |
| Instagram | 2/22/21 | <ul style="list-style-type: none"> 7,339 impressions 874 engagements (843 likes, 31 comments) |
| YouTube | 3/1/21 | <ul style="list-style-type: none"> 437 views 2,900 impressions 89% of traffic came from wmata.com |

SOCIAL MEDIA EXAMPLES



DIGITAL ADVERTISING

Targeted English and Spanish-language advertisements were placed so app users would receive advertisements on their smartphones and mobile devices directing them to wmata.com/budget. Additionally, ads were run on Pandora radio and Extravision (Spanish-language digital radio). Push notifications were also sent via the Transit app, which is known to have high Spanish language usage. **More than 780 respondents took the budget survey because of the Transit app notifications, with 26% of those surveys completed in Spanish.**

| Media | Language | Run Dates | Details |
|--|---------------------|-------------------|---|
| Pandora (Digital radio ads) | English | 2/27 – 3/16/21 | <ul style="list-style-type: none"> Total impressions: 660,458 Reach: 270,065 <i>English:</i> Total impressions: 440,403 Reach: 196,784 <i>Spanish:</i> Total impressions: 220,055 Reach: 63,832 While not an objective for streaming audio, both the minority and Spanish-speaking audiences saw a slightly higher click-through rate Delivery was evenly split across all audience targeting |
| Extravision (Digital radio ads) | Spanish | 2/27 – 3/16/21 | <ul style="list-style-type: none"> Total impressions: 245,127 Audience included those who are bilingual or fluent in Spanish and are past/current Metro riders Audio engage platform encompasses both Hispanic radio stations, direct publishers, affiliate partners and podcasting |
| Adobe (Mobile/app banner ads) | English, Spanish | 2/27 – 3/16/21 | <ul style="list-style-type: none"> Total impressions: 1,599,779 Clicks: 4,471 <i>English:</i> Total impressions: 925,971, Total clicks: 2,467 <i>Spanish:</i> Total impressions: 673,808, Total Clicks: 2,004, CTR - 0.30% The Spanish-speaking audience drove slightly more traffic to the landing page |
| Transit App | English, Spanish | 2/25 – 3/4/21 | <ul style="list-style-type: none"> Push notifications to approx. 28,000 app users 784 survey completes (584 English, 200 Spanish) |



Deje comentarios sobre los cambios en el servicio propuestos



English and Spanish banner ads ran on apps and as companion pieces to digital radio advertisements.

PRINT ADVERTISING

Paid advertisements were placed in publications covering multiple languages: *The Washington Post*, *The AFRO*, *El Tiempo Latino*, *Washington Hispanic*, *Atref*, *Doi Nay*, *Epoch Times*, *Iran Times* and *Korean Times*.

| Publication | Language | Run Dates | Total Est. Impressions |
|---------------------|------------|---------------|------------------------|
| The Washington Post | English | 2/20, 2/27/21 | 98,400 |
| The AFRO | English | 3/6/21 | 12,500 |
| El Tiempo Latino | Spanish | 2/26/21 | 49,200 |
| Washington Hispanic | Spanish | 3/5/21 | 55,000 |
| Atref | Amharic | 3/5/21 | 8,000 |
| Doi Nay | Vietnamese | 2/26/21 | 11,000 |
| Epoch Times | Chinese | 3/5/21 | 13,000 |
| Iran Times | Farsi | 3/10/21 | 35,000 |
| Korean Times | Korean | 2/26/21 | 30,000 |

美國社會

女孩公開發帖微笑回應霸凌

「這不應該發生在任何人身上 如果你看到一些事情發生 卻不出聲反對 你同樣有罪」

一名十歲女孩在社交媒體上被霸凌，她公開發帖微笑回應。她說：「這不應該發生在任何人身上。如果你看到一些事情發生，卻不出聲反對，你同樣有罪。」

這名女孩名叫諾拉·泰勒（Nora Taylor），現年十歲，住在加利福尼亞州。她最近被一名年長女孩在社交媒體上霸凌，諾拉在網上發帖回應，表示她不會被嚇倒，並呼籲其他孩子團結起來，共同抵制霸凌。

諾拉的帖子在網上引起了廣泛關注，許多人都為她的勇氣和成熟感到欽佩。她的父母表示，他們對女兒的處理方式感到自豪，並感謝她勇敢站出來。

專家表示，兒童霸凌是一個嚴重的問題，需要家長、學校和社會共同努力來解決。諾拉的故事為其他孩子提供了一個積極的榜樣，告訴他們在面對困難時要保持冷靜和勇敢。

跟川普做鄰居要多少錢 海湖莊園旁一豪宅開賣

位於海湖莊園（Mar-a-Lago）旁的一棟豪宅，目前正以 1.2 億美元的價格開賣。這棟豪宅擁有 10 多間臥室，裝修豪華，環境優美，是許多名流和富豪的住所。

這棟豪宅位於海湖莊園的後方，佔地 10 英畝，擁有私人海灘和游泳池。豪宅內部裝修極其豪華，包括大理石地板、水晶吊燈和名畫收藏。此外，還設有健身房、桑拿房和私人影院。

據悉，這棟豪宅的買家是一位來自亞洲的富豪。這棟豪宅的開賣也反映了海湖莊園作為一個高檔度假勝地的地位。

告诉我们您所关心的事

由于 COVID-19 疫情，Metro 正面临严重的财政挑战。为了应对这一挑战，Metro 提出了 2022 年的预算提案。我们邀请您参与进来，告诉我们您对预算提案的看法。

参与调查并提供意见
您可以通过电话 844-468-5745 参与调查。

参加虚拟公开听证会
您可以通过电话 312-380-8855 参加虚拟公开听证会。

即时观看直播
您可以通过网站 www.metro.net/budget 或 YouTube 频道 www.youtube.com/MetroForward 观看直播。

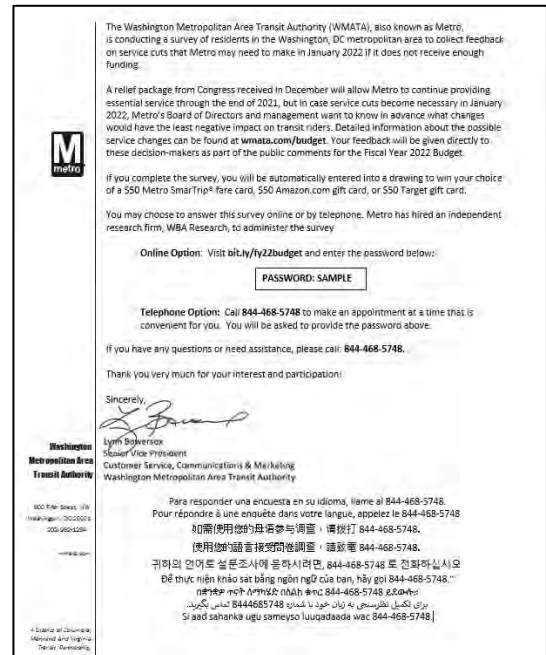
如果您有任何疑问，请致电 202-637-1328。

Information about Metro's budget proposal in the Epoch Times.

DIRECT MAILING

A letter about the budget survey was mailed to approximately 20,000 residents in targeted zip codes throughout the region to encourage low-income and minority participation. The letter was sent in English and Spanish and had statements in multiple languages providing information about how participants could take the survey in their language.

- 10,000 mailings were sent to Southeast DC (Wards 7 and 8; zip codes 20020, 20032 and 20019).
- 10,000 mailings were sent to 71 census tracts across the WMATA compact area in DC, MD, and VA with high incidence rates of Title VI and ADA populations.
- **More than 550 respondents accessed the survey via the link in the letter and 410 respondents completed the survey.**



PRINT AND DIGITAL SIGN POSTINGS

Information was posted in English and Spanish throughout the system to communicate the budget situation and encourage feedback from customers regionwide.

- Signs were posted in the mezzanines at all 91 Metrorail stations.
- Digital screens throughout the Metrorail system displayed information about the budget, including information display screens at all station manager kiosks, digital advertising screens, and new digital passenger information screens in mezzanines and on platforms at selected stations.
- Signs were posted in the bus information centers onboard Metrobuses.
- Approximately 700 signs were posted at the top ridership bus stops of Metrobus routes that were proposed to be eliminated.
- Signs were posted onboard MetroAccess vehicles.



Signs were posted throughout the system, including on digital passenger information screens (left), at bus stops with high ridership levels (middle) and in station mezzanines (right).

MEDIA RELATIONS

To highlight the significance of the FY22 budget proposal, Metro relied on traditional media relations tactics, such as press releases, to generate earned media coverage to reach a region-wide audience.

PRESS RELEASES

| Date | Title | Details |
|---------|--|---|
| 1/8/21 | Metro expects to temporarily halt employee layoffs, service cuts | While Metro's share of the latest federal Covid relief funding is being finalized, the preliminary estimate of approximately \$610 million would avoid planned budget-related layoffs and service cuts this fiscal year (through June 30th), subject to Board approval this week. |
| 2/22/21 | Metro seeks public input on proposed budget to support regional recovery amid pandemic-related financial constraints | The public comment period for Metro's Fiscal Year 2022 budget is officially open, and Metro's Board of Directors wants your feedback. |
| 3/4/21 | Next week: Metro Board to host four virtual public hearings on FY22 budget | The Metro Board of Directors' ongoing public comment period for the proposed Fiscal Year 2022 budget will feature four virtual public hearings next week. |
| 3/10/21 | American Recovery Plan helps Metro avert service cuts and layoffs | Metro expects to avert service cuts and layoffs that had been proposed in its FY22 budget thanks to new federal relief approved by Congress. |

EARNED MEDIA COVERAGE

| Media | Details |
|----------------------------|--|
| Broadcast | |
| NBC4 | Metro may close 22 stations without more federal funding |
| FOX5 | Metro says it could close 22 stations next year if it doesn't receive more federal funding |
| FOX5 | COVID-19 pandemic forces Metro to consider massive cuts |
| ABC7 | Metro calls for more federal funding, says cuts will be likely in Jan. 2022 without it |
| ABC7 | Metro plans drastic service cuts in January if COVID relief bill doesn't pass |
| WUSA9 | Public hearing brings up concerns in Maryland over WMATA budget cuts |
| Telemundo | Sin más fondos federales, Metro podría tener que cerrar 22 estaciones |
| Montgomery Community Media | With Ridership Still Way Down, Metro Hosts Public Hearings On Proposed Budget Cuts |
| WDVM | WMATA opens public commentary period amid worries of service cuts |
| WTOP | Metro asks customers to consider major cuts in service proposed to begin in July |

| Media | Details |
|--------------------------|--|
| Print/Online/Blog | |
| Washington Post | Federal covid relief package could lift Metro through pandemic budget problems |
| Arlington Now | Metro Asking Public To Weigh In On Cuts, Including Closing Several Arlington Stations |
| Reston Now | Three of the Silver Line's New Stations Could Close Months After Opening |
| Hyattsville Wire | WMATA Threatens to Close College Park Metro Station |
| Washingtonian | A WMATA Survey Is Asking About Service Cuts, Tolerance for Breakdowns, and Reduced Hours |
| DC Post | More Than 20 Metro Stations May Close Due to Budget Shortage |
| The Diamondback | City Council to send letter to WMATA opposing proposed closure of College Park Metro stop |
| Trains | DC Metro proposal could cut 22 stations |
| Progressive Railroading | WMATA seeks public input on proposed 2022 budget |
| PoPville | Metro seeks public input on proposed budget to support regional recovery amid pandemic-related financial constraints |
| MetroNow Dispatch | Thanks to our regional delegation + Feds the doomsday budget will be shelved. Let's use this opportunity to reimagine the future of transit. |

EARNED MEDIA EXAMPLES



The Washington Post – 11/30/20



WTTG (FOX5) – 3/2/21



Washingtonian – 2/23/21



Railway Age – 12/11/20



WDVM (DCW30) – 2/22/21

In-person outreach

An extensive in-person outreach effort was deployed due to the scope of the proposed changes and the importance of reaching customers who were still riding the system during the pandemic.

Multilingual street teams conducted Covid-safe outreach activities at all 91 Metrorail stations as well as at impacted bus stops between Tuesday, February 23, and Thursday, March 4. The teams worked 5-hour shifts covering either the morning or evening rush hours and were at the stations on Tuesdays, Wednesdays and Thursdays, which remain the highest ridership days. Additionally, street teams were stationed at bus stops with higher rail-to-bus transfers and high numbers of low-income, minority and limited English proficient customers.

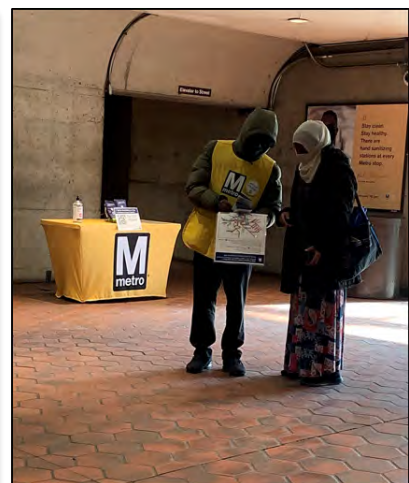
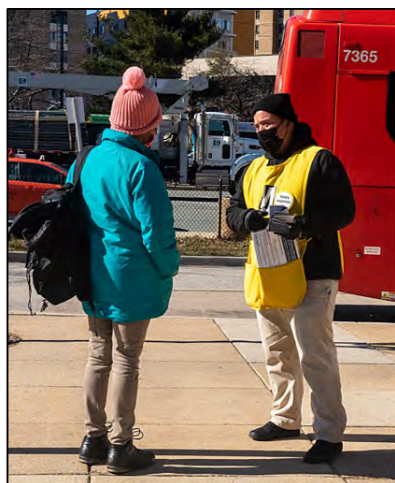
Street team staff were equipped with their recognizable yellow Metro-branded aprons, and bilingual staff wore large pins that identified the languages they spoke. At a minimum, half of all street teams featured fluent Spanish speakers, and some teams also had staff fluent in American Sign Language, Amharic, Chinese, French Korean and Vietnamese.

To ensure that outreach was conducted safely for street team staff and customers, street team members wore masks and maintained social distancing when interacting with customers. Street teams were equipped with Outreach Information Booths, including large signs and handheld information sheets to communicate information to customers from a distance. Customers who felt comfortable approaching the booths could choose to take brochures as well as use tablets to complete surveys on-site.

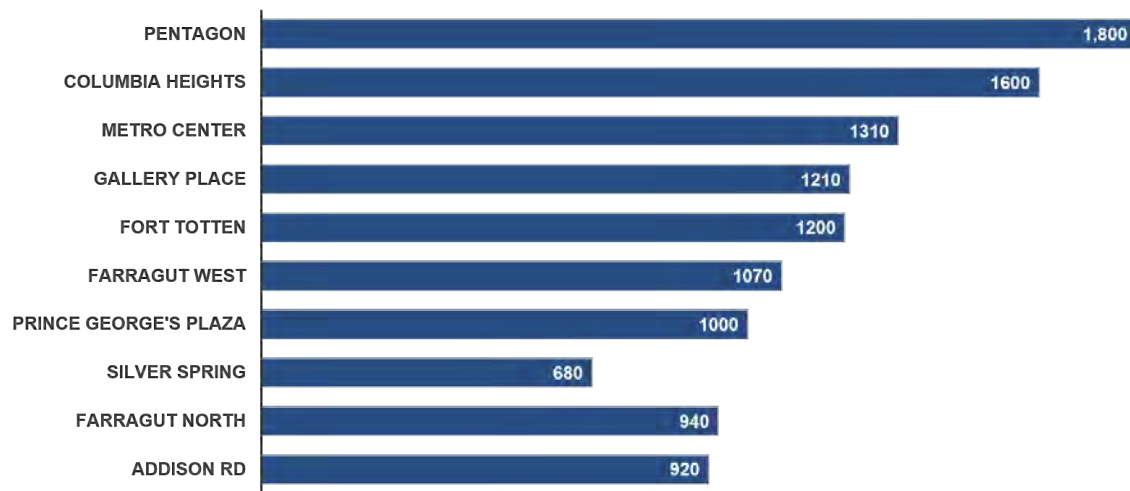
In total, street teams spoke with over 43,000 customers and handed out more than 37,000 brochures. Nearly one in five customer interactions were in languages other than English. 17% of all interactions were in Spanish, followed by Amharic (0.3%), Korean (0.1%), Mandarin (<0.1%) and French (<0.1%). More information can be found in Appendix C: Additional in-person outreach details.



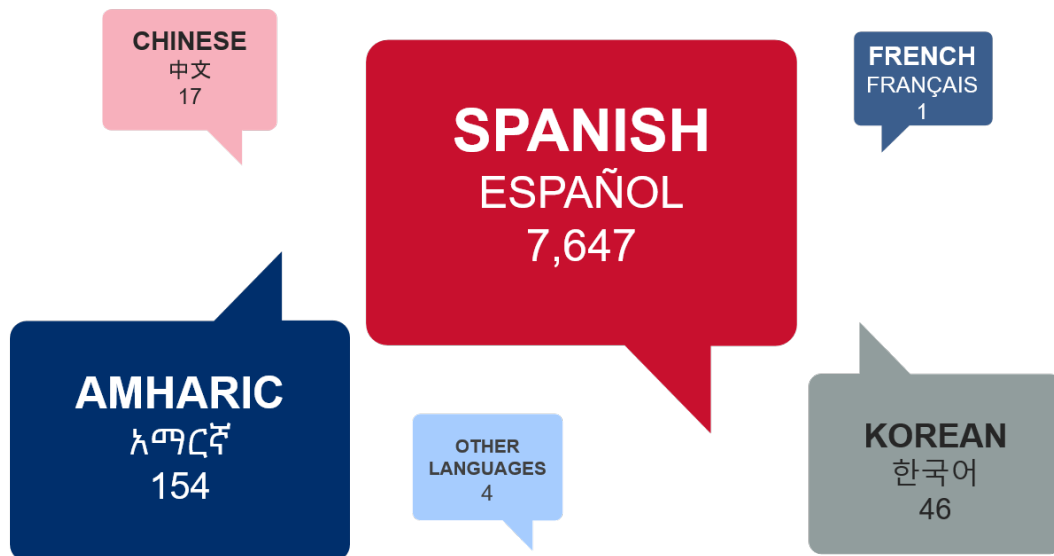
Street teams were stationed at Outreach Information Booths featuring handheld signs, brochures and tablets for customers to take the survey.



STREET TEAM CUSTOMER ENGAGEMENTS – TOP 10 STATIONS (2/23 – 3/4/21)



STREET TEAM NON-ENGLISH LANGUAGE ENGAGEMENTS (2/23 – 3/4/21)

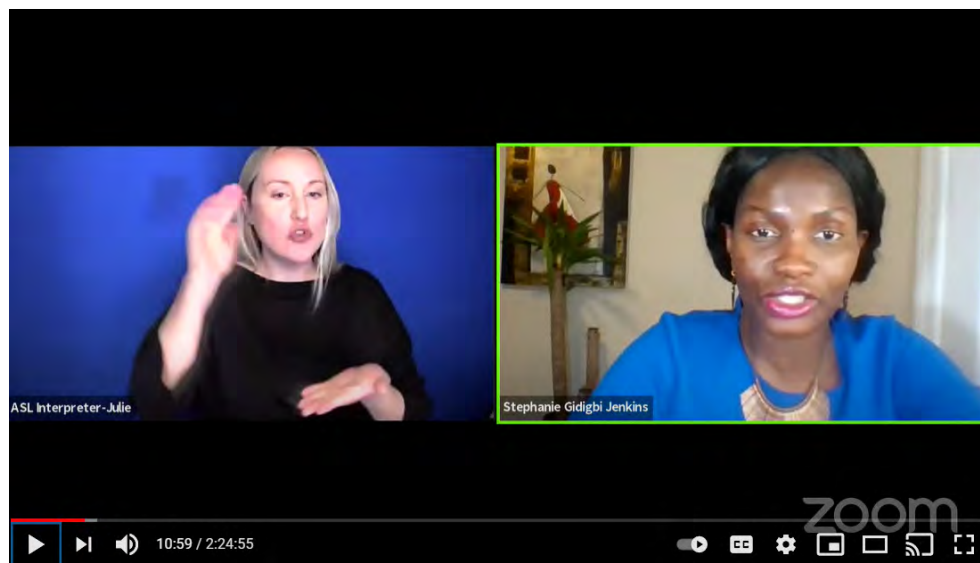


Virtual Compact Public Hearings

Because of the ongoing pandemic, all Compact Public Hearings were held virtually. A new virtual platform was used to streamline the process, ensure accessibility and make participation easier for the public.

The public had multiple options to watch and listen to the hearings live at wmata.com/budget, youtube.com/MetroForward, or by calling a toll-free number. Those who wished to submit oral testimony had the option to call in and be placed in a queue or leave a recorded message.

In total, the hearings had 1,123 views and 225 audio-only listeners, with 111 public speakers and recorded audio submissions.



The virtual Public Hearings were hosted by members of Metro's Board of Directors.

A prerecorded overview video was created in English and Spanish and available on the budget webpage one week before the first hearing. This provided an interactive way for viewers to learn about the budget situation before the hearings.



The FY22 budget overview video was available in English and Spanish.

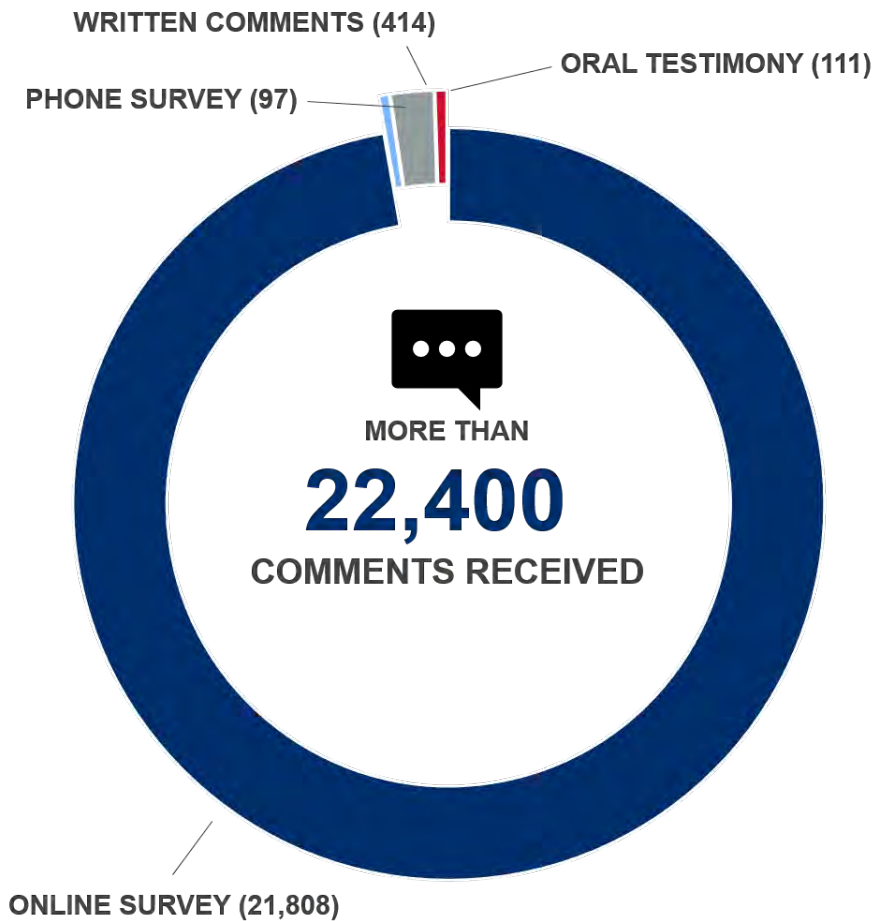
PUBLIC HEARING DETAILS

All Public Hearings were open to the public, and three of the hearings were focused on impacts to specific jurisdictions.

| Event Details | Public Hearing Speakers | Public Hearing Metro Board Member Representatives | Public Hearing Metro Executive Representatives |
|--|--|---|--|
| Public Hearing #634 Monday, March 8 (11 a.m.) View archive of meeting here. | 17 10 speakers 7 recorded messages | Paul Smedberg | Jennifer Ellison |
| Public Hearing #635 DC focus Monday, March 8 (6 p.m.) View archive of meeting here. | 44 33 speakers 11 recorded messages | Stephanie Gidigbi-Jenkins | Jennifer Ellison |
| Public Hearing #636 Maryland focus Tuesday, March 9 (6 p.m.) View archive of meeting here. | 33 22 speakers 11 recorded messages | Michael Goldman | Jennifer Ellison |
| Public Hearing #637 Virginia focus Wednesday, March 10 (6 p.m.) View archive of meeting here. | 17 12 speakers 5 recorded messages | Paul Smedberg and Walter Alcorn | Jennifer Ellison |

Public input results

Metro collected public input during the public comment period through online and phone surveys, written comments (uploaded through the survey tool or letters sent to the Board Secretary's Office) and oral testimony at the virtual Public Hearings. The public comment period was open for more than three weeks, from Saturday, February 20 through 5 p.m. Tuesday, March 16, 2021. **In total, Metro received over 22,400 responses to the proposed budget.**



More than 97% of the input received came in using the survey tool. Analysis of public input collected through responses to survey questions can be found in Appendix B: FY2022 budget – customer feedback on proposals. Another 2% of the input received was written comment, with the majority being provided through the survey tool via the upload or “provide written comment only” choice. Written comments and oral testimony can be reviewed in Appendix A: Written comments and oral testimony.

APPENDIX A:

Written Comments and Oral Testimony



FISCAL YEAR 2022 BUDGET

Public Outreach and Input Report

Docket B21-01

Appendix A: Written comments and oral testimony

This appendix includes the written comments and testimony received during the public comment period, either through the online survey tool, letters to the Board Secretary's Office or transcripts from oral testimony submitted at the Public Hearings.

Pages 3-84: 111 individuals provided comments at the virtual Public Hearings. To listen and watch the oral testimony from the virtual Public Hearings, visit Metro's YouTube channel at youtube.com/MetroForward.

Pages 85-371: 414 written comments were received through the survey tool via the upload or the "Provide written comments only" choice.

Pages 372-1746: 21,808 comments received on individual proposals through the survey tool. Translations for comments provided in Spanish are provided at the end of each section.

- o Pages 372-407: Comments on proposed 2021 Metrobus service changes
- o Pages 408-482: Comments on proposed 2021 Metrobus service changes
- o Pages 483-902: Comments on proposal to close 22 Metrorail stations
- o Pages 903-1171: Comments on proposal to operate Metrorail every 30 minutes
- o Pages 1172-1414: Comments on proposal to close Metrorail at 9 p.m. instead of 11 p.m.
- o Pages 1415-1520: Comments on proposal to adjust where Red Line trains begin/end (turnbacks)
- o Pages 1521-1620: Comments on proposal to adjust where Red Line trains begin/end (turnbacks) with station closures
- o Pages 1621-1692: Comments on proposal to adjust where Yellow Line trains begin/end (turnbacks)
- o Pages 1693-1746: Comments on proposal to adjust where Yellow Line trains begin/end (turnbacks) with station closures

Metro Hearing No. 634
Monday, March 8, 2021 – 11 a.m.

MR. SMEDBERG: Good morning, everyone, and welcome to the Metro Board of Directors' Fiscal Year 2022 public hearing. I'm Metro Board Member Paul Smedberg and I represent the Commonwealth of Virginia. Also joining me today is Thomas Bulger, who represents the District of Columbia on the Board. Welcome to the first of our four virtual public hearings on Metro's Proposed Fiscal Year 2022 budget. This hearing is convened by the Metro Board of Directors to gather public comments on two dockets: First, Docket 21-01, on Metro's Proposed Fiscal Year 2022 through 2027 Capital Improvement Program, and Strategic Plan, and second, Docket B21-02 on Metro's Proposed Fiscal Year 2022 Operating Budget and related service and fare proposals and changes to parking rates at some of Prince George's County's stations. Notice of this hearing was made, was made by publication in the Washington Post and ads were placed in the Afro, Aref, Doi Nay, El Tiempo, Latino, the Epoch Times, the Iran Times, the Korean Times, the Washington Hispanic, as well as through social media and radio. And signs were placed in all Metro rail stations, on buses, MetroAccess vehicles and Metro bus information centers, and over 300 bus stops.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than it has in the past, with the in-person hearings. We would normally have a presentation from our chief financial Officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget, Again, wmata.com/budget, that provides an overview of this year's proposed budget. In short, Metro will be able to maintain operations and increase service to meet demand through December, 2021, but without additional federal funding we project that we will need to significantly reduce service beginning in January 2022, to close a \$210 million budget gap. Details about the proposed service reductions can be found again at the WMATA website at wmata.com/budget.

Those of you wishing provide testimony should call (512) 580-8850. (512) 580-8850. After calling in, you will need to enter a four-digit meeting code. This morning's meeting code is 9-4-7-6. Again, the code for the meeting once you call in to the number is 9-4-7-6. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you would like to provide testimony, you can press star three and you will be put in the speakers' queue. You'll be able to message, or you will get a message when it's your turn to speak. Again, to enter and just listen in, it's star one. And if you would like to provide testimony or comments, press star three. If you're watching the live hearing on a different device, please make sure you mute the device so that there is not any feedback. You will be able to listen to the hearing while you wait in the phone queue.

If you would like to provide oral testimony, but we're unable to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transmitted or, transcribed, and included in the budget hearing record. In order for the public record to accurately reflect who's providing testimony, I ask that you please state your name and any organization you represent, before beginning your testimony.

Elected public officials will be allowed five minutes and everyone else will be allowed three minutes each. Extra time will be given for translation, if needed. We ask that you stay within your three-minute limit because we want to make sure everyone who wants to speak has a chance to do so. I also want to note that each speaker is only able to speak once at each hearing, while you

may have the option to rejoin the speakers' queue, please note that we cannot accept additional testimony at this hearing.

I want to take a moment to recognize that this is where we listen to you. The board is very much interested in hearing your comments. This is your opportunity to comment on the proposals and we are here to listen. We will not be able to answer questions during your testimony. Before you begin your remarks, again, we ask that you please state your name and any organization you represent.

Please note that all statements, including any personal information, such as name, email address, address, or phone number you provide in the statement are releasable to the public upon request and maybe posted on WMATA's website without change, including any personal information provided. Further testimony may be submitted and must be received by 5:00 PM on Tuesday, March 16th. Again, we must receive your testimony, if you submit in writing by 5:00 PM on Tuesday, March 16th. Testimony can be provided online, again at wmata.com/budget. Online, you have the option to complete a survey, write free-form comments, upload a letter, petition or other documents.

You can also mail testimony to the Office of the Secretary, WMATA 600 5th Street, Northwest Washington, DC, 20001. Again, Office of the Secretary WMATA, 600 5th Street, Northwest, Washington, DC one, or I'm sorry, 20001. Again, all testimony must be received by 5:00 PM on March 16th. Due to the pandemic and the slowdown in mail service, we encourage everyone to submit comments online, if possible, of course. Your comments will become part of the public record and will be reviewed by the Metro Board of Directors. Changes to the options presented here today may be proposed, may be proposed in response to testimony received and subsequent staff analysis.

And now it's time to take our first call. Our first call is caller 8-1-5-1. Welcome. The caller ending, last four digits of your phone 8-1-5-1. Okay, we can come back to that please, Eleanor.

Okay, our next caller in the queue. Our next caller in the queue last four digits, 2-4-0-3. Welcome.

MR. PEDOWITZ: Good morning, thank you, Mr. Chair and Members of the Board. I am Scott Pedowitz, the Government Affairs Director at the Arlington County Chamber of Commerce. The Chamber encourages WMATA not to follow through with the proposed service reductions starting in January 2022. The pace of vaccination continues to increase, and we anticipate similar increases in returning to the workplace. According to a survey by the Greater Washington Partnership, three-quarters of the workforce expect to be back in the workplace by year-end. Sharply reducing transit service to levels seen after last year's initial shutdown risks curtailing this recovery just as it gains momentum. Moreover, the proposed cuts will fall most heavily on those who can least absorb them. Many in our service workforce have jobs that run past nine in the evening, rely on buses for all or part of their commute, or both. Closing Metrorail at 9 o'clock p.m. and halving Metrobus service will burden these riders disproportionately and inequitably. We appreciate the financial challenges facing WMATA, but cutting off transit services to balance the budget could cut off the very recovery that will restore WMATA's revenues to a healthy level. We thus encourage the Board to reconsider this proposal. Thank you.

MR. SMEDBERG: Thank you. Is caller 8-1-5-1 – are you with us? OK, Eleanor, the next caller in the queue? Our next speaker is 9-5-1-9.

MS. MEYERS: Hello? Yes, my name is Gloria Meyers and I live at 6th and Edgewood, a huge apartment complex and reducing the service of, of the D as in David 8 bus line is really detrimental to a lot of people that's here. That's the Washington Hospital Center bus. That takes most of the seniors straight to the hospital and also takes us to Union Station and various shopping areas. Taking that bus line away really would hinder transportation for the elderly. I'm hoping that you can keep the bus line, the D8 like D in David and continue to run along Edgewood corridor, from, uh, Edgewood to Washington Hospital center or to union station. Thank you so much for hearing me.

MR. SMEDBERG: Thanks. Thank you, Ms. Meyers. Appreciate that. All right. We'll try caller 8-1-5-1 again. Are you with us?

MR. ZLOTH Yes, sir. Hi, my name is William. I live in Fairfax County and my common is somewhat general.

MR. SMEDBERG: William, what's your last name?

MR. ZLOTH: It's Zloth. Z-L-O-T-H. I live at the Dunn Loring Metro and I've taken Metro a lot since I've moved here within the last 10 years. And one thing I don't, I don't, I'm disappointed that the Metro Board doesn't seem to really take large steps to get rid of the waste and everything with Metro. I think if they did that, they wouldn't have any cutbacks. Let me give it a good example: over the past number of years, I see frequent cheating, people not paying their fares at every station. Some stations I go to the station, people is walking through the gate, like they do it routinely. I mentioned this to the station people. And one suggestion I would have to deal with that and to get more revenue is to have the Metro Police more prevalent at the stations. I see Metro Police driving around in big, expensive SUVs all over where I live and I don't understand why they're driving around and those big vehicles that cost Metro a lot. Instead if they were at the stations, they could cut back more on the fare evasion.

Um, and I've also heard from people who work in Metro, this is just hearsay, that many of the people who work there, um, sleep on the job, this and that, and they don't do their job. I will say the bus drivers and the operators do a really good job. So, they do really good, but a lot of other people, there's a lot of waste. And in addition to the fare evasion, my station, Dunn Loring, was closed all summer. And during the summer, every 10 minutes, there was a gigantic bus tour bus with one or two people on it, probably 200 seats, every 10 minutes, driving up and back from Dunn Loring, that was a complete waste of money. So my general, just to sum up what I'm saying, I think if Metro has more, but dealt more with these issues, they would not need, they would not be at such a financial crisis. So that's pretty much it.

MR. SMEDBERG: Okay. Thank you Mr. Zloth. Eleanor, our next caller. Is there anyone else in the queue? Okay. Color 7-4-4-7. Welcome. Okay, that person appeared to drop. Eleanor the next caller in the queue? Okay. Our next caller is 4-2-0-1. Caller 4-2-0-1. Welcome.

MR. GARSON: Hello, I don't understand why you want to cut back so much service on the Red Line.

MR. SMEDBERG: Sir, sorry, we didn't hear your name please. For the record.

MR. GARSON: My name is Jerry Garson. I'm speaking on behalf of the Red Line. I do not quite understand why you're trying to have a 30-minute headway on everything, basically north of

Medical Center and north of Silver Spring. You have a significant number of parking lots such as at White Flint, at Rockville, at Shady Grove and at Twinbrook, and if you're going to have the trains run only every half hour at these locations, it makes no sense. It also makes no sense why you're trying to, uh, only have the trains turn around at Grosvenor-Strathmore, but yet you can't even get on and off the train. In the past before COVID-19 a huge number of people used to park at Grosvenor-Strathmore when you did the turnarounds and basically fill up the parking lot that on many days you could not even get a parking spot. If you're looking to get rid of almost all revenue from all your parking lots, this makes sense. Sounds like you're trying to basically get rid of the entire transit system and bus system from all these changes that you're proposing. 30-minute headways are not really mass transit, they're just an occasional transit. They're more like the MARC rail system. And I hope you don't consider making all these drastic changes. Thank you.

MR. SMEDBERG: Okay. Thank you, Mr. Garson. We'll try caller, 7-4-4-7. Are you with us? Okay, Eleanor, our next call.

MR. KAFFEN: Hello. Can you hear me my name? Yes. My name is Steve Kaffen, and I've been a DC resident for about 18 years. I'm a member of the Accessibility Advisory Committee and the Bus/Rail subcommittee of WMATA, and also served on the Bus Transformation project. However, the comments are my own and I'm going to summarize what I have and then I'll submit comments by the end of the week.

My comments envision funding to support the restoration of service. However, the first two comments, uh, can be implemented now without, without any, additional funding. And the first one is to restore bus number 42, which runs along Connecticut Avenue, to its normal frequency. This was substantially reduced in August, by about 50%, and riders are now waiting up to 30 minutes for the bus, at Dupont Circle. This is an area that probably has the largest concentration of seniors, and of course, embassy employees who use the bus and persons with disabilities that use the elevator, which is right next to the bus stop at Dupont Circle north. It's also the major connection point for people transferring from bus to rail and as commutation increases, it's going to be increasingly important that the 42, has adequate service.

The second is to restore weekend service on bus G2. This was cut in August. Bus G2 down P Street serves, uh, the Jewish community center, several of the churches there, Scientology and the Carnegie Institution, and these will be opening soon. And, that bus line has a, has a busy weekend contingent of people using those facilities. And it should be increased; the weekend service should be restored.

Another thing I'd like for us, for you to consider is to redesign the digital displays in the bus kiosks to have more lines and double the speed. Of course, funding has to be, you know, has to come, but these currently just have two lines and they move very slowly for the people who need to rely upon them to find out their next bus status. Additionally, at Dupont Circle, there are presently several out of town buses that actually block the entrance into the Circle. And, also the lights need to be recalibrated if that could be worked on between, between WMATA and DDOT, I think the traffic flow would be substantially increased, especially for the buses that go through the Circle as well as the traffic. Thank you very much. Thanks for listening.

MR. SMEDBERG: Thanks, Steve. Mr. Bulger is on the line, so I'm sure he can take that to the District.

MR. BULGER: I got it.

MR. KAFFEN: OK. Thanks very much.

MR. SMEDBERG: Okay, just checking here just to make sure, Eleanor, do we have any other callers? (Pause) Okay, we do not have any other callers at this time. So, I want to thank you. I'm told there are no other speakers in the queue. I'm going to give one last call for testimony. If you haven't already spoken and you would like to do so, please press star three on your phone to be put in the speakers' queue. We'll wait 30 seconds here. And while we're waiting, on behalf of Mr. Bulger and myself, I want to thank everyone for participating here today, whether they spoke or simply listened, it's very much appreciated. We do take these comments, like we said earlier, very seriously, so I appreciate your time very much.

Okay, it looks like we have another caller. Caller 3-6-3-3. Welcome. Caller 3-6-3-3, three. (Pause) Okay, Eleanor, I know we have a few others that joined. Who's up next after that? Okay, caller 4-2-0-1. Are you with us? Caller 4-2-0-1? Okay, next in the queue, Eleanor? Who is this?

MS. MORRIS: Hello. Hi. Hello. Can you hear me?

MR. SMEDBERG: I can.

MS. MORRIS: Well, my name is Patricia Morris. I live in North Bethesda, Maryland at the Stony Brook townhouse complex at Tuckerman and Rockville Pike. Our townhouse complex has about 125 houses. We're bordering the Parkside apartment complex, which I don't know how many apartments, but it's a huge, sort of garden apartment complex all within 5-10 minutes' walking distance of the Grosvenor Metro station. There are at least five other apartment complexes within 10 to 15-minute walk of the Metro station. Our station is proposed to be closed for this, during this fiscal year, which I thought begins on July 21st, 2021. I don't know if I'm confused on that. I hear some people saying that these changes are going to take place in January. I thought I read on your site that it was starting this July. The ridership at Grosvenor Metro is higher than at least 15 stations, which are not being proposed to be closed.

As I said, because of all the walking traffic, and we have the huge parking lot. Also, the Strathmore Music Center is here, a five-minute walk from the Grosvenor Metro center. And as the pandemic winds down, and there are more concerts, I'm sure that that kind of, Metro ridership is also going to be increasing to come back to concerts here at the Strathmore Music Center. So, I'm very concerned about this and I know that many of my neighbors are also extremely concerned about this closure of our Metro station, which is a very important one on the Red Line. And it was already closed for a few months early in the pandemic and that affected people greatly. Thank you very much.

MR. SMEDBERG: Okay. Thank you, Ms. Morris. Appreciate your comments. Eleanor? Is there anyone else in the queue?

MR. POSNER: This is Philip Posner from Arlington, Virginia.

MR. SMEDBERG: Excuse me, sir, before you begin, could you state your name again, please?

MR. POSNER: Yes, Phillip Posner from Arlington Virginia.

MR. SMEDBERG: Oh, hey Phil.

MR. POSNER: Good morning. I tried to get in earlier, but they muted me. Anyway, good morning and wanted to thank you for maintaining the MetroAccess service area and the time during the current budget and hope that you're going to be able to continue that policy through the 2022 budget. I know that the draconian budgets like the one from 2021 is based on a worst-case scenario, for ridership and federal funding. And I hope that it will not be necessary to implement that based upon the current progress for transit funding and Congress and COVID vaccinations. If service reductions do become essential, I hope that safety and smart use of WMATA and jurisdictional bus and rail service redundancies will guide decisions so that transportation deserts will be avoided. There's also the hope that WMATA and the jurisdictions will find support from partners in the private and government sectors to help transport their essential workers and patients through potential WMATA service reductions.

MR. SMEDBERG: Phil, Phil, could I just have you stop for one second? There's someone on the line, could you put yourself on mute, please? OK, Phil, go ahead, I'm sorry about that. I apologize.

MR. POSNER: Oh, not to worry. Uh, I don't know where you stopped hearing, but basically it was to ask you to support, from partners in the private and government sectors, to help transport essential workers and patients during potential WMATA service reductions. And finally, just to continue the essential work that you're doing in funding for safety and accessibility projects such as the wayfinding project, the lighting project, and usable benches. And thank you so much for your time.

MR. SMEDBERG: Hey Phil, what are the last four digits of your phone number? I just want to make sure I'm capturing everyone.

MR. POSNER: 5-9-1-1. I was the first in the queue but didn't speak up because I was muted.

MR. SMEDBERG: And we're getting feedback from an interpretation machine if we could, uh, if staff could look at that and quiet that. Okay. Next, Eleanor who's next in the queue? Okay. Caller 4-2-0-1.

MS. THOMPSON: Yes, hello everyone. My name is Corietta Thompson and I'm calling to urge the WMATA Board to ensure that Metro still has enough funding to ensure that all the buses, the trains and the MetroAccess is still running. I'm a member of the National Federation of the Blind, and I'm representing the blind organization because I, too myself am blind. And I just think it's very crucial that we have all the services working and on time, because a lot of us live by ourselves and have multiple disabilities, and that's our main form of transportation. So that would really hurt a lot of populations who are disabled, who are elderly and just people in general that need to take the bus or train to the doctors, to work, to friends, to family, wherever they need to go. That's what they use is public transportation. I'm just urging the Board to keep in consideration of some of the special needs populations to ensure that they still have their form of transportation to still keep their independence. But you know, the less riders, the less, the more that's going to hurt the budget, I think. So, I'm just urging everyone to just keep in consideration some of the special needs populations and keeping the services running.

MR. SMEDBERG: Absolutely. All right. Thank you, Ms. Thompson. Appreciate those comments.

MS. THOMPSON: You're welcome.

MR. SMEDBERG: Eleanor, do we have other speakers? (Pause) Okay. We'll go back to speaker, 3-6-3-3. Are you with us? Again, the last four digits of your phone number 3-6-3-3. Okay, Eleanor, any others in the queue? Okay, we'll give it just another 20 seconds here, if anyone would like to make some comments...again, push star three on your phone.

MR. STOCKMAN: Hello?

MR. SMEDBERG: Yes. How are you? Is this 0-0-1-2?

MR. STOCKMAN: Yes, my name is Jake Stockman. I'm calling from the District of Columbia. The particular aspect of the plan that I find to be most objectionable is the service cuts after 9:00 PM. This is something that is going to disproportionately hurt workers in the city's restaurants and hospitality sectors. These are some of the sectors that have been hardest hit by the pandemic in the first place.

And these people, in many cases, don't have the flexibility to change their, their shifts to different times. They also tend to be lower income and disproportionately young people, people of color, and it's important that these people's needs are continued to be met. By cutting the transit hours down to 9:00 PM, it would effectively make anyone who's working dinner shifts, unable to access the network.

And another thing that, that worries me about that is that there could be an increase in drunk driving and more cars on the road when visibility is poor at night, creating unsafe conditions for pedestrians and other motorists. Thank you for your time.

MR. SMEDBERG: Mr. Stockman, are you speaking on your own behalf or are you with the organization?

Okay, Eleanor, do we have another speaker? Okay, speaker 0-6-3-4. Welcome. Okay, that just dropped. We'll give it another 10 seconds.

MS. FORD: Hi, my name is Jessica Ford. I'm a MetroAccess customer who uses regular Metrobus and Metrorail to get to my doctor's appointments and basically anywhere else I need to go because MetroAccess is so unreliable and costs so much more, with being on a limited budget. And the W14 is the only bus in my neighborhood. And if that gets taken away, I have no way of getting to Metro at all. And no way of getting to my doctor's appointments, no way of getting to any volunteering I'm doing, nothing. And if you take the bus away, they will also end up cutting the MetroAccess because you have to be within three-quarters of a mile of a Metrobus station or stop, with the way MetroAccess is currently, to have MetroAccess service. And I'm not just talking for myself personally, but other MetroAccess customers, I'm sure are in the same position with the other bus routes that are being looked at to being cut.

And I really need to be able to get to my doctor's appointments and, and everything. I mean, and eventually once I get my vaccine shot, I will start using Metro again, I mean, because Metro was my number one form of transportation. Yes, I have a few backups, but not many. So the 7H that's in Virginia is one of the buses, or 7M, whichever one it is, that you're all looking at cut is one of the ones to get to one of my doctors. So I would really appreciate it if you would not cut the buses. I mean, I understand you have financial reasons and everything, but the impact to the disabled community and regular commuters that use Metro to get to work all the time are going to be

significantly impacted if that happens, which is only going to decrease ridership on Metro, which is only going to make your financial situation worse. So, if you could please not take away the service, I would truly appreciate it. I'm just speaking for myself. As, like I said, a MetroAccess customer, but I also use Metrobus and Metrorail to get a ton of places.

MR. SMEDBERG: Okay, thank you, Ms. Ford. Appreciate that very much. And that was our last speaker. The hearing is now concluded. Testimony, again, can be submitted online or via U.S. mail as long as it is received by, you know, to Metro by 5:00 PM on Monday, March 16. Again, I want to thank everyone for joining us this morning and taking the time to provide your testimony and comments. Thank you very much.

Voicemails received as part of the hearing record:

Received 3/7/2021, 8:40 a.m.

Corietta Thompson. My comment is, I'm hoping that Metro is still able to contribute to providing services for the general public, especially the low-income populations and the disabled populations, because without transportation, we are totally isolated and that cuts our independence short.

Received 3/8/2021, 8:43 a.m.

Yes, my name is William. I live in Northern Virginia and I take the Metro, and one comment I have is that Metro does not seem to deal well with... I've noticed that there's a lot of cheating people that don't pay their fares and Metro stations. And Metro does not seem to have a modus operandi to deal with that. I see people walking through the gates, um, and they walk such that they know that nothing will happen or people double going out, you know, with a friend going out of the exit. So they, they double up. I see lots and lots of, lots of cheating. I've mentioned this to many attendants at the stations and gotten different answers. One suggestion would be to have Metro police at every station, or as much as possible.

And on the trains, I see a lot of stuff on the trains, people not wearing masks. I see people that look like they live in the train. They walk between the cars. If Metro wants people to resume going on, on the trains, they need to make sure that that's dealt with; people want to feel that it's hygienic to go with the train. So, I would recommend that the Metro police be more on the trains, more at the stations as much as possible. Unless... I see a lot of Metro police driving around these big, expensive vehicles, which probably cost Metro which seems not to be the effective use of the Metro police. The Metro police should be more on site, preventing people from cheating and also ensuring that there's nothing against protocol going on on the train. That'd be my suggestion, but Metro seems to not deal well with cheating, and they lose money that way.

I know that you know, that the fares people pay may not be the main source of Metro revenue, but nonetheless, it is part of it. And I think if people ride Metro and they see people cheating, that makes for, um, the type of thought, that's not good. People lose faith in Metro. That's a big suggestion. Again, Metro needs to deal with the cheating, um, for all the jurisdictions and have more onsite Metro police present at the stations, on the train, as much as possible. I know that you cannot have every police at all times and have the Metro police not be so much involved with, they seem to be driving around in big expensive vehicles. And I don't understand why that, um, that's done in a few of the situation I just mentioned.

In addition, Metro seems to have a problem with waste of money, which never seems to be dealt with. My station, Dunn Loring, Virginia probably was closed all summer long and the escalators still break down. So, I think waste of money.

In addition, another thing I noticed that during the closure of my station, Dunn Loring, and how these gigantic DC tour buses that were going up and back every 15 minutes. Complete waste of money. There was one or two people on a bus there are probably 200 seats on the bus. Complete waste of money, I don't understand that. Doesn't make any sense to me.

Um, in addition, at least you know, starting going on and on, I've heard that from people that work at Metro, that there's a lack of accountability and all the time. I will say that the people, the people that drive the buses and the trains are very hard workers, from I noticed. The bus operators have a very difficult job and they should be commended. Same with the train operators.

But I've heard off the comment for people that work at Metro, that supervisors sleep sometimes at the stations in the back rooms. I don't know if that's true. I've heard that that workers that clean bathrooms, some workers are assigned to one bathroom a day. This is just hearsay. That kind of stuff needs to be dealt with. Metro really needs to get their act together. Again, the train operators, the bus drivers are exceptional and they do a great job and they work very well. But the others, sometimes perhaps it's station attendants and the others behind the scenes, Metro needs to ensure there's complete efficiency.

Metro constantly asks for the jurisdictions to kick out more millions of dollars. Well, if they want to do that, then you need to make sure that the workers behind the scenes at stations are all working efficiently and hard. That's pretty much it. I guess you get the gist of my comments.

One other comment, too. I hope I'm not going on too long. I think it's a mistake for Metro to close on weekends, beginning in 2022, at 9:00 PM every day. I know, perhaps some of the cost cutting measures that I just said perhaps could arise because of my suggestions could allow Metro to close at 11, on Friday and Saturday, at least. It's particularly hard on the workers of restaurants and bars. And Metro should close, no earlier in my opinion, at 11:00 PM on Friday and Saturday night, at least, hopefully other nights too, but at least Friday and Saturday. Perhaps have less

frequent train service on Friday and Saturday. But some way you accommodate that, particularly by 2022, the, our society should be more open, people should be going to bars, restaurants, more particular weekends, and that's something they really need to be sure that they can close at 11:00 PM at the earliest on Friday and Saturday nights. Other nights too, but at least Friday and Saturday. Thank you for listening to my comments and I appreciate you taking them into consideration. Thank you.

Received 3/8/2021, 10:52 a.m.

Phillip Posner, Arlington, Virginia. Good morning. Thank you for maintaining the MetroAccess service area and time. Please continue this policy through 2022. I know that this draconian budget like the one for 2021 is based on a worst-case scenario for ridership and federal funding. We hope that it will not be necessary to implement this budget based upon the current progress for transit funding and Congress and COVID vaccinations. If service reductions do become essential, I hope that safety and smart use of WMATA and jurisdictional bus and rail service redundancies will guide decisions so that transportation deserts will be avoided. There is hope that WMATA and the jurisdictions will find support from partners in the private and government sectors to help transport their essential workers and patients during potential WMATA service reductions. Finally, please continue the essential work and funding for safety and accessibility projects such as wayfinding lighting and usable benches. Thank you for listening and have a good day.

Received 3/8/2021, 11:24 a.m.

This is Daniel Anixt. I'm president of the Board of Directors of the Townes at Cameron Park. I appeared at the March 8th meeting, but I was not called upon, but I want to enter my comments for the record. I'm president of the Townes of Cameron Park homeowners' association. We represent the residents of the Townes of Cameron Park neighborhood in Alexandria, Virginia. We submitted written comments to Metro on the proposed close use of Eisenhower Avenue and Van Dorn Metro stations on February 23rd. These comments are in addition to those comments.

Closing both stations will damage our community and the Valley, the Eisenhower Valley writ large. There's been a massive amount of transit-oriented development in this Valley that was dependent on these stations remaining open. With their closure, I believe that will have a terrible impact on the economy of our Valley. Speaking for my community specifically, we have many residents in the military and civilian and government employees who bought in this neighborhood rented in this neighborhood who depend on Metro. They bought here for that reason. They played a premium to live here and myself as a homeowner and several of the other homeowners here also paid a premium on our homes when we bought them based on the value of being in close proximity to those stations. Closing these stations is a penny-wise, pound foolish move. It will affect a lot of us who will probably turn to our cars and congest some already congested streets, particularly Van Dorn and Telegraph Road at rush hour impassable at the moment.

Adding more cars to an already strained infrastructure is going to make matters considerably worse. Also, I might add that we all are taxpayers here. We paid into Metro via our federal taxes, via our Virginia and Alexandria taxes, and to take two stations, not just one away from us is very, very, detrimental to our community and not the proper way that Metro should be filling its budget gaps.

We have the Eisenhower Metro station is only one and a half miles east of us. The Van Dorn Metro station is two miles west of us. And yes, there are other stations further up and further down the line north to south that aren't that far apart, north and south, but east to west, they are further apart and for us to lose it, both of those stations will be disastrous to our community. I wish you

would seriously reconsider putting it, taking both of those stations off the list, or at the very least taking Eisenhower Avenue Metro off the list, which is densely built around and having more and more buildings being built with more and more passengers that are going to potentially ride it.

Please do not make these cuts. I do understand that Metro is under budget pressure, but they are getting federal funding and they should be getting even some more soon. And we should not be the ones to bear the brunt of this. Again, my name is Daniel Anixt. A-N-I-X-T. And I am president of the Townes of Cameron Park. My written comments were submitted on February 23rd, 2021. We hope that you will seriously reconsider this very awful proposal. Thank you very much for your time and consideration.

Received 3/8/2021, 11:36 a.m.

My name is Elisa Smith. I'm calling to ask, are you are going to consider, having MetroAccess customers who use bus and rail to pay some type of fee instead of them getting free rides.

Received 3/8/2021, 11:37 a.m.

My name is Cara Carter and I'm on the A6 bus line. And I would appreciate if you all, please do not cut the A6 line. That's the only transportation that I have that can get me to Anacostia station to my doctor appointments and to my dental appointments, all the appointments that I need. So please do not cut the A6. It would be very detrimental. I need, that's the only line that can get to take me to where I need to go. Thank you.

Received 3/8/2021, 11:37 a.m.

I have a problem with shutting down certain routes on the Metro. I'd like for the Metro to keep running. Whatever funding you can possibly do to create more bus service, because the routes gets you're cutting off leave people all over stranded. Thank you for listening to my comment. This is James Ross adding my comment to the meeting. Thank you. Hopefully we will have full service sometime in the future. Bye-bye.

Metro Hearing No. 635
Monday, March 8, 2021 – 6 p.m.

MS. GIDIGBI-JENKINS: Good evening, everyone. I am Metro Board Member Stephanie Gidigbi-Jenkins and I represent the District of Columbia on the Metro Board of Directors. Welcome to the second of four virtual public hearings on Metro's Proposed Fiscal Year FY2022 budget. This hearing is convened by the Metro Board of Directors to gather public comment on two dockets: B21-01 on Metro's Proposed Fiscal Year 2022 through 2027 Capital Improvement Program and Strategic Plan, and second, Docket B21-02 on Metro's Proposed FY2022 Operating Budget and related service and fare proposals, and changes to parking rates at some Prince George's County stations.

Notice of this hearing was made by publication in the Washington Post and ads were placed in the Afro, Atref, Doi Nay, El Tiempo Latino, the Epoch Times, the Iran Times, Korean Times and the Washington Hispanic, and as well through social media and radio. And signs were placed in all rail stations, on Metrobuses, MetroAccess vehicles, at Metrobus info centers and at over 300 bus stops.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than usual in-person hearings. We would normally have a presentation from our Chief Financial Officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

In short, Metro is proposing to maintain operations and increase service to meet demand through December 2021, with the need for severe service reductions beginning in 2022 without additional federal funding.

However, this weekend, the Senate passed another COVID relief bill. While this bill still needs to be approved by the House and signed by the president, and it will take some time to calculate exactly how much funding Metro will receive, we are encouraged that a significant amount of relief for transit is expected to be included in the bill. This will help us minimize service reductions in FY22. We'd like to thank our Congressional delegation for championing these issues with us, in addition to the region. We will likely be able to the worst of the service cuts that were on the table when took this budget proposal out to the public.

With that good news, I'd like to turn to the portion of this evening, where we hear from speakers. Those of you wishing to provide testimony should call (512) 580-8850. I will repeat: (512) 580-8850. After calling in you will need to enter a four-digit meeting code. For this evening's meeting, the code is 3-8-1-1. Again that's 3-8-1-1. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you would like to provide testimony, you can press star three and you'll be put in a speakers' queue. You'll get a message when it is your turn to speak. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue.

If you're watching the livestream on a different device, please make sure to mute this device, so that there isn't feedback. You'll be able to listen to the hearing while you wait on the phone queue. If you would like to provide oral testimony, but aren't able to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing recording.

In order for the public record to accurately reflect who's providing the testimony, I'd ask that you please state your name and any organization you represent before beginning your testimony. Elected officials will be allowed five minutes and non-electeds or anyone else will be allowed three minutes. Extra time will be given for translation, if needed. We ask that you stay within your time limit because we want to make sure everyone who wants to speak has a chance to be heard.

I also want to note that each speaker is only able to speak once at each hearing. While you may have the option to rejoin the speakers' queue, please note that we cannot accept additional testimony at this hearing.

I want to also take a moment to recognize that this is where we listen to you. This is your opportunity to comment on the proposals and we are here to listen. We will not be able to answer questions during your testimony. Before you begin your remarks, please state your name and the organization you represent, if any. Please note that all statements, including any personal information, such as a name, email address, mailing address or telephone number you provide in the statement are releasable to the public upon request, and may be posted on WMATA's website without change, including any personal information provided. Further, testimony may be submitted and must be received by 5:00 PM, Eastern Standard Time, on Tuesday, March 16th.

Testimony can be submitted online at wmata.com/budget. Online, you have the option to do three things: complete a survey, write a free-form comment, and upload, and/or upload a letter, petition or other documents. You can also mail testimony to: Office of the Secretary, WMATA, 600 5th Street, Northwest, Washington, DC, 20001. Again, all testimony must be received by 5:00 PM on March 16th.

Due to the pandemic and the slowdown in mail service, we encourage everyone to submit comments online, if possible. Your comments will be part of the public record that will be reviewed by the Board of Directors. Changes to the options presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

And now, it's time to call the first witness. As a reminder, please tell us your name and any organization you represent before you start speaking. Staff will then un-mute the speaker by-one from the speakers' queue.

MR. DANCY (via ASL interpreter): Hello, my name is Rico Dancy. I'm from Washington, DC. I'm the president of the Black Lives Matter, for the Deaf Chapter. And the reason why disabled people have monthly pay, we live on a fixed income, typically given by the state. We live on a limited fixed income, so we have limited money for travel. So, I'm curious, if people who collect Social Security or Social Security Disability Insurance, who are on a monthly budget, why don't we have a more stable cost for transportation. I was just curious about that. And that's the only comment that I had, thank you.

MS. GIDIGBI-JENKINS: Thank you Mr. Rico Dancy. Good to see you.

MR. DANCY: Good to see you, too. Take care.

MR. GOLASH: Hi, this is Michael Golash. I'm a Ward Four resident. I'm a former employee of the transit authority and a member of ATU, Amalgamated Transit Union, Local 689. I'm opposed to all the cuts in Metro service. The numbers of individual trips that people have been taking has

decreased. The number of trips have taken, but the number of people that riding the transit system, I think is more or less the same. It's just that people instead of going to work five days a week, are only going one day a week, but they still want to get to work in a timely fashion. They don't want to have to wait half an hour for a train and then take 45 minutes to an hour to get to work. That will only discourage people from continuing riding the transit system. So, an alternative is to simply reduce the size of the trains, whether it's have two car trains, have four car trains have six car trains. You don't have to run all eight car trains when you have a reduced ridership. That will save some money, but of course, you'll still have to have the same number of drivers and you'll prevent any layoffs.

The second thing about saving money is Metro is simply transferring costs. Other words, instead of Metro paying, it's train operators, now the DC government will pay them unemployment insurance and we'll pay for their health insurance through Medicaid. So, Metro saves some money, but it winds up costing the DC government money. It's better to just have the DC government give Metro more money to continue the current levels of service and the current levels of employment.

I'd also like to say that many of Metro's policies and terms of cutting service affect the most vulnerable people in our community. African-American workers, Hispanic workers, who are really dependent upon the transit system to get them to work in a timely fashion. When you cut back trains and cut back bus service, you inevitably create a lot of harm for people who don't have easy access to automobiles or more expensive modes of transportation. So, the system is very, very important to many, many people in this region. And we, Metro, often claims to be involved in this struggle against racism. Well, let's put your words, your money, where your words are.

So, the other question of course, is where's the money going to come from? Well, one, the local governments should put more money in. That means the businesses and the developers, some who've literally become billionaires over the last five, ten, fifteen years because of the services Metro provides, they don't pay their fair share for the services that Metro provides them. That issue has to be addressed. Second of all, the federal government, separate from the question of stimulus money, should provide a subsidy for Metro, for a payment, for the services we provide for this region. They give their employees a pass to ride the train to a certain number of times, but that pass does not account for the actual cost of the train service. So, Metro should demand the federal government pay for the difference between the real cost of providing the service and the money that's provided on the trip passes or rider passes, they provide to federal employees.

So, I think that in summary, the issue of racism is extremely central to this whole discussion. If we are truly trying to build an anti-racist movement in this country, dealing with issues of public transportation in a fair and equitable way is central to that focus. To threaten a predominantly African-American workforce with a loss of jobs and benefits is a serious racist maneuver, which we should take every effort that we have, have to try and stop that. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you, Mr. Golash. Appreciate your comments. (Pause) Next caller?

ABI: Hi.

MS. GIDIGBI-JENKINS: Hi. Can you introduce yourself?

ABI: Good. Yes, my name is Abi and I live in Fairfax County. I want to call in to strongly oppose the measures that WMATA is thinking of taking as well. We already had Metrobus service reduced

in the Annandale community, in the past, so, seeing this was really eye-opening that WMATA is not really caring about the passengers they have, you know, all over the DMV area. I work in DC, so I rely on the Metro heavily to get to work. And if things were different during these times, and there wasn't the coronavirus pandemic going on, I would still continue to be taking the Metro, but of course now I can't. So, these proposed changes could really affect, for me getting to work and also a lot of my peers as well.

And by reducing service, you will force me, you will be forcing a lot of people to, you know, find another mode of transportation or use their cars again. And I don't think that's a good idea because there's already enough traffic and a lot of accidents in DC going on right now. So, adding more people on the road doesn't seem like a very positive change, especially with all the environmental stuff going on as well. Using cars, it's just not, you know, the best for our environment. So, I just wanted to call in to strongly oppose that. Thank you.

MS. GIDIGBI-JENKINS: Thank you, Abby. Next caller.

MS. SMART: Good evening. My name is Jan Smart. I live in Foxhall Village and I'm calling in on behalf of the Foxhall Community Citizens' Association. We have a number of concerns on the D6 bus route. This is a bus route that starts off in Ward Eight and ends up in Ward Three. It passes three hospitals: GW, MedStar Georgetown, and Sibley. Workers' shifts start and end very early and very late. And those workers need access to get from Ward Eight across to Ward Three, without having to change or hope that there might be a bus somewhere.

There are also very many students who commute to Duke Ellington, Georgetown University, Washington International School, Georgetown Day, Hardy, Wilson and other schools in Ward Three. And now the District is talking about adding to another school, another school on the Hardy campus. There are also students who live on the campus at GW's Mount Vernon, and they have no, they would have no access to food stores or anything at all. There's also the M4 bus which goes to Wilson and Tenleytown. And that would mean that all of the students who'd currently commute from across Ward Three would have no way to get to their school.

There's another issue here regarding low-income housing in Ward Three. I know that there's been some attempt to integrate more affordable housing in Ward Three. If you look at MacArthur Boulevard below the Georgetown Reservoir, there's a number of affordable buildings that the D6 services. Many of those people would have no private cars or other ways to get into the city or to their jobs elsewhere. So basically, this would cut off access, both for health at the three hospitals, and for jobs at the three hospitals, for people who are in greatest need, those living in Ward Eight. And, of course, it would also affect all of the people who live in the Palisades and Foxhall Village, who commute to Washington DC on their jobs when their jobs open back up again. We strongly protest that you eliminate D6 or M4. I thank you for your time.

MS. GIDIGBI-JENKINS: Thank you, Ms. Smart. Next caller?

MS. MORRIS-FLORES: Hi, my name is Gabi Morris Flores. I'm a lifelong resident of the DC Metro area and a member of Sunrise DC, a local community organization that is part of the climate justice movement. I grew up in Rockville, Maryland, and I currently live in Petworth and I have relied on the DC Metro system my whole life. I am completely appalled and horrified by the cuts to the Metro system proposed by WMATA. These cuts will most affect the people that the DC government claims that they want to protect. They will disproportionately affect low-income

communities, senior citizens, disabled people, DC students, essential workers, and Latino and Black communities in the DMV. And for this reason, I firmly oppose these cuts.

The cost of living in DC is so high that it is more affordable for many low-income essential workers to work in DC and live in the suburbs of Maryland. These cuts will severely impact these essential workers, including those who live in the low- to moderate-income housing surrounding the Grosvenor Metro station, where I grew up. The Grosvenor Metro station's one of the stations slated to be shut down. People chose to move into these neighborhoods specifically because they were walking distance of a Metro station, and now they will be stranded from the public transportation that they relied on.

Similarly, affordable housing units in DC and Maryland are built with accessibility to public transportation in mind. I work on the affordable housing sector and I know that it's required for new affordable housing projects in DC to be built within half a mile from public transportation service. This is required so these residents have the mobility to reach critical services that everyone needs access to, like food and medical care. And WMATA's proposing to close the Mount Vernon Square Metro station, which will eliminate Metro access for the people living in 766 affordable housing units, protecting low-income elderly and disabled residents.

Beyond the inequities that these cuts would exacerbate, the cuts are also financially and environmentally unsound on a macro scale. These cuts are being proposed because low ridership caused by the pandemic has created a revenue shortfall. However, further service cuts will only result in a declining spiral of ridership and revenue that will leave Metro in an even more difficult position. The elimination of stations and bus lines, and the increased wait times for workers, residents, and students needing to commute, will push those who are able to, to seek other methods of transportation. Cuts will encourage the use of personal or for-hire vehicles, and thus WMATA will bring an even less revenue. For a Metro system that relies so heavily on passenger fares to fund its operation budget, cutting service is a death sentence. And for a city that has pretty lofty climate goals, as vowing to cut emissions by half by 2032, decimating its Metro system does not make any sense, Ms. Gidigbi, I know that you work for NRDC and are committed to addressing the climate crisis and doing so in an equitable way. A robust public transportation system is critical to any equitable climate plan. And I know for a fact that it's a part of DC's Clean Energy Amendment Act of 201. Cutting service will only decrease future ridership, disproportionately impact marginalized communities, and leave DC in a precarious position in regards to its climate commitments. Thank you for your time.

MS.GIDIGBI-JENKINS: Thank you, Ms. Gabi. Next caller?

MR. ISREAL: Hi, this is Zachary Israel. I'm an elected Advisory Neighborhood Commissioner for Single Member District 4D04 in the District of Columbia, representing parts of Petworth and Brightwood Park in Ward Four. I would like to read part of the resolution that ANC 4D passed unanimously on January 27th, 2021, regarding WMATA's proposed bus cuts and changes for Fiscal Year 2022, with a specific focus on the proposed elimination of these 62 and 63 bus routes, beginning on January 1st, 2022. And this is especially in light of the fact that according to Congresswoman Eleanor Holmes Norton, WMATA should receive an estimated \$1.4 billion from the upcoming COVID relief law, of the \$30 billion that will be going to public transit. So WMATA is getting a lot of money in the next weeks and months, and it should use some of that money, to save the 62 and 63 bus routes.

So this is part of the resolution that we passed in January: Whereas the location of the Ward Four short-term family housing facility at 5505 Fifth Street Northwest, which first opened in September 2018, was specifically chosen in part along the Route 62, 63 bus corridor to allow working parents, the vast majority of whom do not have cars to utilize the affordable 62 and 63 bus routes to get to and from work, including transferring at the Takoma and Georgia Avenue - Petworth Metrorail stations, and to take their children to, and from the facility to other parts of the DC Metro region; Whereas the 62 and 63 bus routes provide essential transportation for many Advisory Neighborhood Commission 4D residents who commute to and from jobs near Takoma, Brightwood, Brightwood Park, Petworth, Columbia Heights, Park View, Shaw Logan Circle, Penn Quarter, and Federal Triangle, and parents rely on these bus routes to drop their children off at daycare would be adversely impacted by these cuts; Whereas students who utilize the 62 and 63 bus routes to get to and from school will be adversely impacted by these proposed cuts, given that in-person instruction will very likely be back to normal during Fiscal Year 2022; Whereas the 62 and 63 bus routes offer a safe and economical way for ANC 4D residents to get to and from home late at night and early in the morning; Whereas the Fiscal Year 2022, Proposed Metrobus Consolidated Route Network Service Plan utilizes an equity-essential travel criteria on which is supposed to take into account the low-income rely on Metro for essential travel to groceries, medical appointments, and daily necessities, and also support access to jobs and healthcare, hospitals, and other sectors, and yet this very criterion ignores the very group of people who will be adversely impacted by the elimination of the 62 and 63 bus routes; Whereas, WMATA's final Framework for Transit Equity Metrobus Service Guidelines publicly unveiled in December 2020, and based on data from July 2019 to February 2020 indicates that Route 62 and 63 meets to propose service guidelines, including availability, route design, reliability, comfort, productivity, and cost effectiveness; Whereas, WMATA should take into consideration estimated ridership demand levels during Fiscal Year 2022, when the COVID pandemic will be coming to an end and many more ANC 4D residents will return to work in-person, significantly increasing ridership on the 62 and 63 bus lines; you know, Whereas, climate change poses an existential threat to the planet and automobile emissions are one the, one of the main sources of greenhouse gas emissions that cause climate change; Whereas, DC residents use mass transit as a critical way to reduce automobile traffic and emissions; And Whereas, DC's comprehensive plan calls for providing more commuting alternatives besides personal vehicles, therefore be it resolved that ANC 4D opposes WMATA's proposed cuts to the 62 and 63 bus lines in Fiscal Year 2022, and urges WMATA to preserve the 62 and 63 bus routes on weekdays and weekends for the entirety of Fiscal Year 2022.

Again, I would just mention that this resolution passed unanimously by ANC 4D on January 27th, 2021. Our ANC represents over 12,000 residents in Ward Four, many of whom really rely on these two bus routes. And so again, I just urge the WMATA Board of Directors in the coming weeks and months, to save these two bus lines. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you, Mr. Israel, for your comments. Next speaker?

MS. MLADINOV: I'm Ann Mladinov, I'm a commissioner in ANC 3B Glover Park/Cathedral Heights. Our area is heavily dependent on Metrobus because we don't have Metrorail service. And we also have a densely-settled neighborhood of apartments and row houses, about 300 people per bus stop, with quite a few seniors, zero-car households, and about 13% individuals at the poverty level. We are like many neighborhoods around the District who really need and depend on bus service to get people to work and school and other activities avert congestion and

meet environmental goals. Metrorail may be the premier transit service, but buses are the workhorses. Metrobus has had about 50% of normal ridership in the pandemic, while Metrorail is down to only about 10%. That's because so many essential workers ride the bus that need the bus.

We'll be watching to see as a new COVID relief bill has enough money to cover key WMATA services. But I know the planning team and the Board do not want to see reductions in service any more than customers do. We need the system to maintain services and expand operations as riders return. Keep the buses going, make sure you get the word out that you are taking all steps necessary to make sure transit riders are safe, and you have enough service for customers to return.

Beyond those general points, I want to mention specifically the routes my area needs. I also underline the importance of service to neighborhoods like ours, not downtown, but toward the edges, up the hills with a lot of narrow residential streets winding around and up and down. It's not the best territory for buses to operate, especially in winter weather, but that's the area where tens of thousands of your customers live. Look at Marshall Heights, Congress Heights, Benning Heights, Fort Lincoln, all the Heights like Knollwood, Palisades, Cathedral Heights, and Glover Park - our routes are on the list, year after year, for reductions when the budget is squeezed. All these neighborhoods have grown and been able to thrive, partly because they have transit service. Please do not turn your back on this fundamental part of your base.

The Metrobus is the lifeblood of the community. The trunk of the transit system will be weaker if you cut off the arms. In our ANC we've seen major reductions in service over the past few years, and of course, also during this year, due to the virus. Several routes were eliminated totally, including peak-hour service on the D1 and the 37. We are supporting and looking for continuing service on the D1 and D2, the N2, N4, and N6, and the 30 bus series, including the 30N and 30S. The current proposal for the second half of FY2022 would cut out all the bus service on the D2 serving the interior of Glover Park west-southwest of Tunlaw and leave 25% of the riders on that route without any bus service at their stops.

That all-day service is essential to the community. It's just barely getting back to seven-day service this month. The D1 peak-hour weekday service has been discontinued, but WMATA says it will start, D1 again if the number of riders on D2 gets beyond safe limits. We need those buses. We hope those routes can both be continued through FY2022.

Riders in Cathedral Heights and further northwest also depend on the N-buses on Mass Ave west of Dupont Circle. The only service right now is N6 which previously operated only in evenings and on weekends. The proposed budget would retain just the N6, but for the second half of FY2022 would combine that one remaining N-line with the D2 and M4, leaving the vital Mass Ave. corridor with basically no bus service. Of the nearly 4,000 weekday riders on the N-buses pre-COVID, that proposal would leave 39% without any service at the bus stops they use.

The other key routes are the 30 line buses on Wisconsin Avenue, including the 30N and 30S cross-town between Friendship Heights and Naylor Road or Southern Avenue. That route got more comments a year ago about saving the service than any other route that I saw. It's a mainstay for many essential workers riding in early morning, or going home late at night. People that currently use the crosstown ride would have to transfer at the National Mall, adding time and inconvenience. It looks like about 20 people per bus at peak hour might have to make that transfer. Just doesn't make sense. Please think about the people relying on those buses for late hours,

early hours. Their trip is already nearly an hour. Those employees really need that service. It's just as important today as it was in the 1970s, when WMATA made a commitment to keep up across town service and connections between distant parts of the city, even if there are alternate services on Metrorail.

Equity, diversity and inclusion demand that we pay attention to maintaining those services. If WMATA is going to cut back or restructure, we ask you to please include community leaders and residents in your assessments. Your passenger base wants to work with you to find the good ideas, choose lines where people live and work and go to school and stores and tie them together in a way that works for the people who need to ride. Where businesses and schools are reopening, who is riding, who wants to ride, who could be attracted to use our services, this is a time when we have to be really informed and smart because we can't afford to lose the value of the systems this region has developed and nurtured and supported. We have to be able to get the best use out of our investments. Give people good alternatives to turning to private motor vehicles, reduce greenhouse gas emissions, and keep up the quality of life. Our environmental policy, transportation policy and economic policy, all depends on a healthy, safe, efficient, and well-used public transportation system. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you for your time. I'd also like to take this time to acknowledge WMATA Board Chair Paul Smedberg who's on the line.... And we will take the next...oh, from Virginia. And we will now take the next caller.

MR. DAMIANA: Good evening. My name is Christian Damiana, and I am the commissioner for ANC Single Member District 3D07. I have been designated to testify to WMATA on behalf of ANC 3D about our many concerns regarding the proposed budget for Fiscal Year 22. On March 3rd, ANC 3D unanimously passed a resolution opposing the proposed service reductions to Metrobus routes within our jurisdiction. We urge WMATA to reconsider its plans and find a way to maintain public transit and expand it within our commission's boundaries and across the District. If you've not yet reviewed our resolution, we hope you will do so soon. Our ANC includes the neighborhood of Palisades Foxhall Village, Spring Valley, Wesley Heights, American University, and residents in all of these areas rely heavily on Metrobus service to get to school, work, medical appointments and more.

We're extraordinarily concerned by the proposal elimination of the D6, M4, N2, and N4 routes. If WMATA follows through with the cuts, there will be a devastating impact in our community. Because there are no Metrorail stations in our jurisdiction, it is absolutely imperative that access to these key Metrobus routes is preserved as we approach a gradual return to pre-pandemic life. Put another way, Metrobus is effectively the only public transportation option available to us and our constituents. We fear that if Metrobus service in our neighborhoods is slashed, as proposed, we will see many residents abandon public transit and choose to rely on personal cars or ride share services instead. Although WMATA has identified alternative service that users of eliminated or reduced Metrobus lines can use, we note that the proposed cuts will leave large swaths of our community without any Metrobus service in 2022. According to WMATA's own analysis, the alternative service options will also be highly disruptive for riders of the Metrobus routes, as many will be forced to travel to different bus stops in order to access a functioning bus route.

We believe that the proposed Metro bus service reductions would surely exacerbate traffic, lead to increased carbon emissions and reverse the positive commuter adaptation towards public

transit that we've seen in recent years. Our concerns are not just about increased congestion, though. The proposed elimination of these routes will lead to massive transportation inequity, something that is already a major issue within our community. These cuts will disproportionately impact a variety of key constituencies like students, the elderly and late-night and early-morning commuters. ANC 3D urges WMATA to prioritize Metrobus service to routes that serve these communities as well as to those that service central facilities and institutions.

The D6 route, in particular, plays a unique role in getting essential workers to their jobs at Sibley and Georgetown hospitals, as well as schools like Key, Hardy and Duke Ellington. The current D6 route going to MacArthur also allows for multi-family, relatively affordable housing below the Georgetown Reservoir. This advances priority initiatives for integrating affordable housing in Ward Three. The proposed route alterations would leave this large swath of mixed-income, carless residents unserved by public transportation and unnecessarily complicate a priority initiative for DC and the region. After the D6 route is eliminated, bus service will not exist and will not be replaced by alternative routes on MacArthur Boulevard, on Foxhall Road and at MedStar Georgetown University Hospital. Also, after this elimination, residents in the Palisades and Foxhall Village will no longer be able to directly access Georgetown by public transportation. After the M4 and N2 routes are eliminated, there will be no Metrobus service on Nebraska Avenue. And after the N6 route is changed, residents will no longer be able to use Mass Ave. to reach bus stops in the core of the District's business district.

It's clear that the proposed service reductions will devastate the individuals in our community that rely on public transportation the most. Accordingly, ANC 3D opposes the proposed cuts to the D5, D6, N2, N4 and M4 routes. Furthermore, ANC 3D urges WMATA to adopt a budget for Fiscal Year 2022 that aims to maintain and expand public transit within the boundaries of ANC 3D and across the District. WMATA's revised FY22 Proposed operating budget undoubtedly fails to accomplish this goal at this moment. Thank you.

MS.GIDIGBI-JENKINS: Thank you. And just a reminder, for those that wish to provide testimony, you should call (512) 580-5580. Again that's (512) 580-5580. After calling in, you will need to enter a four-digit meeting code. For this evening, the code is 3-8-1-1. Again, that's 3-8-1-1. Once you're in the meeting, you will be able to listen to the meeting over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it is your time to speak. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue. We will now have our next speaker.

COUNCILMEMBER PINTO: Hi, I'm calling in from the District of Columbia. My name is Brooke Pinto. I'm the Councilmember representing Ward Two on the DC Council, and thank you for hosting this opportunity tonight to hear from the community. I think it's been very clear from everyone that we've heard from about major concerns for the proposed cuts. I, too, am deeply concerned about the vast proposed cuts to WMATA train and bus service across the city. Ward Two is the geographic center of our city. And not only do thousands of residents live in the neighborhoods and rely upon these bus routes, but many more students and professionals attending public school, colleges or otherwise pursuing an advanced degree or professional development within Ward Two. And a large portion of residents from across the District of Columbia, as well as Maryland and Virginia utilize the Metro stations and bus routes to get to work each day.

These individuals work in our local and federal government, in our retail and dining establishments, work in our hotels and our entertainment, cultural and tourism venues. And they breathe necessary life into our vibrant local economy and help to make the District of Columbia the melting pot we know it to be, and we know is crucial to our recovery moving forward. Plainly stated, WMATA service and full service helps to make our neighborhoods more livable, education more attainable, and it helps to get us to work more easily. It helps prop up our local economy.

While I understand WMATA is currently facing major budget constraints due to low ridership during the pandemic, I know it would be a dire mistake to significantly cut our bus lines and close transit stations. With a third COVID-19 vaccination approved, a flood of innovative ideas that are allowing to keep our small businesses open and residents and visitors safe, and the returned to in-person learning for more students throughout the city, we are very hopeful that we are indeed beginning to get the pandemic under control, and there is light at the end of this tunnel. We must not forget that while many ride Metro and Metrobus for convenience, many individuals and neighbors rely on these services for extremely important affairs like arriving at medical appointments on time and getting to work.

And as a city, we must be committed to not only increasing equitable transportation, but also with the concerns, concerns about the environment and continuing to significantly reduce our carbon emissions as we face the climate crisis. We know that when we make public transportation more reliable and easier to use, more people opt to use it rather than their personal cars. And when this happens, our streets are safer for pedestrians and bikers and our air quality improves. While we are lucky to live in a city with a Metrorail system, many of our neighborhoods are left out and therefore rely completely on service to get around.

I'm deeply concerned that cuts in these neighborhoods, like in Georgetown, will make those areas more car congested and less accessible to all District residents. In Georgetown, the 30N, 30S, 37, D1, D2, D5, D6 G2 and 38 will all be eliminated under the proposed cuts. And respectfully, it's really difficult to comprehend how a model could have come to this decision. Many of the routes that are not cut altogether will be significantly shortened and require riders to transfer buses. In some cases, cuts require riders to transfer from WMATA buses to other transportation services altogether like the Kennedy Center shuttle or the Circulator. And the barriers that this creates for riders is unacceptable. It makes it more difficult for students to travel safely to school across the city and for workers to get to work. So lastly, the District is about to receive \$2.2 billion in federal funding, and I expect us to receive additional support in President Biden's next infrastructure bill. I strongly encourage WMATA to reconsider these cuts until we are fully able to understand available funding for Fiscal Year 2022. We should be aggressively expanding public transportation options, not cutting them. And I pledge as the Councilmember representing Ward Two to work, to help supply and identify additional funding to support WMATA. And I hope that you will revisit your plans moving forward so that we do not cut these important service lines. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you Councilwoman Pinto for your remarks and for your participation. Next caller?

MR. SAUCEDA-GUZMAN: Yes, my name is Salvador Saucedo-Guzman. I'm a commissioner of ANC 5D, specifically SMD 5D02. I am an advocate for the residents of Trinidad, Mt. Olivet and Ivy city, and would like to share these words as testimony requesting to keep public transportation available for the many hardworking men and women that live in my neighborhood. The D4 and

D8 bus lines are essential methods of transportation for the working people in the Mount Olivet area. And its entire elimination is a slap in the face to what many consider our home as the last stand against poverty and gentrification. Due to the current pandemic, we understand that ridership demand has been low and the cost to keep our buses running has been high. This, however, is not an excuse to take away forms of attaining equity amongst those needing to work.

My home is primarily low-income and we need bus services to work. A majority of us still are, are essential workers and do not have the privilege to stay home and work remotely. Many of us depend on the bus service to get around the district, whether it's cleaning offices downtown or having get to Sibley or Washington Hospital Center. Currently, no other alternatives exist within the Mt Olivet area and removing our last method of public transportation completely creates an acceleration of poverty as it costs to get to where you need to go. And with those rises in costs, some people will be out of jobs and need to move out of the area. Budget actions, such as, such as these, make it seem like the, that WMATA is intentionally trying to make it harder for the working poor.

As a Latino elected in, as a Latino elected official in Washington, DC, I know I have to speak on, on part of, on part of just being, someone that understands that we represent a large portion of essential workers in and around the city. We ride these buses every day. And I ask that you all do not eliminate these bus routes, as it will eventually affect my community and those around me. With no trans, with no transportation means no jobs, and with no jobs means no food on the table. The Mount Olivet area's full of good and hardworking people that cannot afford these eliminations of public services. The budget cuts will negatively impact our community and make it more difficult for us than it already is. Thank you for allowing me to share these words.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Guzman. Next caller?

COUNCILMEMBER LEWIS GEORGE: Hi, this is Councilmember Janeese Lewis George, from Ward Four. Can you hear me?

MS. GIDIGBI-JENKINS: Yes, we can hear you well. Thank you, Councilwoman. Welcome.

COUNCILMEMBER LEWIS GEORGE: Awesome. Thank you so much. I want to thank you for the opportunity to talk about the impact of WMATA's proposed budget on my community, in Ward Four and the DC region as a whole. The proposals to reduce, merge or altogether eliminate many bus lines that serve our community are alarming and pose some equity issues. Our office has heard from countless constituents and stakeholders about the risks posed by these changes. These risks include making it harder for students to get to school, limiting access to childcare medical care and other services, cutting off customers from local businesses, compromising accessibility for residents with limited mobility, especially Ward Four's large population of seniors, increasing reliance on cars and that's contributing to climate change and making it harder, longer and more expensive for workers to commute to their workplace.

I urge WMATA to preserve the 62 and 63 bus routes that provide essential transportation from Takoma and several Ward Four neighborhoods all the way down to the Federal Triangle. The proposed alternative route would significantly reduce the frequency of transit options and force many Ward Four residents to walk more than half a mile further for the same commute. Eliminating the 62 and 63 lines would also isolate families in short-term family housing facilities on 5th and Kennedy Streets Northwest from public transit.

I also urge the Board to preserve the in M4 bus, which is a key mode of transit for a huge number of Ward Four students at Alice Deal Middle School and Woodrow Wilson High School, as well as several other schools west of Rock Creek Park. While M4 ridership has been low during virtual learning, we expect it to surge back to its pre-pandemic heights and continue to grow as enrollment at these schools continue to increase. In addition, I encourage you to stop the elimination of the 59 express bus and reductions in service along the S2 and S9 bus lines that move across the heart of our city. These routes were overcrowded before COVID, and will become even more packed and slower moving when we return to pre-pandemic normal without the same capacity or limited stop service.

I also want to register our concerns about the proposed service reductions or elimination for the K2 line that connects Takoma to Fort Totten. The F1, F2 and R1 bus lines that link the District with our neighbors in Prince George's County and the H8, 60 and 64 bus lines that serve residents in the eastern part of Ward Four, which is already underserved by public transit. On a positive note, I am pleased that WMATA plans to sustain the E4, 52 and 54 bus lines at current levels. And I am also grateful for the return of late-night service for the 70 and 79 bus routes along Georgia Avenue, a critical corridor for hospitality businesses whose workers and customers rely on late night service can make it home safely.

I want to highlight the detrimental impact of WMATA's proposal to rail service starting in January. Closing Metro at nine would be devastating for businesses that are already struggling and will leave countless workers stranded at the end of their Workday. Meanwhile, the drastically reduced frequency and trains could discourage even the most loyal riders from using Metro. Lastly, the proposed closure of 22 Metro stations across the region would be harmful for our communities. Metro is successful when its services are reliable, convenient, and meet the needs of our residents. These proposed changes undermine those goals. In addition, I'm troubled that this budget would lead to layoff for more than 2,500 of WMATA's devoted employees who provide rail and bus services. These layoffs would be catastrophic for workers and their families.

Because the layoffs are scheduled to go into effect in January 2022, these massive job losses would also have a painful ripple effect across the DC region, further strain our unemployment benefit system, and threaten our economic recovery. The good news is that these sweeping service reductions and layoffs can be avoided. The American Rescue Plan is expected to deliver \$1.4 billion in federal aid to WMATA to sustain public transit in our region. These funds are in addition to the more than \$1.5 WMATA received from the last two stimulus packages. This is a time to deepen our commitment to mass transit so we can ensure that Metrobus and Metro rail are a key component of the long-term future of our region. Despite the obstacles we face, I believe that we can finalize a budget that does right by its riders, workers, our community, and our climate. Thank you for the chance of voice, these concerns.

MS. GIDIGBI-JENKINS: Thank you, Councilwoman Janeese Lewis George for your comments and your feedback. Next caller?

MS. FLOY: Hello. I am Judy Floy, ANC commissioner for 1B06, which is the area around Cardozo School in Ward One. Professionally, I've been a licensed tour guide in Washington DC for the last eighteen years. This evening, I'm concerned about two issues. First, I address the thought of even closing Arlington National Cemetery Metro stop. The cemetery is our nation's most sacred ground honoring our nation's heroes and historical figures. Arlington National Cemetery is a major tourist site and not easily accessible from other Metro stops. What more? There's no bus service to the

cemetery. Closing Arlington National Cemetery stop based solely upon passenger count is just simply silly. This stop is closed in the evening. What more, in the morning, the cemetery does not open until 8:00 AM, further skewing the rider statistics.

Think about this: A tourist who gets off and Rosslyn would have to walk an unmarked uphill route through urban streets, cross the Iwo Jima Memorial, Netherland Carillon and enter the cemetery at the north gate. From there, it's an uphill walk with steps to the visitor center. The route for strollers and wheelchairs is even harder. If you came from the Pentagon Metro stop, you'd have to cross the George Washington Memorial Highway without a stoplight. Tourists who would walk from Foggy Bottom would have a long trek across the Memorial Bridge, and then that maze of traffic circles. Please let us honor our nation's most sacred ground by keeping that Metro stop open. Arlington National Cemetery Metro stop must be measured in ways beyond passenger count.

The second issue I'd like to speak about is the proposed closing of the Metro trains at 9:00 PM. The even thought of this sends shivers up my spine. For Washington DC, memorials are a huge tourist attraction. Evening illuminated tours are very popular with tourists, the lighting is so wonderful. To make evening tours practical, tour guides need a way to get home after working these hours and guides depend upon public transportation in the evening hours. Remember also please the many cleaning, maintenance and security workers who depend upon evening transportation to make our illuminated tours work. Hardworking people who keep our city humming and some for very modest wages. Closing Metro at 9:00 PM would be a huge hardship for tourists, for tour guides and for worker bees alike. Surely as our nation's capital city, we can do better. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your comments, Mrs. Floy. Next speaker?

MR. ROTHOLT: Hello. My name is Jeffrey Rothholt and I'm a resident of Landover, Maryland. So, my approach is a little bit different. I'm new to the area; I moved here from Woodbridge where there's no mass transit. Mass transit is something I depended on living in New York City all my life. And I just can't fathom, after hearing many of the speakers tonight, some of the cuts are unimaginable. We should be in a, in a situation before the pandemic where we're expanding mass transit, and buses, as well as rail. I was really looking forward to the Purple Line, being built as quickly as possible, considering I wouldn't have to travel, if I was looking for an employment opportunity, traveling all the way from Landover down to DC, back into some area like Silver Spring or Rockville. So, that was very disappointing. People who, closing the Metro at nine o'clock, seems to me, irrational when people are using services like going to the gym, working, the hard, and you know, the hard people that work in hospitality and the Black and Brown people and other people of limited means need mass transit and more buses.

I am really shocked at this area being a major metropolitan area not expanding mass transit. I feel that many of the people of this area, I don't know, outside of DC in Virginia and Maryland, are just selfish and not having Metro, having been from what I've heard about the Silver Line, which should have been done a long time ago. We need more mass transit. Mass transit rail needs to be expanded to areas like Bowie, Laurel, Woodbridge, Lorton, and other areas in the DMV area. This is just with the American Rescue bill about to be passed on Wednesday and an infrastructure bill, I really hope that these cuts need to be stopped. These are essential services and need to be expanded. With the car culture in this, causing economic inequity, as well as climate disasters, it just seems like we need to have, it's just disappointing that more people I'm not speaking out

about these issues. I think it's very important that we expand mass transit extensively rather than being a car culture. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you for your participation. Next speaker?

MS. NAVARRO: Hi. Can you hear me okay?

MS. GIDIGBI-JENKINS: Yes, I can hear you well. Can you introduce yourself?

MS. NAVARRO: Yes. Good evening. My name is Marissa Navarro. I'm a DC resident and a member of Sunrise DC. Although I'm not originally from DC, the one thing that has always stood out to me about the city is accessibility of transportation, which is unheard of from where I come from. I share many of the same concerns already voiced and want to emphasize the huge reliance people of color, low-income, disabled, elderly, and other communities have on this public transportation system. To gut these services directly harms these communities. I want to also remind that the COVID-19 pandemic is still raging on. The health and well-being of residents do not need to be risked. With these cuts there will be longer waits and fewer routes, leading to crowded trains and buses.

This will create a greater risk for the pandemic, regardless of mandated preventative measures. Essential workers like myself need to go to work every day of the week, not just Mondays to Fridays. WMATA's proposals to cut weekend rail service will prevent us from getting to our essential jobs and we need to be there in order to make a living and to put food on our table for our families. Please consider all of these concerns put forth and do not cut the budget. Thank you for your time.

MS. GIDIGBI-JENKINS: Thank you for your participation.

MR. ROTHOLT: Yes, this is Jeffrey talking again. One other thing I want to add to, many of us, some of us have disabilities and, I do not drive. So, we need to get to our jobs and enjoy activities, maybe at the Arlington Cemetery, the monuments or the museums. This is just so unfair. And I honestly feel that there is another alternative. We, like once again, I want to see Metro expand bus service and rail service as we become, this is the 21st century and this area is very behind in this issue. And I, I believe with the federal government involved and, this should not be happening.

MS. GIDIGBI-JENKINS: Thank you for your comments. (Pause) Just a reminder, for those wishing to provide testimony, you should call (512) 580-8850. Again, that's (512) 580-8850. After calling in, you'll need to enter a four-digit meeting code. The meeting code is 3-8-1-1. Again, 3-8-1-1. Once you're in the meeting, you'll be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it is your turn to speak. For those of you on the line now, if you want to speak, go ahead and press star three, and you'll get put into the speakers' queue. If you'd like to provide oral testimony, but aren't able to wait until you come up into the queue, you can press star two to leave a voicemail. Your voicemail be transcribed and included in the hearing record. We'll take our next speaker. Hello? Can you introduce yourself?

MR. GREEN: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Yes. Can you introduce yourself?

MR. GREEN: Yes, absolutely. My name is Anthony Lorenzo Green. I am an Advisory Neighborhood Commissioner for Single Member District 7C04, representing part of the

Deanwood community in Ward Seven, and I also am a core organizer with Black Lives Matter DC. I testify tonight in opposition to the proposed FY22 budget, in particular the proposed elimination of the U4 bus route that runs in a loop from Deanwood to River Terrace. Of course I have been following the COVID-19 relief, federal relief, just like everyone else. And you know, of course we do see that is moving through Congress and that will provide some additional support for WMATA. And, of course, there are additional negotiations in upcoming infrastructure bill.

However, we must be very intentional in not putting a budget on the table that basically throws equity out the window. Reduction of public transportation in Black and Brown communities is a form of racist policy that's violent to marginalized communities. To ensure equity is at the forefront, WMATA must resist the urge to make massive cuts that will have a direct impact on our families trying their best to push through this pandemic. I am a DC native. I grew up in the Deanwood community. I have essentially rode the U4 my entire life. I am one of the people that used to hop on it just to go to the Boys and Girls Club up on Benning Road or to hop on it, just to get to the Minnesota Avenue Metro station.

And many folks who have been in the Deanwood community would know that our community is known for a lot of our green spaces and our steep hills. The highest point, one of the highest points in our community, it's J street. Sheriff Road is just a street over from, from J street. So, eliminating the U4 bus line from Sheriff Road... Sheriff Road, which has been very intentional in our community, playing in having families with special needs or disabilities, our population who are veterans who have been looking for specific housing in our neighborhood. We have new units coming online at the end of this year and early next year that will have permanent supportive housing, making sure that we are doing our part as a community, that there is enough resources and amenities and transportation access points for all the growth that we're experiencing and the future growth that will come to the Deanwood community, we cannot tolerate any cuts of service and our neighborhood, especially the U4.

We cannot just move forward with a plan, of course with hopes that federal support will prevent this from happening in the first place, but the fact that this was even thought of, is what's alarming for a community that has had to fight and it's in our history, had to fight for every bit of resource in the city: the last to get infrastructure, the last to get transportation, the last to get everything, but we are the first to stand up and say we live here, we pay taxes and we deserve everything that we have been contributing to the city as a whole.

So, it is my, my urging to WMATA to really focus on working with local, regional, and federal partners to increase investments in public transit. You know, steering clear of efforts to privatize future services of WMATA, making sure that you're negotiating fairly through collective bargaining to ensure the essential workers throughout WMATA that have held us down through this pandemic are getting fair wages and benefits and making sure that we are making a real commitment to address climate change.

We should have a fully electrified bus route, and that is something that, bus fleet, that is something that WMATA should be deeply investing in and ensure that in the future years we're making the right savings from how we are expanding our public transportation options. Making sure that we are improving our bus routes so that families can make the connections necessary, so they're not spending two, three hours just to get across town and back. This is the focus that Metro needs to be putting their attention and their money at. And also making sure, I must add on my voice, and pushing back on closing the Metro at 9:00 PM. This will be devastating to working class families

in my community who don't typically work in nine to five job. We are a community of resilient people that travel across this region to work jobs, to feed our families from service, to bartenders, to security guards, teachers, you name it. We have so many people in our community that depend on Metro, especially at night, to make sure that they are doing what's necessary to survive in the city that's not affordable for any of us. So, it's my hope that Metro goes back to the table and put the right investments that are necessary, putting equity at the forefront, and making sure that we are not eliminating the U4 bus route in a Black, thriving community as Deanwood. Thank you.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Green. Next caller?

MR. HOFFMAN: Hello?

MS. GIDIGBI-JENKINS: Hi, can you introduce yourself?

MR. HOFFMAN: Hi. Yes, this is AMC commissioner, Zachary Hoffman. I represent ANC 5D06. I would like to speak on the elimination of the D4 and D8 bus lines that are critical to the Trinidad neighborhood's access to transportation resources. Eliminating these bus routes would be detrimental to our communities as we do not have access to Metro stations. And these buses actually are our way to access the Metro. Many members of the community have made it very clear to me that they depend on these bus routes to get to work, to access medical resources at the hospitals that they service and just to get around the city. We absolutely do not want to see these bus routes eliminated and we need to not consistently propose cutting bus routes that only service areas that don't have any other means of transportation. This was.... these bus routes were proposed to be eliminated the last go-round in the budget, and thankfully they were not.

We also need to address closing the Metro at 9:00 PM. That is absolutely not something that bar and restaurant workers need to, get to and from work, especially when we are, bars and restaurants can be open until midnight. And, in Trinidad, we have a high proportion of bar and restaurant workers and people that work in the hospital, the Washington Hospital Center. So, I asked WMATA to please not eliminate those bus routes and to keep the Metro open past 9:00 PM. And hopefully we can get to a point where Metro runs 24/7, which I know most residents would agree with is a good plan.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Hoffman. We'll now have our next speaker. (Pause) Hi, can you introduce yourself?

MR. JACOB: Hi, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Go ahead, please introduce yourself.

MR. JACOB: Hi, my name is Lukin Jacob and I am a DC resident and a member of Sunrise DC. When I first came to DC, its public transportation was one of the first things I noticed. The subways and buses are reliable, clean, and are critical to residents' abilities to earn a living, receive an education and travel safely. I'm deeply troubled by the proposed cuts to Metro and bus service for several reasons. Service cuts that are purely informed by demand levels overlook real differences in need for public transportation. WMATA must consider not only how many people are using their services, but also whether riders have alternative options. Given the proposed budget cuts, it's clear that WMATA has not done its due diligence, if these cuts are made thousands of Black, Latino, elderly, disabled, and low-income residents, many of whom are the most consistent users of public transportation in the DMV, will be without any service and left stranded, with few alternate means of transportation.

Promises and mission statements of quote, equity, reliability, and affordability ring hollow when WMATA's proposed service changes are on the table. These cuts to service are fundamentally racist and will harm the groups of people that DC claims to serve, many of whom are also essential workers who've continued to work on the front lines throughout the pandemic. WMATA's proposed cuts are not only callous, but also incredibly short-sighted. DC's divestment in transit, or from transit, will bring us longer wait times, even less reliability and a continued decline in service. Since the current operating budget largely depends on passenger fares for the service cuts could be a death blow to our bus and Metro systems. Budget cuts will significantly reduce ridership and revenue leaving WMATA in an even more difficult position. Cuts will also encourage the use of personal vehicles, taxis ride sharing, et cetera, which are not available to many residents who currently rely on WMATA services and will significantly raise costs for anyone else who wishes to travel within the area. We cannot tolerate these changes.

Lastly, with the looming climate crisis and ever-widening levels of inequality, the DMV and WMATA are at a crossroads and the path we take will have long-term consequences. We have roughly a decade to cut DC's emissions in half, and it's clear that investment in affordable, clean, convenient public transportation must be a part of the solution. When we cut our bus lines, eliminate our Metro stations or cutting our lifeline to a more livable future for everyone. We must protect our public trends at all costs and invest in a more equitable future. I urge WMATA to reconsider its proposed cuts to essential services.

MS. GIDIGBI-JENKINS: Thank you for your feedback. Next speaker.

MR. HOLCOMB: Thank you for the opportunity to testify today. My name is Tyrell Holcomb, Commissioner for 7F01 and the chairperson of ANC 7F, which includes the Minnesota Avenue Metro station. I'm concerned about the impact WMATA's proposed budget cuts will have on our community. As a native Washingtonian, I learned how to navigate the city by my family's use of public transportation when I was young. I know firsthand the U4, U5, U6 bus routes are the means of transportation for many of our families, seniors, school-aged young people, and let's not forget our essential workers who depend on public transportation. While the U5, U6 route will be replaced by the U7, there are immediate safety concerns had by community members and anticipated longer commute times. Furthermore, the U4 route would, the U4 route will eliminate bus service to residents of Carver Terrace and a large portion of Deanwood. These proposed service cuts will only create more transportation inequity here in Ward Seven.

Additionally, WMATA closing at 9:00 PM will greatly impact our families, essential workers, hospitality, restaurant workers, local businesses, and ultimately our city's economy. And I can only imagine the negative impact it will have on future opportunities for growth here, East of the River. While we recognize the budget constraints WMATA is facing due to ridership being down as a result of the, of the pandemic, I can't help, as many of us can't help, but to believe that better days are ahead. Therefore, I urge you to not be hasty in making a decision that will only create further transportation inequity, and create havoc for many of those, the folks here in Ward Seven who rely on public transportation. Additionally, many families in Ward Seven and Eight do not own vehicles, and they solely depend on public transportation. So, I ask that as you're making this decision, please don't leave out those that are the last, the least, or considered to be the lost. Thank you so very much.

MS. GIDIGBI-JENKINS: Thank you, commissioner, for your comments and feedback. Next speaker? (Pause) Next speaker?

Okay, just, just as a reminder, for those of you wishing to provide testimony, you should call (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening, the meeting code is 3-8-1-1. Once you're in the meeting, you'll be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can provide star three, and you'll be put in the speakers' queue. You'll get a message when it is your turn to speak. I think we have our next speaker.

MS. SINGLETON: Hello?

MS. GIDIGIBI-JENKINS: Hi, can you introduce yourself?

MS. SINGLETON: Yeah, I'm sorry. I'm just trying again. I thought I was initially told I was the twelfth speaker, so it's been a little confusing.

Good evening, everyone. Thank you for the opportunity to testify. My name is Patience Singleton. I'm actually an Advisory Neighborhood Commissioner representing Single Member District 4A04, and I'm the current chair of ANC 4A, which represents more than 16,000 residents in upper Northwest Washington. It's the neighborhoods of Brightwood, Colonial Village, Crestwood, North Portal Estates, 16th Street Heights and Shepherd Park.

Public bus transportation is important to the residents of my neighborhood, Brightwood, because the closest Metro stations to my SMD are approximately one-and-a-half to two-and-a-half miles away. Many of my constituents depend on bus lines on a daily basis, some to commute to and from work, others rely on public transit as their sole means to navigate the city. I'm testifying today in opposition to proposed cuts to Metrobus service, specifically the elimination of the 59 limited bus that runs between Federal Triangle, up the 14th Street corridor, passing through Brightwood and 16th Street Heights, and then moving over to Takoma Park, as well as the cuts to the S1 bus, which starts in Brightwood and follows 16th Street downtown, across K Street, over to Potomac Park.

The buses along 14th Street, Georgia Avenue and 16th Street are some of the heaviest, heavily-utilized and often-overcrowded. Because of this, in 2017, I worked with other ANC commissioners and members of the general public to advocate for the addition of a limited-stop bus line from downtown up 14th Street to Takoma Park. I was delighted that WMATA announced the addition of the 59-limited bus route to begin operating in January 2018. Due to its less frequent stops, the route allows commuters along this priority corridor to get downtown DC faster using buses and further set of improves transit accessibility in the district. It also provides additional capacity to relieve crowding on routes 52 and 54. I'm very disappointed that WMATA is now proposing to eliminate the limited-stop 59 bus along a corridor that's desperately needed, and in need of increased public transit capacity. It will disproportionately impact lower-income, immigrants, the disabled, the elderly and persons living farthest from a Metrorail station. I can't stress enough that the northwest portion of Washington, given increased density and population needs more, not fewer, transportation options. Overcrowded buses or long wait times had been a fixture for the 14th and 16th Street buses, which pass through blocks of ANC 4A. During rush hour, which often extends between 4:00 and 7:00 PM, the buses are crowded and persons are not allowed to board because the buses have reached capacity at stops near Columbia Heights.

Increased Metrobus service and improved infrastructure is essential in a growing city to relieve congestion. For example, the development at the former Walter Reed Army Medical Center will soon bring thousands of new residents, workers and shoppers in addition to students who

currently attend DCI School, who utilize the 59 bus. The city must think about how to best accommodate this influx of people without flooding the streets with thousands of additional cars. Maintaining the 59 bus could be helpful in reducing congestion, addressing climate change, and ensuring the district's resiliency. In closing, I recognize that WMATA has to make a number of decisions to improve efficiencies and rein in the costs in the system, particularly in light of the revenue losses associated with the COVID-19 pandemic. However, it seems that the cost associated with eliminating important bus lines, including the 59 and 61 will be disproportionately borne by the elderly, lower-income, disabled, and those individuals living farthest away from Metro lines and others with fewer resources, such as immigrants. I urge WMATA to reconsider these cuts and develop a plan that is fair and more equitable. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your comments, commissioner. Next caller? (Pause) If you're on the line, please... Good afternoon, good evening, can you introduce yourself?

MR. HIGGINS: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Hi... can you introduce yourself? Yes, I can hear you.

MR. HIGGINS: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Can you introduce yourself?

MR. HIGGINS: Yes, I am John Higgins. I am a commissioner with the ANC 3/4G representing Chevy Chase, Hawthorne and Barnaby Woods. I want to thank WMATA for the opportunity to speak today with these brief remarks, and we ask that our full written testimony be included for the, for the record. WMATA is proposing temporary curtailment of service on the E6 and M4 routes and permanent elimination of these routes in the spring of 2022. The position of our ANC is that these bus lines should be restored to their original full-service, pre-pandemic status on a permanent basis.

Our ANC and the DC Office of Planning are just now embarking on a small area plan designed to retain and enhance the vitality of our neighborhood for the long term. It is acknowledged that robust public transit will be a key element in achieving these goals, according to the DC Office of Planning Report of April 2019. Both the M4 and E6 bus routes support the communities affected by the ANC small area plan. Under WMATA's proposed, proposal, students would lose bus access to Lafayette Elementary School. Some parents report they ride the E6 with their children to Lafayette, and then continue by bus to the Friendship Metro. The principal at Lafayette has said we would definitely feel the E6 if it were missing. The E6 bus service is particularly important for seniors who live at the Knollwood Life Plan community on Oregon Avenue. Knollwood and other area residents rely on the E6 to get to the Chevy Chase Community Center, the public library, the Safeway, the CVS pharmacy and medical services. This bus service is a lifeline for our seniors. Commuters in the neighborhood also use it to get to the Metro. And DC frontline healthcare employees at senior facilities of Knollwood and Ingleside are among the critical users of both the M4 and the E6 public transit routes.

WMATA on the record for recognizing the importance of the M4 for students, which makes the proposal to eliminate the service at Woodrow Wilson and Alice Deal particularly questionable. The timetable published by WMATA shows to a special student runs at Tenley Circle at 3:20 PM and 3:25 PM daily, terminating at Pinehurst Circle. The timetable notes that this trip operates only on days when public school is open. How can WMATA recognize the public school need, and

then propose to eliminate the service? Rather than being cut, student runs should be expanded to accommodate other school activities, to help students get home. According to one resident, when school is in session in the morning, the afternoon, my children have had to wait for almost three buses sometimes because the buses have no room to let them board. Meanwhile, the population is exploding. Deal had 800 students ten years ago, and now has 1700, with forecasts of more than 2000 in a few years. In the view of ANC 3/4G, it is almost incomprehensible that WMATA will propose elimination of both of these routes. And generally speaking, WMATA cannot shrink itself to prosperity. We urge WMATA to reconsider the proposed changes and restore full, original and pre-pandemic service of the M4 and E6 public transit routes in our community. Thank you very much.

MS. GIDIGBI-JENKINS: Thank you, commissioner. Next speaker? (Pause) Next speaker? Hi... can you introduce yourself? (Pause) Can you hear me?

MS. FLOY: I have already spoken. I'm just listening at this point, thank you.

MS. GIDIGBI-JENKINS: No problem, thank you. Thank you all for our patience. I know we have several more speakers on the line who are hoping to share their feedback... and we're looking forward to hearing it.

MS. BROWN: Hello? Can you hear me? OK?

MS. GIDIGBI-JENKINS: Yes, can you introduce yourself?

MS. BROWN: Sure, my name is Tiffany L. Brown and I'm the ANC Commissioner of 7B02. And I'm the chair of ANC 7B, which is home to Hillcrest, Fairfax Village, Dupont Park, Twining's, Penn Branch, Randall Highlands and Naylor Gardens. I am here to inform you what matters to my community. We oppose the changes proposed in the FY22 WMATA budget.

ANC 7B is home to several bus lines. We do not have a Metro station within our community. The closest rail service to our community is across the Sousa Bridge at Potomac Avenue, thereby making the Metrobus a necessity for us. Based on the changes outlined, we oppose the elimination of service on the 30N, 30S, M6, and V7, as it has, as it will have an adverse effect on our community. Our area has many residents and students who either depend or prefer to use WMATA bus service or transportation. Our students will need reliable transportation for in-person learning or when school is fully open. Our seniors enjoy hopping on the bus to attend medical appointments or shopping. Removing our options and asking us to walk further to reach bus stops or to reach another bus will have an adverse effect on us. If residents who can are forced to drive because public transportation is no longer an option, this will have a negative effect on our carbon footprint, further contributing to our community's traffic congestion problem. Removing that access will leave our residents stranded. During this time, we need more access to public transportation, not less. Again, the community strongly opposes the elimination service on the 30N, 30S, M6 and V7. Thank you for the opportunity to speak.

MS. GIDIGBI-JENKINS: Thank you, commissioner. Next speaker? (Pause) Thank you for all of those who are still waiting to speak, for your patience. Next speaker?

MS. MORRIS: Hello?

MS. GIDIGBI-JENKINS: Hi, how are you?

MS. MORRIS: Yes, my name is...

MS. GIDIGBI-JENKINS: Yes, can you introduce yourself?

MS. MORRIS: Which...? Is it my turn?

MS. GIDIGBI-JENKINS: Yes.

MS. MORRIS: OK, I'm sorry, I heard another voice. My name is Rebecca Morris, I'm the commissioner of 7D06, which is the area, the Deanwood-Monroe area. I'm testifying to keep the U6 and the U5 bus stops, the U6 and U5 bus routes, as-is. I've been a rider U6 and U5 for about 15 years. It has been a bus that has saved many lives in the Benning Park and Lincoln Heights area. Those are huge areas that contain citizens who work service jobs or work security, which can be night jobs. Having no bus around puts people at risk to get robbed, shot or killed. We also have disabled and elderly populations who utilize those buses in those areas, as well as students. Taking away those buses and making them walk to Benning Road or East Capitol Street is just wrong. I just want you guys to keep the bus lines as is.

And so, because that is one of the only ways that people can get to the grocery store as well, in a large, which is the only grocery store in a large, in miles away, I will also like to see the train stay open, in the light, in the late-night. For many essential workers, Ubers and Lyft are expensive for those who East of the River. Forcing people to pay \$15 to \$30 to get home would truly place families in a bind.

If we want to move towards a carless city and want restaurants, restaurants to go on a late night, for their late-night leisure, please consider them when they have no way to go home. I strongly, I strongly suggest that we keep things open.

MS. GIDIGBI-JENKINS: Thank you, Commissioner Morris. And it sounded like there was someone else on the line. Do you want to speak up, sir?

MS. JONES: Good evening. And thank you for the opportunity. My name is Carol Jones. I'm also calling on behalf, to implore Metro to salvage the U5, U6 bus line. The U5, U6 bus goes to Lincoln Heights, Marshall Heights. There are several senior citizen buildings, only one grocery store in this neck of the woods, and it will be a hardship and a devastating event to eradicate the U5, U6 line. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your feedback. Next speaker?

MR. JOHNSON: Hi, good evening, can you hear me?

MS. GIDIGBI-JENKINS: Yes.

MR. JOHNSON: Hi, this is Cortez Johnson calling from Fairfax Village over in Southeast Washington, DC, in Ward Seven. And I am, thankful for the opportunity to actually just voice some concern. Specific, of my concern is an opposition to the proposed WMATA 2022 cuts, specifically for the M6 bus line that actually runs throughout the Pennsylvania Avenue corridor, in specific to Fairfax Village. I live in Fairfax Village, I've served in this community for fifteen-plus years, and I've grown up in this community as well. Removing that particular bus line, you know, is, is completely detrimental to the residents, including myself, in this community. We have elderly residents. We have kids that go to school and we have a lot of people who actually, you know, they, they do take public transportation. We don't have access to a lot of amenities, essentials, basically such as grocery stores, health care facilities. You name it, we probably don't have it.

And so, really, really, just concerned about the, the proposed cuts. We should not be eliminating the M6 line because that's essentially what would happen under this proposal. We had two bus routes before, in the last 10 years, the V5 L'Enfant Plaza to Fairfax Village, that was cut; the M2, Naylor Road to Fairfax Village was cut. So that's leaving us basically with a single point of failure, which is the M6, which now is proposed to be completely eliminated.

So, in any event, in closing, I just want to say that I think there's a better way to do this, and I'm glad that a lot of people are speaking out in opposition. I think that our voices, collectively, will be heard. And I really, really encourage WMATA to reconsider the cut of the M6 line, specifically for those people that are disadvantaged in this particular community. Thank you.

MS. GIDIGBI-JENKINS: Thank you for your feedback. Next speaker? (Pause) Next speaker, if you want to introduce yourself? (Pause) If you haven't already spoken and you'd like to be added to the speakers' queue, press star three on your phone to be added to the speakers' queue. (Pause)

Because we want to hear from you, we will wait until we can. I know that there are a few other folks who are having a little bit of technical difficulties. Again, I want to remind you that if you're wishing to provide testimony tonight, please call (512) 580-8850. Again, that's (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening's meeting code, the code is 3-8-1-1, again, that's 3-8-1-1. Once you're in the meeting, you'll be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers. You you'll get a message when it is your turn to speak.

For those of you on the line now who want to speak, go ahead and press star three to get in the queue. Next speaker. (Pause) Okay, well, I'm being told that there's no one else in the speakers' queue. I'm going to give one last call for testimony...looks like one last person has come through.

If you haven't already spoken and would like to speak, please press star three on your phone to be put in the speakers' queue. (Pause) Okay, well, if you'd like to provide oral testimony, but aren't able to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing record. In order for the public record to accurately reflect who's providing testimony, I'd ask that you just state your name and any organization you represent before your testimony. (Pause)

MR. PASTERNAK: Hello, this is Mo Pasternak, I'm the ANC Commissioner for Dupont Circle, ANC 2D04. Can you hear me?

MS. GIDIGBI-JENKINS: I can hear you. Welcome, commissioner. Thank you.

MR. PASTERNAK: Wonderful. Thank you so much. We've had about an hour and forty-five minutes of comments and, unsurprisingly, nobody has supported the cuts. A couple other speakers have noted the broad opposition and that's really unsurprising. Part of my frustration is also that there's no understanding of what things cost. So, obviously everybody's opposed to cuts, but it's, it's unclear how much you saved by closing twenty-two stations, how much is closed by cutting the G2 service, eliminating the G2 service, how much is saved by various bus and rail cuts? So, it's kind of tough to, to really provide any constructive feedback other than saying cuts are bad. But it, it is telling that, you know, for example, eliminating the G2, WMATA says there's no alternative service available. So, that's obviously a concern.

And I just want to share that, you know, if you're just going to look at where comments are heard, as far as opposition to a, to a bus cut, that's historically going to hurt underserved communities, so hopefully there's, there's some other elements, but because this is just sort of speaking into a black box, there's no way of knowing how this testimony is being factored into the decision.

And I think it's also frustrating that there isn't really an update as far, as far as what the budget situation looks like with the expected passage of federal relief. You're, you're focusing on a lot of cuts and then say they might not even happen, but still just entirely unclear. And I hope that you provide updates and extend the public comment period once you can present a more realistic plan. And lastly, I'm especially disappointed that we're talking about all these cuts and you're still proposing a \$36 million increase for the Metro Transit Police Department, as opposed to providing more services to riders, which is the real mission of WMATA. Thank you.

MS. GIDIGBI-JENKINS: Thank you, commissioner. And just a reminder, since we're doing this hearing virtually, this hearing is going to look and feel different. We would normally have a presentation from our Chief Financial Officer, but in order to get to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

Also, this evening, I was able to share that, in short, Metro is proposing to maintain operations and increase service to meet demand through December 2021, with the need for severe service reductions, beginning in 2022, without additional federal funding. However, this weekend the Senate did pass another COVID relief bill. And while the bill is still being approved by the House, and hopefully it will be signed by the President, it will take some time to calculate exactly how much funding Metro will receive. We're encouraged that this, that a significant amount of relief for transit is expected to be included in the final bill. This will help us to minimize the service reductions in 2021. We will likely be able to avoid the worst of the service cuts that were on the table when we took this budget proposal out to the public. With that bit of good news, I still want to turn back to any speakers who are still on the line. Ultimately, this is an opportunity to hear from you. Your testimony will help inform our decision making as a Board.

ANONYMOUS: Hello?

MS. GIDIGBI-JENKINS: Yes. Can you introduce yourself?

ANONYMOUS: One moment. (Pause) (Music playing)

MS. GIDIGBI-JENKINS: Hi. Can you introduce yourself?

MR. S.: Hello, can you hear me?

MS. GIDIGBI-JENKINS: I can hear you, can you introduce yourself?

MR. S.: Hello. How are you doing today? My name is Tommy S and I'm a high school student and a Maryland resident. I'm not a representative for any town board or anything, but just a concerned citizen who would like to voice their opinion. Is that all right?

MS. GIDIGBI-JENKINS: That is always OK. Go ahead, Tommy.

MR. S.: As, as a, as a high school student, a sophomore in high school, I've grown up here in the DC, DMV area for my entire life. And the Metro's always been there for me as a form of transportation with family, or just by myself. And it's a great feeling to know we have a system that

can provide us, when we need to go places, multiple areas at once. And closing in my opinion, and closing them down at nine o'clock would really interfere with a lot of schedules, for not just young college students, but also with older adults and the elderly, because as stated before by some other people, it really does interfere with schedules and those who work late night shifts, up to, into midnight or early morning, can't get back, due to the Metro being closed or some bus routes being closed.

And to follow up to a comment, I heard of a man saying that it's good to close, the stations. I feel, I can understand closing some of them, but with closing them, I feel it really impacts our economy for the worse. And Metro, I feel should be pushing forward and pushing to help the community by staying open longer, and also helping their employees by paying them well, and everyone being treated fairly. I think closing our system will just make our DMV area transit and everything in general, worse and a lot more chaotic with spreading COVID and getting people, not where they can't get, so they can't get to work, they can't get to everything on time, and it really will interfere with the community schedule. If that makes any sense. Thank you for your time. I really do respect what you guys are doing and, thank you.

MS. GIDIGBI-JENKINS: Thank you, Tommy. It does make sense. I'll take our next speaker?

MR. BROWN: Yes, good evening, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Can you introduce yourself?

MR. BROWN: Yes. This is commissioner Kelvin Brown. I represent a single member district 7D06, which includes the Hillcrest community as well as Fairfax Village in Ward Seven in the District of Columbia. And I'm happy to virtually be here today with you all, and equally happily that WMATA is holding these hearings to hear directly from local leaders, who, we interact with our residents, our constituents on a daily basis to improve their overall quality of life.

As many have noted before me access to affordable, safe, and reliable transportation is critical to all of our constituents who live, work and play within my district, and across the District of Columbia. Now we know that without access to transportation, a person's state of, well, wellbeing is impacted and communities decline. We must work together to ensure we safeguard access for residents regardless of their ZIP codes or financial status, and equitable access to transportation is a fundamental right that we cannot and must not be abridged. WMATA has a responsibility to ensure residents are not negatively impacted when decisions are made to cut bus routes. Profits and financials should not be the most heavily weighted factor in decision-making.

Studies have continued to show that lower-income seniors, people of color, disabled persons, persons without housing and returning citizens are often impacted when access to transportation is limited. The lack of adequate transportation has a direct correlation support levels of health, lower levels of education attainment, and the list goes on. So, we're, we're talking about transportation, but what we're really talking about today is our residents' future outcomes.

In 2013 a review published in the Journal of Community Health found that 25% of lower-income patients have missed or rescheduled their appointment due to lack of transportation. Those same patients also reported issues with transportation, also missed filling prescriptions, and were more than twice as often as patients with the same problem. These decisions have consequences that could lead to inadequate management of chronic illnesses as well as poor health and overall life outcome.

It's our duty and responsibility to ensure those without a voice have a seat at the table to express their concerns and gain meaningful redress. As elected official for my Single Member District, I implore WMATA to reconsider cutting the 30S and 30N bus routes. If these routes are to be cut, it would have potential life-and-death impacts for so many residents within my district and across the District as a whole. Over the past few years, my district has seen several cuts to vital bus routes that have serviced our community. And as a result, these cuts, many residents have had to walk miles to transportation or rely heavily on relatives or pay an exorbitant amounts of money to Uber and Lyft just to get to work, or transport their child to school, or get groceries and simply get medicine. And, so, in my opinion, no one should be burdened or disconnected from resources because of inadequate transportation or lack thereof.

These proposed cuts must be taken off the table and safeguarded because the lives of my residents, our residents, my neighbors, literally depend on it. So, in my testimony, I've talked exclusively about inequity that exists with these and previous cuts, but there are many more negative impacts from cutting services. Instead, I believe WMATA should be working to expand services to underserved communities by working with new technologies to electrify buses and cut carbon emissions, working via collective bargaining agreements to ensure that none of our essential workers, bus drivers, et cetera, lose their jobs, medical benefits, or wages. Also, should, we should, instead of closing Metro at 9:00 PM, we should extend it for workers who work late-hour shifts to make sure that everyone gets home in a safe and sound manner. And so, in closing, I thank you for your time also your consideration in this matter. And I'm relying upon WMATA to ensure resident voices are heard during this process. And that profit does not dictate the final outcome of this conversation. We must....

And so, in my opinion, no one should be burdened or disconnected from resources because of inadequate transportation or lack thereof. These proposed cuts must be taken off the table and safeguard because the lives of my red, our residents, my neighbors literally depend on it. So in my testimony, I talked exclusively about an inequity that exists with these and previous cuts, but there are many more negative impacts from cutting services and stay at, I believe, well, motto should be working to expand services to underserved communities by working with new technologies, to electrify buses and cut carbon emissions, working via collective bargaining agreements to assure that none of our essential workers, bus drivers, et cetera, lose their jobs, medical benefits, our wages also should, we should, instead of closing Metro at 9:00 PM, we should extend it for workers who work late-hour shifts to make sure that everyone gets home in a safe and sound manner. And so, in closing, I thank you for your time also your consideration in this matter, and I'm relying upon well, monitors, your resident voices are heard during this process and that profit that not dictate the final outcome of this conversation. We must pro-...

MS. GIDIGBI-JENKINS: Commissioner?

MS. MAXWELL: Hello?

MS. GIDIGBI-JENKINS: Hi. Before you start... Commissioner Brown, if you want to hit star three again, we'll try and get you back in the queue, but thank you for your comments. Next speaker.

MS. MAXWELL: Hi, yes, my name is Tara Maxwell. I speak for several transportation and transit organizations in the Maryland, Virginia and DC area. And I am thoroughly surprised that they are still talking cuts at this particular time, when there has been a new bill in Congress that will be voted on, on Wednesday. Considering that most of the Board of Directors, including Mr. Smedberg, sits on committees in Virginia, DC and Maryland; they actually have more information

than is being shared with the public at this particular time, as far as the budget shortfall and things of that nature. And, instead of looking for alternative and innovative ways to cut other things other than operational costs, they're looking directly at operations costs when you still need more operations cost.

Congressman Gerry Connolly has had a bill in Congress since before COVID, that has not been voted on, that actually covers transportation operations cost for WMATA. There are other bills, two other bills that have been in Congress before, pre-pandemic, where they have not passed through Congress, that can be utilized to cover some of the operational costs. So, I am just really confused at this cut, cut, cut mentality, and the fact that most of the people that are actually on the Board of Directors sit on other committees, and are chairs on other committees, that understand what exactly is going on, yet they still ask for cuts. So, I would like to see the 3% cap on growth that is the responsibility of all three jurisdictions be waived or suspended during the pandemic until a year after the pandemic. That is one way that they can minimize operational costs. There are several other ways that they could do this instead of just going toward ridership and affecting the most and the least of the communities in the Washington, DC, Virginia, and Maryland areas.

It is really appalling to me the approach that is being taken. And I am happy to hear so many people that have called in to speak. Unfortunately, I don't think that's really gonna make a difference. The numbers, \$212 million budget gap, can be overcome if some of the ideas that I just suggested are put into play. And if someone comes up with other ideas instead of just cutting ridership services. It makes no sense. Please make it make sense. Thank you.

MS. GIDIGBI-JENKINS: Thank you, Ms. Maxwell. Next speaker? (Pause) If you'd like to be placed in the speakers' queue, please hit star three. (Music playing).

Hi. Hi, can you hear me? Hello?

MS. NICHOLS: Hello, can I be heard?

MS. GIDIGBI-JENKINS: Yes.

MS. NICHOLS: Hi, I can hear you!

MS. GIDIGBI-JENKINS: Okay.

MS. NICHOLS: Hi, my name is Kimberly Nichols and I live off the Morgan Boulevard stop. So, I'm just a regular old citizen.

MS. GIDIGBI-JENKINS: And that's who we want to hear.

MS. NICHOLS: (Laughs) And I'm here, and I'm here to actually complain about three stops that I think are being unfairly targeted because, where, or because of the pandemic. So, my stop is Morgan Boulevard Station. Already, we're not serviced by Metrobus and you can see the impact of that. Because we have Six Flags America in close to us, we have FedEx field, we have Jump!, we have Dave and Buster's and many more coming attractions at our stop, but you have to see all these workers walking from Morgan Boulevard station all the way, like half a mile or a mile over to where they work, just because there's no Metrobus on our stop.

Also, there are tons of people who live in the area who work in DC. So, taking the stop away would quite honestly stop lots of people from getting to their job. We are more valuable than, I

mean, than the low ridership that you have right now, simply because there's a pandemic going on.

Second Mount Vernon, Mount Vernon Square is also the convention center stop. Closing that would close off, you know, it would close off access to all those great conventions that you, the stop, you know, things like Oticon and Awesome Con USA and the USA Science and Technology Fair that invite crowds and crowds of people that spend in the local economy at that stop. So that stop is still very valuable, even though right now, there's a pandemic going on and those events cannot happen.

The last one is this Smithsonian station, which I can't even believe is on the list. The Smithsonian was a gift from a man called John Smithson, and he believed in giving information to all the classes by making that education free. There are 19 institutions in the Smithsonian that give information to everyone. And we know that because buses, and buses, and busloads of people crowds the Metro just to get off at the Smithsonian. However, the Smithsonian is closed right now, due to the pandemic. These three stations offer a lot to the economy and cut them off.

MS. GIDIGBI-JENKINS: Thank you, Ms. Nichols. Appreciate your comments and feedback. Next speaker, and just a reminder...

MS. CUMMINGS: Hello, can you hear me? My name is Leslie Cummings...

MS. GIDIGBI-JENKINS: Yes, we can hear you Ms. Cummings.

MS. CUMMINGS: I am a federal worker who lives in the state of Maryland and I need to, I don't have my own transportation. I have been taking public transportation since I came to live in Maryland back in 1979. It has not always been easy to get around, but I've come to love the DC metropolitan area so much that I have taken any means of public transportation I could, just to be a part of this great and wonderful city. I was fortunate to get a federal position. And when I moved to a place in Maryland, I found there was no buses, no train station. I was spending up to \$60 round trip every day for two years, to get myself back and forth to work in Washington DC. Now that you guys have these wonderful buses and trains, and it's close to 40 years since I been working for the government, every time you make an improvement, it's for the better.

However, I'm very disappointed that the improvements that you claim to be making, in these proposed budget cuts for all of the rail stations and bus stations in the DC metropolitan area, are sadly, a step backwards, and not a step forward. What we are all suffering through this pandemic. and some are fortunate to work from home and some have very essential and must be at their jobs. And whatever you guys were thinking, when you decided to cut these services is not really helping to ease the pain and suffering and loss of unnecessary lives due to this pandemic. I implore you, as an American citizen and as a faithful public transportation rider, to please reconsider your options. Listen to our citizens, hear the voice of the people and do what needs to be done. If you can reach people, we can reach people at the federal level, the state level, the local level, we can write to our Congressman and senators, we can write to our alderman Councilman, county executives, whoever we need to reach. We the people need to go ahead and put out a huge petition, sign it and send it to WMATA along with our written testimony. Thank you for allowing me to speak. Everybody have a blessed night.

MS. GIDIGBI-JENKINS: Thank you, Ms. Cummings. Next speaker. (Pause) Please press star three to be added to the speakers' queue. Hi, can you introduce yourself?

MR. STERNLIEB: Hi, Joe Sternlieb, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you.

MR. STERNLIEB: Hi, I'm Joe Sternlieb. I'm the CEO and President of the Georgetown Business Improvement District, testifying on behalf of, on behalf of the organization today. The Georgetown BID understands that the proposed Fiscal 2022, Metrobus cuts and changes are budget driven, given WMATA's obligation to present a balanced budget and its funding and ridership uncertainty. However, the cuts to Georgetown service area will have disproportionately negative impacts on our commercial district, the university and the hospital, and its ability to recover from the pandemic. We pledged to support the efforts to get sufficient pandemic relief funding from the federal and regional governments to ensure these cuts do not occur. And we pretty much want to work with WMATA to ensure that these cuts do not occur.

Georgetown is the largest employment center in the district of Columbia that is not served by Metrorail. It is not on the city's grid and has very limited roadway access in and out of the neighborhood. We were extremely dependent on Metrobus to get our employees shoppers and visitors to the neighborhood. We simply don't have the roadway capacity to accommodate thousands of employees if they can't take the bus. Just as a point of reference, we have about 23,500 employees who work in Georgetown with no access to a, direct access to a Metro station. Specifically, a large number of Georgetown BID area employees, especially hourly workers with limited transportation options, use the 30N, 30S and 38B to access their jobs. Just outside the BID, the university and hospital are heavily dependent on the D2, D6 and G2 buses. The elimination of all these routes in the third quarter, notwithstanding some limited increases in the 31 and 33 buses, will force people into two- and three-seat rides that will extend commute times beyond reasonability.

This burden will fall disproportionately on lower wage earners and people of color. Georgetown's recovery strategy is focused on increasing sidewalk width, removing parking and heavily marketing Metrobus as the preferred way to get to the neighborhood. The proposed bus service cuts will undercut this effort to the detriment of both Georgetown and WMATA, limiting the labor pool from employers and negatively impacting our ability to recover. We urge the WMATA Board and regional jurisdictions to come together to ensure that bus service to Georgetown, as well as to other neighborhoods that depend on it, is not eliminated in a draconian fashion, in such a draconian fashion. And we stand ready to work with you on both funding and operational solutions to ensure that Georgetown remains accessible by Metro bus.

MS. GIDIGBI-JENKINS: Thank you for your comments, thank you for your feedback. Next speaker. Please press star three if you'd like to be added to the speakers' queue.

MS. HOUSEAL: Hello, can you hear me?

MS. GIDIGBI-JENKINS: Hi, I can hear you.

MS. HOUSEAL: Oh, great. So, my name is Delia Houseal, and I'm the Vice Chair of Advisory Neighborhood Commission 7E. My Single Member District is 7E06 and it's in the heart of Marshall Heights and is bound by the Capitol View – Benning Park neighborhood. Residents primarily rely on the U5 and U6, W4, 96 and V8 bus lines as well as the Benning Road Metro. First, I want to thank Board members of WMATA for making the commitment to conduct hearings about the Fiscal Year 2022 proposed Metrobus and rail service changes.

While I understand the significant budgetary constraints imposed by reduced ridership, I am strongly opposed to the proposals which will dramatically reduce our community's access to valuable public transportation. Our area has many residents who either depend on or prefer to use bus and rail service as their primary mode of transportation. Reducing and or eliminating access to bus and rail service will significantly reduce access to grocery stores, schools, critical healthcare, jobs, and other daily necessities. Further, asking residents to walk further to reach a bus stop will increase their travel times, and for many disabled residents and students make access nearly impossible. By cutting and/or modifying service, you give people no choice but to use cars, further increasing our carbon footprint and contributing to our community's traffic congesting problems.

According to WMATA's *Equity in Transit* initiative, Metro is committed to providing equitable transportation because the communities we serve are stronger whenever, when, when everyone has access to reliable and affordable transportation. Unfortunately, the proposed budget cuts are not consistent with WMATA's statement on equity. And in fact, the proposed cuts will exacerbate inequities in transportation as Wards Seven and Eight bear a disproportionate burden of the proposed service reductions and modifications. While we understand that adjustments must be made to reflect budget concerns, these adjustments must not be made on the expense of the city's most vulnerable populations.

While I am encouraged to hear that additional federal resources will be made available to WMATA, I hope that this also translates to WMATA rolling back the massive cuts that were originally proposed, specifically the changes and cuts proposed to the U5, U6, W4, 96 and V8 bus lines as many residents depend on these routes to access jobs, healthcare, schools, grocery stores, and other amenities. Again, we implore WMATA to reconsider these massive cuts to rail and bus services that impact the residents of Ward Seven.

Lastly, while I'm grateful for this form, the outreach provided by WMATA to their advisory neighborhood commissions and surrounding communities was grossly inadequate. For example, notice was just recently sent to commissioners on February 24th, and there has been no communication or explanation of potential impacts to bus routes or rail service. Additionally, many commissioners and residents first learned about the proposed reduction in service when met with flyers were handed out at the Metro stations. While the public comment closes, given that public comment closes on March 16th, this has really given ANC's fewer than 30 days of notice to gather feedback from constituents, raise awareness, and coordinate a response. As elected officials, we welcome and encourage ongoing and continuous engagement with WMATA, particularly around issues that have a significant impact on residents' access to critical transit services. Again, thank you for the opportunity to provide feedback.

MS. GIDIGBI-JENKINS: Thank you, commissioner. Next speaker?

MS. TABLER: Good evening, can you hear me?

MS. GIDIGBI-JENKINS: Yes, I can hear you. Can you introduce yourself?

MS. TABLER: Yes, good evening. My name is Anna Jane Tabler and I represent myself. I am a resident of Arlington, Virginia, moving into the District in a few weeks. I'm echoing a lot of sentiments.... Yes, thank you, I'll go ahead. I'm, I'm echoing a lot of sentiments of equity, accessibility and mobility that many concerned citizens and ANC commissioners have echoed this evening. But I just wanted to point out a few examples, of, on the survey that WMATA has

put out about closing specific rail stations and how that might affect communities who rely on Metro accessibility.

So, for example, if Federal Center Southwest or Federal Triangle, Mount Vernon Square were to close, there are other options for pedestrian walking. But, if East Falls Church was too close, there, isn't an accessible way to access the Metro in any other form. The closest one is either West Falls Church, which is 2.4 miles away, or Ballston, which is 2.8 miles away. And a lot of people have mentioned that mobility is defined as a 0.5 mile walk to a Metro station. So, I'm urging Metro to view their budget cuts through, you know, mobility and equitable lens. So many people are moving out of DC as the rent prices are increasing. And so, you know, closing these neighborhoods stations without any real solution to what we're doing with closing these stations is just not an adequate solution right now. So, I'm grateful for this opportunity and appreciate your time this evening.

MS. GIDIGBI-JENKINS: Thank you for your feedback and your patience. I believe... I'm being told that there is no one else in the speakers' queue. I'm going to give one last call for testimony. If you haven't already spoken and would like to, please press star three on your phone to be put in the speakers' queue.

Okay, well, that was our last speaker. This hearing is now concluded.

Testimony can still be submitted online or via US mail as long as it's received by Metro by 5:00 PM Eastern Standard on Monday, March 16th. Thank you again for joining us and taking the time to provide testimony. We look forward to incorporating and hearing your feedback as we make our decisions as a Metro Board. Have a good night.

Voicemails Received as part of the public hearing record:

Received 2/25/2021, 6:39 p.m.

Hello, my name is Carol Jones. xxx-xxx-xxxx. I'm calling in protest. You cannot take away the U5, U6 which is the Lincoln Heights and Marshall Heights bus. They already don't have service in the snow and to totally take away the service is unreal.

Received 2/25/2021, 4:55 p.m.

Please do not discontinue the U5 bus. xxx-xxx-xxxx That's the only way I can get to work from where I live. Thank you.

Received 2/28/2021, 4:38 p.m.

Cheryl Jones. Please do not eliminate the U5, U6 bus. That's the only bus line serving my neighborhood. We have a lot of senior citizens and a lot of people who depend on that bus to go to work and school and shopping and everything. Please do not eliminate the U5, U6. Thank you.

Received 3/8/2021, 6:19 p.m.

Hi, my name is Rainey Arduopolis. I live on MacArthur Boulevard and take the D6 for everything. It is my only mode of transportation. I work at a hospital, Sibley to be specific. It is the only way that I have to go to work and come home. Also, the other hospital on the D6 line, MedStar Georgetown, is also served by the D6. If the D6 is eliminated completely, there are two major hospitals in the city that no longer have public transportation coming. Therefore, employees are

going to suffer. Patients are going to suffer. You cannot eliminate this line completely. There's no other way for us to get around. You show alternate routes, but in order for me to get to that, I have to have public transportation and there is none. So, I, in essence, will have no form of transportation. I've lived in Washington, DC since 1950. I have always used Metro. I have never owned a car. It is my mode of transportation, and I have always spoken very highly of it. Please reconsider. You cannot totally eliminate it. I understand, if you want to cut back, we, we can adjust to some mode of transportation, but I use it not just for going and coming from work. I use it to go shopping, to go to meetings I go to. To go visit friends. It is my mode of transportation. I can't stress that strongly enough. Thank you.

Received 3/8/2021, 6:57 p.m.

Hi, my name is Kelsey McKim, M C K I M. And I'm a Ward Three resident. Currently I'm able to work from home, but before that, I commuted using the Red Line and I have many concerns about the proposal, but in particular, I'm concerned about the elimination of rush hour scheduling. Even before the pandemic, sometimes when I would get on, when I would go to the Van Ness station to board, the train would be too packed for me to enter and I would have to wait for one or two more trains. And so, if you're eliminating in rush hour, that means I could be waiting up to 30 to 45 minutes just to be able to board a train. And if stations like Cleveland Park are eliminated, then that will just further increase congestion at Van Ness, meaning I could have to wait maybe even an hour to be able to get on board a train. So, I strongly oppose that measure.

Received 3/8/2021, 7:07 p.m.

Hi, my name is Christina and I'm a DC resident. I've lived here for five years. And I wanted to give feedback on Metro's proposed cuts as a resident who has a physical disability and depends on buses to get around when I'm unable to walk places, especially to do things like pick up groceries or hold heavy things. Mostly the example that's coming to mind is groceries. And I live in Woodley Park and there's proposed cuts to both the 96 and the L2 bus that would affect where I live and limit this area that already isn't really near an accessible grocery store to make it so that there is no way to get to the Giant in Cathedral Heights and the stuff that is in that direction. And also not be able to use the L2 to get downtown or other places to access things like grocery stores and to get downtown to work.

Especially with more people getting vaccinated, I intend to return to work downtown and will be unable to do so, because I will have trouble getting on trains if they're 30 minutes apart, and then will also have to, you know, have trouble getting downtown because I'm not able to walk there, necessarily. Public transit is essential for our city, you know; proposing cuts to it is classist, racist and ableist. We really need it. It really affects the most vulnerable people in the city, to make cuts to it and to change it. And also could pose further COVID risks if trains only run every 30 minutes on the Red Line and other lines, then more and more people will be on those crowded trains and most people will not have to fit. And then less people will ride Metro if that is the experience and it is uncomfortable, so it'll be kind of counterproductive.

There has to be more ways to make buses and Metro, but especially buses, accessible. I know I'm not the only person with a disability who relies on that. Elderly people, workers, and essential workers especially, need bus services and especially with climate change and how crowded the city is we really can't have more reliance on cars and Ubers and other things to get groceries, to

get around. And especially having Metro close at 9:00 PM is really limited, it's really limiting to people who work late, people who need to get home when it's dark, people who don't want to wait at a bus stop, people who can't safely walk home in the dark. You know, that puts like a lot of, you know, threatens lots of people's safety to not be able to get home when it's dark and it's late and not everyone can afford to take Ubers. I really encourage Metro and WMATA to take these concerns seriously that a lot of people have had this night on this call. It's just, it's really important that in a place like DC, that people pay to live next to Metro stations. I know I personally chose to live near the Metro and on bus lines because I have a disability. I need access to that and to have the buses near me.

Received 3/8/2021, 7:24 p.m.

Hi there. I've been trying to speak for a while. I'm not sure what's going on with, with the mic. But I decided just to leave a comment because, um, I, I think I've heard that the tone, like three or four times now, it's just not working. My name is Yannik Omictin, I'm an Advisory Neighborhood Commissioner representing Single Member District 2A01, the Southeastern portion of Foggy Bottom.

I'll start by noting that the public comment period for this budget cycle is short enough that we, as a commission, 2A, won't even have a meeting during the comment period. Our next meeting is the day after the public comment period closes. So even if that weren't the case, I think that the comment period must be extended. These are some of the most devastating proposed changes to Metrorail service in decades, and Metrobus service, and we need more than three or so weeks to sift through all of this.

We also know that DC has recently discovered a surplus to the tune of \$500 million, and Virginia is enjoying a similarly unexpected increase in revenue. WMATA needs to work with these jurisdictions to get additional subsidy and dramatically stave off these changes. I want to reiterate that I strongly, strongly oppose, oppose almost all of these cuts and believe that they will massively fall on the DMV's working class.

But here are some of the more particular comments that I've got. The first is the proposed changes to the 30N/S need to be bolstered by the implementation of timed transfers in downtown between the 31/33 and 32/36. One-seat rides from from Northwest to Southeast are indeed critical, but the proposed alternatives can only serve the same purpose if transfers are timed in downtown though a kind of managed dispatch, and if late nights service is maintained. Waiting for long periods at night, exposed to the elements, especially in winter is something that should not be happening. Women and trans folks are particularly vulnerable, the way that this has been presently drawn up, as they have a higher chance of being targeted at night as they return from work. ANC 2A passed a resolution on this last year, and I will be re-proposing the same stance on the budget when I, when we meet on March 17th.

The second comment I have is regarding proposed changes to the D6 route after January 2022, which will absolutely result in greater car travel throughout the region and significant gaps in service for students, affordable housing residents and workers, but especially health workers.

Received 3/8/2021, 7:27 p.m.

Good evening. My name is Adriana Radulescu and I live in Glover Park in Washington, DC. Glover Park depends on MetroBus for public transit service because we do not have Metrorail within close walking distance. I use the Metrobuses for 25 years and am still using them to through the pandemic because buses are my only means of transportation. Prior to COVID, we have the

following bus routes serving our area: D1, D2, 30S 30N, 31 33 and 34. From these routes there are already two not running, and three more are proposed for deletion and from the remaining ones only two currently run in weekends.

Glover Park goes deep towards the actual Glover Archibald Park, and the only bus reaching the end of the neighborhood is the D2. Now D2 runs with a modified schedule, which spaces the buses between 26 to 36 minutes wait. This is a lot of time to wait for a bus. Then, in 2022, the bus is proposed to be deleted, and this route combined with the N6 bus, which would result in a longer route with likely a higher ridership and no number of buses to compensate for it. This bus takes Glover Park riders east to Dupont Circle, this is the D2, on a relatively shorter ride where one can connect with the Metro Red Line.

Also, the buses going on Wisconsin Avenue are currently cut in weekends, specifically the 30S and 30N, with only the 31 and 33 running on Saturdays and Sundays. The 30N and 30S are the only cross-city buses available for riders between upper Northwest and areas east of the National Archives and across the Anacostia River. These two buses will also be deleted in the second half of the fiscal year. The cost in time for using alternatives to the 30N and 30S could be a serious burden, particularly for low-income residents who work and commute to Northwest. Making a transfer also adds to trip time and the risk of missed connections. The full trip is already 90 minutes when the bus is on schedule.

Besides the residents and workers, there are many students going to several schools in these neighborhoods. Having reduced public transportation options, people will look for jobs in areas served by public transportation, or will have to spend a lot more money for other means to getting to work or school. And if these buses do not run, how would WMATA even know if the riders are using public transportation? I believe the current and proposed deletion of the buses serving Glover Park and in general in the city will have a major negative impact. If not immediately, in the near future. Reliable public transportation is a critical measure a city can take to reduce traffic congestion, combat vehicle pollution, and support viable, flourishing neighborhoods. Thank you very much.

Received 3/8/2021, 7:47 p.m.

Hello, this is James Ross. I oppose the cutting of routes 62, 63, in the Petworth area. I think it provides a great service and it's been around since I've been in the area. I enjoy Metro immensely. I think you do a great job at transporting people, but to cut service as far as trains and the buses would actually be detrimental to the city all over. Thank you. My name is James Ross. Thank you.

Received 3/8/2021, 7:52 p.m.

Steven Stark Ward 7. Here we reach another time that WMATA is proposing to cut service again, to make up for shortfalls that are, in part, are based on their own decisions. Bus service cuts have been made in 2018, 2020, and now are proposed for 2022. These, the bus service cuts are including the zip codes 20019 and 20020, which the District of Columbia's government has named as underserved areas. During the 2018 bus service cuts, the V5 line was eliminated and the Circulator line was modified to stop running up 30th and Alabama Avenue Southeast. The options given by WMATA was to take the 30N or the 36 bus line. Now WMATA plans on eliminating or modifying 25 bus lines so that they no longer will serve zip codes 20019 and 20020. The area found East of the River in Southeast, including many of the bus lines, such as the 30N, which were presented to riders as alternatives during the 2018 round of bus route eliminations.

Further, the 36 bus line is given as an option for nine bus lines that are being modified to no longer serve Southeast or totally eliminated altogether. By WMATA's own supplied weekday ridership

numbers, that is putting some part of 22,538 riders to be added to the number already present on the 36 line, which is the sole offer of option for many of these riders. I believe this does not take into account, further, riders, such as DC school students who ride for free. By January 2022, with the mounting pressure on local governments, in-person classroom learning will most definitely be back in session. The WMATA answer for adding buses to the line they know is something the ridership will not be able to tell is truly happening.

Meanwhile, WMATA goes through another round of service cuts; they spend money on new buildings and by their own advertising, will add employees when in 2022 the train line opens out to the Dulles airport. If they are cutting service and all the stations and lowering the number of, of bus service, why do they need to add more employees? WMATA, pandemic or pandemic, has consistently cut service to those who need it most. With their lack of service and safety record, they have driven more and more people to seek alternative forms of transportation, which the current times have become more plentiful in the area. Instead of making up their own shortcomings WMATA has shown themselves to be a non-starter.

Received 3/8/2021, 7:56 p.m.

Good afternoon. My name is Linda Thompson. I live in Ward Seven and I have been listening to the meeting, which is very informative. Very glad to know that there is great concern about the cutbacks. I know earlier around 7:35 and approximately 7:41, two other people spoke on behalf of Ward Seven.

As an individual, I take the, I take the first M6 at, Suitland, Suitland Road and Southern Avenue, approximately, say 5:40 in the morning. And usually when we get to the, when we get to the Potomac Avenue station, there's about 15 people that depart when we get to Potomac Avenue. My greatest concern is if you discontinue the M6, there are a lot of people, service people, that do have to be to work very early. I'm wondering, if has Metro considered, say having AM and PM schedules for the M6? I can understand, I do understand, you know, that the ridership is down due to the pandemic, but, in 2022, as opposed to eliminating it, you know, all together. If we could have what Metro used to have, used to go for some neighborhoods, AM, and PM. And of course, you know, having those schedules available when the ridership is higher.

Now, not only, speaking of eliminating the M6, I also need the D6 to get to my final destination. I do not work for neither of the hospitals, but, when I get off the D6, I'm getting off at McArthur and Arizona right before the light. So, if you discontinued that bus, uh, I have no means of getting to work, and I don't drive. Unfortunately, a lot of people can't afford to retire, so...

Received 3/8/2021, 7:58 p.m.

Hi, this is Linda Thompson. I just want to continue my message. So, I do hope that Metro, for the M6 will take into consideration not eliminating the service in 2022, but at least going to AM and PM and maybe on Saturday doing the same thing. And I can, I understand the ridership is low on Sunday, so if the Sunday schedule was discontinued, I could understand that. I can be reached at area code (xxx) xxx-xxxx. Thank you so very much.

Received 3/8/2021, 8:42 p.m.

My name is Commissioner Dorothy Douglas, ANC 7D03, in Ward Seven. I'm calling in regards to not, to discontinue the U5 and the U6. The notice we got, received a short notice on February the 24th, which was 30-day notice. And according to the mayor's emergency pandemic mandate that she already have an order it's supposed to have 51 days in order to reach out to our residents to let them know what's going on, what's happening in the community. And you all have not done that.

My name is Commissioner Dorothy Douglas and I do not wish to have our vulnerable citizens that are handicapped and disabled and don't have transportation. You received monies from the children going to school that don't go to school now. So, my question is what's happened to those funds and we're also having to the federal funds that you've received. And all the years that I've been residing here in the District of Columbia, this has never happened. So, I think that, our Wards Seven and Eight, are really being, being, being injusticed because of what, what's happening. You would not have done this in Ward One, Two, Three, or any other Wards. You might be doing something, but they do have public transportation tools to access what they need to get to. So, this is Commissioner Douglas. I do not support the discontinuance of buses in Ward Seven at all, especially the U4, the u5 I meant to say, and the U6.

My number is (xxx) xxx-xxxx. And you kept cutting me off, and I was unable to speak because of this. That's why I'm calling now. The mandate says that we're supposed to have a 30-day, not a 30-day notice, but a 51-day notice to notify the residents. And you all have not, have disregarded that, that emergency that the mayor had left and gave an order in regards to March due to the pandemic, due to pandemic emergency. Thank you.

Received 3/9/2021, 6:09 p.m.

Good afternoon. Good evening. This is Glen Lesak. I'm a resident of Potomac, Maryland, and I wanted to voice very strong concerns and disappointment that WMATA is considering closing stations. That is a horrible idea. As someone who's used the Shady Grove to Grosvenor end of the Red Line, you see all of the housing that has built up around Rockville Pike, who use that. I also think that the plan to reduce hours to perhaps as early as nine o'clock, effectively presents anyone in the restaurant business from ever being able to use Metro to get into town to work. I think also that some of the revenue that you would have from the parking that the stations like Grovesnor, which is the closest to my house are important sources of revenue for WMATA. I know that you have some serious challenges, but when I see it pitted Red Line against, I think, the Yellow Line, I don't think that is an equitable way to conduct business. But thank you very much. I wanted to be very brief and good luck with your, with your efforts. All the best. Goodbye!

Metro Hearing No. 636
Tuesday, March 9, 2021 – 6 p.m.

MR. GOLDMAN: Good evening, everyone. I'm Metro Board Member and Vice Chair Michael Goldman, and I represent the state of Maryland on the Metro Board of Directors. And I reside in Montgomery County. Welcome to the third of four virtual public hearings on Metro's Proposed Fiscal Year 2022 budget. This hearing is convened by the Board to gather public comment on two dockets. First, Docket B21-01 on Metro's Proposed Fiscal year 2022 to 2027 Capital Improvement Program and Strategic Plan. And second, Docket B21-02 on Metro's Proposed FY2022 Operating Budget and related service and fare proposals, as well as changes to parking rates at some Prince George's County stations.

Notice of this hearing was made by publication in the Washington Post and ads were placed in the Afro, Atref, Doi Nay, El Tiempo Latino, the Epoch Times, the Iran Times, the Korea Times and the Washington Hispanic, as well as through social media and radio. And signs were placed in all rail stations on Metrobuses, MetroAccess vehicles, at Metro bus information centers and at over 300 bus stops in the metropolitan area.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than usual than our usual in-person hearings for you, and for me. We would normally have a presentation from our chief financial officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

However, before we begin hearing testimony from you, I want to note that with expected passage this week of additional COVID relief funding, \$30.5 billion nationally for transit authorities, Metro will be revising its FY22 budget accordingly. It will take some time, however, to calculate exactly how much funding Metro will receive from the \$1.4 billion coming to the DC regions transit agencies. But we will clearly be able to avert the painful cuts in services, station, closings and layoffs that were on the table.

When we began the public process back in January.

With that good news, I'd like to turn to the portion of this evening, where we hear from speakers. Those of you wishing to provide testimony should call (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening's meeting, the code is 9-1-3-1. To repeat the phone number is: (512) 580-8850. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you'd like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it's your turn to speak. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue.

If you're watching the live hearing on a different device, please make sure to mute that device, so there isn't any feedback. You'll be able to listen to the hearing while you wait in the phone queue for your time to speak. If you would like to provide oral testimony, but aren't able to wait until you come up in the queue, you can press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing record.

In order for the public record to accurately reflect who's providing testimony, I'll ask that you please state your name and any organization you represent before beginning your testimony. Elected public officials will be allowed five minutes and everyone else will be allowed three minutes each when it's their time to speak. Extra time will be given for translation, if it is needed. We ask you,

you stay within your time limit because we want to make sure everyone who wants to speak as an opportunity to be heard tonight.

I also want to note that each speaker is only able to speak once at each hearing. While you may have the option to rejoin the speaker queue, please note that we cannot accept additional testimony at this hearing.

I now want to take a moment to recognize that this is where we listen to you. This is your opportunity to comment on the proposals, and we are here to listen. And your views are very important to us. We will not be able to answer questions, however, during your testimony. Before you regain your remarks, please state your name and the organization you represent, if any. Please note that all statements, including any personal information, such as name, email address, address, or telephone number you provide in your statement are releasable to the public upon request, and may be posted on WMATA's website without change, including any personal information provided. Further testimony may be submitted and must be received by 5:00 PM on Tuesday, March 16th. Repeat that deadline is 5:00 PM on Tuesday, March 16th.

Testimony can be submitted online at wmata.com/budget. Online, you have the option to complete a survey, write a free-form comment and upload a letter, petition or other documents, if you so choose. You can also mail testimony to: Office of the Secretary, WMATA 600 5th Street, Northwest, Washington, DC, ZIP 20001. Again, all testimony must be received by 5:00 PM on March 16th.

Now, due to the pandemic and the slowdown in mail service, we encourage everyone to submit your comments online, if at all possible. Your comments will become part of the public record and will be reviewed by the Metro Board of Directors. changes to the options presented here tonight, may be proposed in response to testimony received and subsequent staff analysis.

And now it's time to call the first witness. As a reminder, please tell us your name and any organization you represent before you start speaking. We have an elected official who is first in the queue, and therefore first up tonight will be Montgomery County Councilman Andrew Friesen. Andrew, welcome to the Metro Board.

MR. FRIEDSEN: Thank you so much. Appreciate the opportunity to join you, Mr. Goldman and members of the WMATA Board of Directors. I appreciate this opportunity to address the severe impacts of the proposal to close the Grosvenor-Strathmore station, to re-introduce the Red Line turnback and to eliminate bus service along Connecticut Avenue via the L8 line and River Road via the T2 line, which would have a significantly detrimental impact on constituents I represent on the Montgomery County council in District One. The pandemic has undoubtedly changed the way many work and travel, and I recognize the enormous effect this has had on Metrorail and Metrobus ridership and the significant fiscal gaps that it has created, and which you are trying to navigate through, as we speak. Fortunately, the prognosis for emergency federal assistance to transit systems to help plug budget gaps in the second half of Fiscal Year 2022 is in a much brighter place than it was when the budget was developed.

As vice chair Goldman noted at the outset of the meeting, the American Rescue Plan includes \$30.5 billion in emergency grants for transit systems, and I appreciate the fact that the Metro board will be going back and reviewing what impact this will have on the cuts to try to mitigate their impact to the greatest extent possible. The outlook for transit ridership to return to pre-

pandemic levels in this moment is not quite as uncertain as that much needed federal assistance, but it does also appear brighter every day. Thanks to the demonstrated success of multiple COVID vaccines and the gradual ramp up of vaccine deployment. There is indeed light at the end of this very dark COVID tunnel. And I implore you to reject these proposed service cuts so our residents and workers can get to where they need to go. Especially since many don't have the option to telework and still rely on the Grosvenor-Strathmore station and the L8 and T2 bus lines.

The proposed service cuts would have a detrimental impact on our County and our regional economy, which has been hit extremely hard by the pandemic and which must take advantage of the shift to transit-oriented development that was well underway before COVID took hold in order to fully recover from this public health emergency and its economic impacts. Put simply, the threat of closing an entire Metro station and eliminating bus routes that serve key areas of our communities will have a chilling effect on the ability of residents to live and businesses to operate in Montgomery County. It's important for the economic security and prosperity of our community, that the WMATA board rejects the doomsday scenario that is now before you. More specifically regarding the proposed Grosvenor-Strathmore station closing, I understand the relatively low ridership at this station, however, throughout the closure that began in late March, 2020, I heard from multiple constituents who live within walking distance of the station and have no other way to get about and around the area, during this, with this hardship that the closure has posed.

This is especially true at the Grosvenor-Strathmore station, which is unique in that despite being physically and figuratively central to one of the most densely-populated communities in the region, it's isolated because it's not within reasonable walking distance to any of the nearest Metrorail stations. There are no great alternatives here. As news has spread about the budget proposal before you to close the station again in FY22, we have heard from many nearby residents and almost a dozen community groups, and then how much they rely on the station and the difficulties that reclosing it would impose on their daily lives. The closure could also jeopardize or delay future residents and businesses. WMATA has been working diligently through a joint development agreement to create more housing and businesses on its property at the Grosvenor-Strathmore station. A closure of that station, no doubt would threaten the progress which Montgomery County has supported significantly in order to help address our affordable housing crisis and attract new and needed businesses to this part of our County that relies so heavily on Metrorail service.

Furthermore, the Red Line turnback at Grosvenor-Strathmore that this budget also proposes would reinstate the diminished service along the rest of the Red Line that Montgomery County, its residents, and some of you fought so hard to eliminate. Major transformations into more walkable, urban and transit -oriented places are already underway around each of the four stations north of Grosvenor-Strathmore that would see significantly less service as a result of the turnback: White Flint, Twinbrook, Rockville and Shady Grove. Growing these station locations as transit -oriented are critical to solving our County's broader, affordable housing crisis and to reinvigorating our economy, not to mention to meeting Metro's long-term ridership goals. And it will be very difficult to consider these places, truly transit-oriented if the rail transit service provided comes only every 30 minutes. This will be exacerbated, if the Grosvenor Strathmore station is also closed as part of this budget.

Regarding the proposal to eliminate bus service along Connecticut Avenue via the L8 line and along River Road via the T2 line, this is not the first time Metro has proposed cutting these services. Last year at this time, the County Council urged you to reject these cuts for Fiscal Year 2021, after hearing from constituents and communities who rely on these lines in particular, because the impacted corridors don't have Metrorail service or viable alternatives to Metrorail

stations. The pandemic is not the time to cut bus service, especially given the reliance of so many essential employees, who don't have the option to telework, on bus. This is as true for the Connecticut Avenue and River Road corridors through my district, as it is anywhere else in the region. Please reject the proposed elimination of these needed bus lines.

In closing while I completely understand and fully appreciate the financial reality under which these devastating cuts were proposed, the current reality as I testify in front of you today is much different, and thankfully far better than it was then. Given the next round of significant emergency federal assistance for transit systems is imminent and the improving outlook on COVID vaccinations, I believe the WMATA Board should reject these proposals at this time, and at the very least continue to explore all alternatives to complete station closures or bus eliminations...bus line eliminations. This will at least maintain some level of service to people in my district who rely on it and allow us to more easily resume pre-pandemic service levels as we gradually return to pre-pandemic travel routines and our pre-pandemic way of life. Thank you again for your time and the opportunity to speak with you this evening. I truly appreciate it and appreciate all of your hard work to make sure that Metro is a great and accessible option for as many residents as possible.

MR. GOLDMAN: Thank you very much for your testimony tonight, Councilmember Friedsen. They will certainly, these comments will certainly be included in the record of the hearing. Thank you very much again. And now we'll hear from the next speaker. It'll take just a few moments, maybe 15 or 30 seconds to get the next speaker in the queue on the line. And so once that occurs, if that speaker will first identify him- or herself and indicate what organization, if any, he or she is affiliated with.

Standby, all those in the audience, there's nothing wrong with your system. This is just the delay that's incumbent in this system until the next speaker comes online. (Pause)

And I'm told by staff that the delay may be a little longer for this first speaker as we're experiencing what I'm sure you've heard before on these Zoom calls, some technical difficulties.

MS. CHEN: Hi, can everyone hear me okay please?

MR. GOLDMAN: Please identify yourself and organization you're representing tonight.

MS. CHEN: Yes, sorry about that. Hi, my name is Catherine Chen. I'm a resident of Washington DC, and a member of Sunrise DC. As a young woman of color, I rely heavily on public transportation to move around the city, to get to my place of work and to access medical services. I am deeply disappointed that WMATA is planning to implement such severe service cuts, which will impact vulnerable communities and their ability to access essential services and resources at a time of great need and precarity. I hope that the potential federal assistance referenced earlier means the WMATA board is able to forego all of these proposed service cuts, but if choices still need to be made, I urge the board to consider the racial and socioeconomic impacts of closing Metro stations and bus lines down completely. I firmly believe that public transportation is a right, not a commodity, as the fundamental infrastructure that underlies human mobility and access to essential services.

For those who lack other means public transportation is a lifeline that offers access to employment, food, and public life. Cutting Metro stations and bus lines, especially based purely on metrics of demand, is a policy decision that will inherently yield racial and socioeconomic

inequities. Public transportation, WMATA included, is used by predominantly lower-income immigrant and communities of color. These are the very same communities that have been hardest hit by the COVID-19 pandemic and are disproportionately represented as workers in sectors deemed essential services. The proposed service cuts will therefore impact access to food, medical services, work and other vital resources for the most vulnerable communities in our city. I understand that these are uncertain times for WMATA and its budget. I assure you that the very same uncertainty is felt a thousand-fold by its riders. Crippling the mobility of thousands of students, senior citizens, folks who are low-income and people of color at this very trying time will have ripple effects on the health, safety, and well-being of our community.

If anything, this pandemic has brought to light how important public services, including public transportation, are to our society. Economic and financial considerations are important, but not more so than public health. We need to come together and invest in public goods and the well-being of our community. It is not the time for sustained austerity measures, which only leaves privatism and people to fight for themselves. We can have a more collective, livable and accessible society. That starts with hearing the needs of our community, taking racial and socioeconomic inequalities into account and investing in basic needs for the underserved. So many of us depend on WMATA. And so I urge you to please reconsider your planned service cuts, and echoing thoughts heard earlier, the impact of closing Metro stations completely and bus lines completely. Thank you for your time.

MR. GOLDMAN: Thank you, Ms. Chen, for your testimony tonight. It will be included in the record of this hearing. And now we'll hear from next speaker. Again, it may take some 15 or 30 seconds for us to get the next speaker in the queue on the line. So please, if you're listening on the phone at this time, you can press star three to be put in the speakers' queue, and star two if you want to leave testimony in a voicemail.

MR. SCHUKALTER: Hey, can you hear me?

MR. GOLDMAN: Yes, please, welcome to the Metro Board. Please introduce yourself by stating your name and any organization you're affiliated with.

MR. SCHUKALTER: Sure. My name is Levran Schukalter. I'm a resident of Montgomery County, by the Grosvenor-Strathmore station. And I'm not representing any other groups or organizations today. I want to say, first of all, that's promising to hear that the money coming from the federal grant may help alleviate the entire, concern that a lot of us have, so hopefully that will come to fruition.

In addition, I just wanted to say that closing the Grosvenor-Strathmore Metro would be catastrophic for the residents of the area. While I understand that budget constraints may require a change in service hours, parking fees, fare fees, and the number of trains in service, those opportunities must be completely leveraged instead of closing stations. Closing the station would negatively impact surrounding stations, surrounding businesses and result in added environmental consequences. Additionally, closing the Grosvenor-Strathmore station will unfairly and unexpectedly impact property values of those in the impacted area. The Grosvenor station is crucial for many people, including myself, to get to work, entertainment and responsibly and safely commute around the DMV area. I implore WMATA to reject the closure of station for the good of the County and its residents. Thank you.

MR. GOLDMAN: Thank you very much, sir, for your testimony. These comments will be included in the record. So now we'll hear from the next speaker and again, it will take a few minutes for us to get the next speaker in the queue on the line to testify.

MR. WOJAHN: Yes. Hello. Can you hear me?

MR. GOLDMAN: Yes, good evening. Welcome to the Metro Board. Could you please state your name and any organization you're affiliated with, and then present your testimony?

MR. WOJAHN: Great. Thank you very much. My name is Patrick Wojahn, and I'm the mayor of the City of College Park. Good to join you this evening and thank you for the opportunity to testify on the proposed Metro cuts for the FY2022 proposed budget. I want to note that the City of College Park city council, last week, unanimously approved sending a letter in opposition to the closure of the College Park - University of Maryland Metrorail station, as well as the elimination or modification to Metro bus routes, 83, C2, C4, F6 and R12. And just wanted to comment that terminating service at these, terminating these, this service at the Metro station and terminating these bus lines would seriously and detrimentally impact our community.

We rely on this, the students, faculty and staff at the University of Maryland, rely on this service to access... Many of the people that come to College Park every day are people who do not have cars. A significant percentage of the student population is, experiences housing insecurity or food insecurity and, and rely on a very limited budget, to be able to get around. So cutting off access to the Metro to get to, to get to class would make it very difficult for them to, to access these, is important, their education, and these important services.

We have been engaged in the last couple of years in College Park in significant transportation improvements that rely on Metro, including the landmark reconstruction of US Route 1; we're trying to reduce vehicular traffic along the corridor. And so a reduction in bus service and closing the College Park Metro station would be, would really hurt us. It would really hurt our effort to try to try to bring about transit-oriented development that will benefit our, the region in the long-term. We're certainly sympathetic to the budget shortfall that Metro is experiencing and, and hopeful that the relief package that is working its way through Congress right now will make these cuts unnecessary. But should that relief not occur or that should additional cuts still be necessary, we ask you to please consider the serious impact that this would have on the College Park community and the University of Maryland. Thank you very much.

MR. GOLDMAN: Thank you, Mayor Wojahn, for your testimony tonight. It will be included in the record. Now we'll hear from the next speaker. Again, it will take maybe 15 or 30 seconds to get that speaker in the queue on the line to testify. Again, if you're listening, you can press star three to be put in the speakers' queue and star two if you want to leave your testimony in a voicemail.

MR. RYERSON: Yes, good evening. This is Joel Ryerson.

MR. GOLDMAN: Good evening. Welcome to the Metro Board. Could you please state your name and any organization you're affiliated with?

MR. RYERSON: My name is Joel Ryerson. I'm speaking for myself, no other organization.

MR. GOLDMAN: OK, please give your testimony.

MR. RYERSON: My email is xxxxxx@xxxxxxx. My phone number (xxx) xxx-xxxx. I've been a loyal Metro customer for 42 years. And I have been going through a lot of eliminations for these bus routes, which I don't like at all. I don't know if I have the option, if I have to catch a bus on Sundays, either going to church or going to work or anything else because there won't be no Sunday buses up on... I live in Prince George's County and near me, the bus service is not too good. And if you eliminate the buses that we have, I won't be able to get around, and TheBus, our county bus, the buses don't have no Sunday service, and they just started November 7th for the Saturday schedule, and you only have 13 routes.

But the Metro is more better than the other, the other bus service, because they will be running, it'll be OK to run. Since if they eliminate the bus service, then I won't have no way to way to get around on Saturdays. And TheBus only has 13 routes on a weekend, on Saturday, but they don't have no Sunday service on Sundays. And I don't know how they going to do that because nobody can get around on Sundays, especially. On Saturdays it's OK. And sometimes I like to go downtown and I can't do it now because of the COVID-19, but I use a lot of the bus service.

And I have an issue with my tablet. I couldn't take the survey for my comments because I, it kept on disappearing. I keep going back and it keeps on disappearing. So, I don't know if I can do the survey at this time, maybe I'll have to do that later. Alright, I'm so upset and I don't like this proposal at all. And I hope for the... if you get a chance... I called, Danie's old phone number. I know she left Metro. I left a message telling if there's any way I can receive the transcript for tonight's meeting, so I can see what everybody's talking about, because I might have to leave. Hello?

MR. GOLDMAN: Yeah, still here. Please try to finish your testimony, because you're reaching the three-minute limit.

MR. RYERSON: What was I saying. Oh yeah, the testimony transcription. Maybe you can email that because Danise did it the last time when she had that meeting for the Takoma Langley Transit Center. And I saw my testimony, and I saw all rest of the testimony. I don't know if they have enough time or room for that email, for that transcription for the public hearing.

So, hopefully you can reconsider not to cut the bus service, but maybe you can add some bus service to make it better. That's all I'm going to say. You have a good evening and good night. Can I stay on and listen to some of the testimony?

MR. GOLDMAN: Yes, you can listen to the other testimony and someone from the staff will be in touch with you, since you left your phone number, regarding the problem you're having with the survey. So, you will be contacted if not tonight, probably sometime during the day tomorrow.

MR. RYERSON: OK.

MR. GOLDMAN: Thank you, thank you again. And your testimony will be included in the record of the hearing.

And now we'll hear from the next speaker again, it will take a few minutes, 30 to 60 seconds while we get that person lined up in the speaker queue.

MR. LAWSON: Okay. Can you hear me okay?

MR. GOLDMAN: I can, yes. Welcome to the Metro Board.

MR. LAWSON: Okay. Thanks for having me. My name is Lamar Lawson. I'm just a regular rider

for Metro for about at least 20 years. And I'm also totally blind. The first thing I want to talk about is the Metro didn't have it in the plan as of yet, because they took it off recently, is the bus B30. It goes from Greenbelt to BWI, and recently they had just added Arundel Mills. They have taken that bus off because of low ridership. Though I do understand that, I relied on that bus because I have kids that live in Baltimore. My SmarTrip card works only on that bus. And it does not for any of the transit services that head up to Baltimore. And to make matters worse, coming back from the airport, it goes, there is no bus that goes straight to Greenbelt. You have to go all the way to, Arundel... I'm sorry, Shady Grove Metro. Once again, Shady Grove from the airport, and it takes an hour, that's an hour out of the way.

Then you have to get on the Red Line and ride an extra 30 minutes to go into town and then get on your next train. And that is inconvenient to go all the way out the way. And you have a station that's not that far away. So, whatever you can do, please, please, bring back that B30. Whether you want to run it to Arundel Mills or not, I don't care. I just, I need that bus.

Secondly, we'll talk about the D14. It's talking about cutting that. My stop is off of 210, and it's Indian Head Highway and Seneca Drive. 210 can be dangerous. And because I'm totally blind, I have to cross 210. And the D14 also is the only bus that goes down 210 on the weekend. The P18 and others are not even running. So if they're going to put these budget changes, please at least leave one bus that goes down 210 on the weekend.

And, I am also against the Red Line turnback and even the Yellow Line and turnback because it's bad enough we have to wait for the train to clear it across the track. And of course, recently, Metro just installed those signals so that the conductor know when it's time to go, we already delayed in itself. So, I need, I want to keep the Yellow Line the way that it is Huntington to Greenbelt, and the Red Line, Shady Grove, to Glenmont. So, in conclusion, I do understand that cuts have to be made, but please, before Metro does it, I need y'all to help us and especially me on those lines, because that would definitely, definitely affect me. Thank you very much.

MR. GOLDMAN: Thank you very much, Mr. Lawson, for your testimony, your concerns about the B30 are noted and they will be part of the record of this hearing. And now we'll hear from the next speaker. And again, they will take a few minutes while we get the next speaker in the queue on the line. (Pause) Again, standby, there's nothing wrong with your device. We're just waiting for the next speaker to come online.

MS. FORSHAY: Good evening.

MR. GOLDMAN: Good evening. Welcome to the Metro Board. Could you tell us your name and any organization that you're affiliated with?

MS. FORSHAY: Yes. My name is Jessica Forshay and I am not affiliated with any organization.

MR. GOLDMAN: Please, then please give your testimony at this time. That'd be fine.

MS. FORSHAY: Thank you. I am a rider in the Greenbelt area. I am currently a teleworking and so I'm part of the reason you have low ridership on the bus line. But I am concerned that if you eliminate buses, during, due to the pandemic low ridership, that, as the ridership comes...is able to come back that these buses will not be returned to service. I would say that I use the G12

normally, when I do commute into the office regularly. And, I would suggest that rather than eliminating G12 entirely, if you would, if you do have to eliminate the service temporarily, if there...I would suggest there'd be a way to suspend the service rather than eliminating the routes entirely, so that when the ridership levels do come back and people begin going back into their offices and workplaces that, that there is a way for those routes to be reinstated as demand increases. I am hopeful that the funding you mentioned earlier means that you are not eliminating routes as I would like to be able to continue using Metro, once the offices open back up and I'm able to commute in, thank you.

MR. GOLDMAN: Thank you, Ms. Forshay, for your testimony. We will welcome you back as a Metro rider, once the pandemic ends. Your comments will be included in the testimony tonight for this hearing. And now we'll hear from our next speaker. Again, it will take a few minutes while we get that speaker lined up in the queue on the line.

MR. ORLEANS: Hello.

MR. GOLDMAN: Hello, welcome to the Metro Board. Could you state your name and any organization that you're affiliated with before you begin your testimony?

MR. ORLEANS: Good evening, Mr. Goldman.

MR. GOLDMAN: Good evening. Yes, you can begin at any time, please.

MR. ORLEANS: Well, this technology is talking to me, telling me I'm muted.

MR. GOLDMAN: (Laughs) Okay - tell us, tell us your name and any organization you're affiliated with and then proceed and give your testimony.

MR. ORLEANS: Again, good evening, Mr. Goldman, my name is Bill Orleans and I've a member of the frustrated and abandoned riders of metropolitan Washington. Abandoned by our Board of Directors and our senior management at WMATA. Before there was COVID, the COVID-19 pandemic, there was another epidemic infecting WMATA senior managers and its Board of Directors, a viral desire to curtail operation costs, notwithstanding riders needed provision of service. Tonight is just...transportation is not just a means to get to work, it's also a means to get around otherwise: to get to school, to get to worship, to get to see family and friends and otherwise enjoy the amenities of our region.

MR. GOLDMAN: Mr. Orleans, we're having a little dead time here. We can't really hear what you're, you're saying.

MR. ORLEANS: I scratched out some notes, Mike, and I'm having difficulty reading. (Pause) With the end of our collective pandemic experience, the ridership numbers will return, even if not at the pre-pandemic levels. Transit availability will still be required. With prior budgets, and pre-pandemic, the desire to eliminate or reduce bus routes and potentially MetroAccess service, have been prominently featured in the General Manager's proposal. I understand if I, even if I'm distressed that many riders, this cycle just yesterday and today are descending, pleading, for the perpetuation of their individual bus routes. But we should all be demanding current preservation of all existing bus routes, not just the ones that we ride on. Indeed we should be attempting, we should be requiring, the reclamation of all previously-eliminated routes and for the expansion of

bus service throughout the entirety of the transit zone. All of us presumably are going to be gratified by the federal dole that will be arriving soon, but regardless of that dole arriving, it's really the responsibility of our local jurisdictions and here I'm pleading that they accept this responsibility to fund appropriately, an expansion of rail and bus and paratransit service throughout the zone.

I don't have much faith in my senior, the senior management, of WMATA, nor do I, unfortunately, do I have much faith in the Board of Directors of WMATA, but I still hold you to that responsibility.

Lastly, there was reference in the Notice to this, to these dockets and these hearings, that the full docket would be available by calling the Board Secretary's office. And, Mr. Goldman, the Board Secretary's office is not staffed. I twice left my name and phone number and twice not received a call back. I presume I'm not the only one in the region who would like to see the entirety of the docket. Someone on staff, someone on the Board, should suggest to someone on staff that the Board Secretary's office tomorrow, should be staffed and respond to telephone inquiries. Thank you very much.

MR. GOLDMAN: Thank you very much, Mr. Orleans. It's good to hear from you tonight. If you would like to just state your phone number, someone from the Board Secretary's office will definitely call you back tomorrow and deal with your concern. So, if, if that's not too much of an intrusion on your privacy, if you want to just state your phone number, we'll have that taken care of. (Pause) Okay, sorry, we'll....Bill, if you'll just bring that to the Board Secretary's attention with a phone call in the morning with your phone number, they will return the call. Thank you.

All right. That testimony from Mr. Orleans will be included in the record of the hearing. Now we'll hear from the next speaker and as has been the case, it will take a little bit of time, 15 to 30 seconds to line that next speaker up in the queue.

MS. CUMMINGS; Hello.

MR. GOLDMAN: Hey, good evening. Welcome to the Metro Board. Could you just state your name and any organization you're affiliated with, and then proceed to give your testimony tonight?

MS. CUMMINGS: My name is Leslie Cummings, and I am not affiliated with any board, but I am a citizen of Greenbelt, Maryland. I am an elderly person who is still currently working. And my only means of getting to the Metro stations has been the G14 route, Greenbelt to New Carrollton, and the G12 route, Greenbelt to New Carrollton. I believe it was back in the late twenties, two-thousands, where the Metro decided to change or reroute the G14, so that instead of going through my neighborhood, which is the Greenbrier condominium complex, it now runs exclusively on the Greenbelt, on Greenbelt Road to New Carrollton and to the Greenbelt Metro station via the New Carrollton, Princess Garden Parkway route.

I used to have both the G14 and the G12 as a way to get to my place of work, my place of worship, to visit with family or friends, to do my retail and grocery shopping and to get into Washington DC, to see the sites. The elimination of the G14, going through my complex, made it a little harder for me to do the normal commuting and traveling that I would, had I had that option. Since the G12 only runs to Greenbelt and New Carrollton, and it does not stop at other locations where I used to shop and visit, I felt as though I was being cut off from my community. Now that you're talking about eliminating the G12, I feel as though I'm getting cut out from being a tax paying citizen of the state of Maryland.

I, I understand that we are going through hardship and crisis, and I understand the problem that the Board is having. Metro has had many problems, but cutting bus service in areas where they're needed the most, is not only detrimental to me, but to all of the people who rely on the services. Metrorail is not everywhere, and the only connections are from your Metrobus services. So, I ask as you think about cutting services or eliminating services, and, just sort of think about who you will be affecting when you come to these decisions. You may save money in the short run, but you will increase pollution. And because people will jump into cars, you will probably have more problems with less ridership since no one's able to get on your, go to get to your Metro stations. And you find yourself with, a lot of competition from Lyft and Uber and other local means of transportation. And if you're trying to increase your budget, outlays, capital... fulfill your capital requirements and, build up your reserves, I believe that you're going backwards and not forward in achieving this goal. Thank you.

MR. GOLDMAN: Thank you, Mrs. Cummings. I appreciate your testimony tonight and your comments, and we'll certainly take that into account and these comments will be included in the record of this hearing. And now we'll hear from our next speaker again, it will take 15 to 30 seconds while we, uh, get that person lined up as the next speaker in the queue. (Pause)

Good evening, and welcome to the Board. Yes. Good evening. And welcome to the Metro Board. Please tell us your name and any organization that you're affiliated with, and then begin your testimony tonight.

MR. KAPLAN: Hi, my name is Ron Kaplan and together with my partner, Andy Altman, we're the co-founders of Five Squares Development, and importantly, the joint development partner with WMATA of the Grosvenor-Strathmore Metro.

MR. GOLDMAN: Very good, Mr. Kaplan, you can proceed with your testimony tonight.

MR. KAPLAN: Thank you very much, Mr. Goldman, and for your introductory comments, which are encouraging. We hope it's likely that all stations will stay open based on the most recent federal funding update, which we'll be analyzing. Should that not be the case we're testifying to urge you to keep the Grosvenor-Strathmore station open. The partnership that we have with WMATA and with Strathmore is an imaginative and precedent-setting collaboration. WMATA, over the past five years, has held public hearings and expressed his commitment to the community, to deliver an enhanced station experience with community-oriented, cultural and retail spaces, programmed by our extraordinary cultural partner, Strathmore Music Center. Even a temporary closure of Grosvenor-Strathmore puts all of that hard work and capital investment at risk. WMATA and Five Squares designed and built a 220 unit addition to the WMATA parking garage to accommodate the development. And I'm thrilled to announce, Mr. Goldman, just this month, we'll complete the expansion and thank you for all your support and effort with that.

WMATA and the Montgomery County Park and Planning staff, the Board and the County Council has spent years working with local citizens to assure that Grosvenor-Strathmore becomes a model for bus and Metro transit-oriented development. WMATA and we submitted a preliminary plan that was unanimously approved, for the creation of a new model for transit-oriented development at Grosvenor-Strathmore with up to 2,200 residential units, and including importantly, up to 330 moderately-priced dwelling units. Only five months ago, the Montgomery County Council demonstrated tremendous leadership and passed legislation to assure its housing and moderately priced dwelling unit goals could be met by prioritizing WMATA's Metro station locations in Montgomery County. A temporary closure puts that at risk.

If federal funds do not close the budget gap, it would be devastating, should WMATA include Grosvenor-Strathmore as one of the stations to be temporarily closed, as it would send a chilling signal that this station is somehow less important and will raise the specter that could be closed again in the future, scaring away institutional investors who are necessary to make this dream a reality. The extraordinary by WMATA and Montgomery County and Strathmore, as well as the tens of millions of dollars recently spent positioning that station to become a model for transit-oriented development and for the entire WMATA system would be undermined by a temporary closure.

We urge WMATA to reinforce the message it has been making for the past five years by its time, effort, community meetings, and financial prioritization that Grosvenor-Strathmore remains a key station for the future of WMATA's plans. Thank you so much for holding this hearing, Mr. Goldman, and for your support.

MR. GOLDMAN: Thank you very much, Mr. Kaplan for your, uh, testimony tonight. We do appreciate all that you're doing at Grosvenor Strathmore and wish you well. Thank you.

And now we'll hear from our next speaker again, it will take 15 to 30 seconds while we line that person up in the queue to get on the line. (Pause) During this downtime, I'll mention again that if you're listening on the phone you can press star three to be put in the speakers queue, if that's what you want, and press star two, if you want to leave your testimony in a voicemail.

MS. HADIN: Hi, can you hear me?

MR. GOLDMAN: Yes I can welcome to the Metro Board. Please state your name and any organization you're affiliated with and then begin your testimony.

MS. HADIN: Yeah, so my name is Sema Hadin, and I'm part of the Sunrise DC hub, and I'm also a resident of DC, and I have three points that I wanted to make today. The first one is that public transportation service reduction and cuts are an unsustainable financial and environment proposition. In terms of financial stability, these cuts are only going to exacerbate reduced demand. By making our transit system more inconvenient, less people are going to use it creating a declining spiral of ridership and revenue that will leave Metro in an even worse off position. This is also not the first time Metro is contemplating severe service cuts. Each time we hope that Congress will come to the rescue, demonstrating that this is a fundamentally unsustainable position. As long as most of our operating budget depends on fare revenues, our public transportation system will always be vulnerable to crises like this pandemic, the 2008 recession or a climate change-induced disaster.

In terms of environmental sustainability, this is the time to invest in our future and not simply react to present crises. You cannot reduce public transportation without for going to the climate goals set out in the Clean Energy Amendment Act of 2018, the Sustainable DC program, and more. We also cannot honor DC or the US's commitment to do its part in tackling, in tackling our climate crisis without public transportation.

Second, these cuts also post series COVID-19 safety concerns. Longer waits and fewer routes will lead to crowded trains and buses creating a greater risk for the pandemic, regardless of mandated preventative measures. Given that those who regularly use public transportation are predominantly low-income people of color and immigrant communities, the increase in COVID-19 risk on the rail and bus systems is significant equity concern.

Finally, and most importantly, people of color, low-income, disabled, elderly, and other marginalized communities rely on these services to move within our city. Service cuts that are purely informed by demand levels overlook the real differences in need for public transportation.

I've collected some census data to further illustrate this for Metro. If you close the Federal Center Southwest stop, it will affect a very low-income area, at 50% of median household income, who cannot rely on other forms of transit. For bus, if you close the 8S line, it will depress over 33,000 residents who identify as Black, Indigenous, or as people of color. Also limiting public transit access past 9:00 PM and on weekends will affect the DMV residents who work non-traditional hours. A population made of mostly Black, Latinx and low-income individuals.

The takeaway here is that demand-based services, service cuts do not capture the real equity impacts that come from a lot of proposed changes. WMATA should reject this proposal, but if the service cuts are the only way to move forward, I then urge WMATA to look at the impact these cuts will have on people of color, low-income, disabled and elderly people as the most important metric to inform your proposals. I recognize the potential for federal funding, but my criticism of WMATA's approach, which ignores the racial and socioeconomic impacts of these service cuts, still stands. I feel even more passionate about this point, given the extraordinarily valuable testimony that has already been offered, ridership demand is not the right metric to determine any service cuts. Thank you very much for your time.

MR. GOLDMAN: Thank you very much, Ms. Hadin for your testimony tonight. They will be included, it will be included in the record of this hearing. Now we'll hear from our next speaker again, it will take 30 seconds or so until we can get that person lined up in the queue to come online. (Pause)

MS. MILLER: Hello. Hello?

MR. GOLDMAN: Hello, good evening. Welcome to the Metro Board. Yes, you're on. Please state your name and any organization that you're connected with and then proceed to give your testimony.

MS. MILLER: Yes, my name is Initial Miller and I'm a resident in Burtonsville, Maryland, as well as a person who utilizes the Metrorail as, as well as the buses. And I would just like to say that it is going to be really difficult for us as community business owners, who are basically supporting the general public by creating ways to help ensure that they do not fall under more poverty lines. This does not help.

Also it creates more poverty because you are removing over 2,500 staff. That will be really difficult, that will create more homelessness as well as not allowing the Metrorail to run every day and stopping the Metro well at 9:00 PM, that creates loss of jobs. Closing the Metro stations, 22 stations in total that will create really harsh, harsh conditions for low-income, as well as middle-income families. I think it is not something that should even be put in suggestion during this time, regardless of the pre-pandemic levels of low ridership. It is already proven that transportation gets over three times the amount people who ride to use that as a physical activity per day, and that leads to an overall happier community and an active, healthy community with neighbors. Thank you. My name is Initial Miller. Thank you.

MR. GOLDMAN: Thank you, Ms. Miller. Thank you again for your testimony tonight. It will be included in the record of this hearing. We'll hear from another speaker now and we'll wait that 15 to 30 seconds until that person comes online.

MS. FROSH: Hi. Am I...audible?

MR. GOLDMAN: Hi, good evening. You're online and welcome to the Metro Board. So, just state your name and, and any organization you're affiliated with and then proceed to give your testimony tonight.

MS. FROSH: My name is Wendy Frosh and I'm a resident of Grosvenor Park. I'm not affiliated with any specific organization. But the revitalization of American cities is really dependent on a robust public transportation system. And, you know, up to this point, by taking cars off the road, Metro has made the DC metropolitan area more livable by reducing traffic congestion and pollution, and it indirectly supports local businesses that are dependent on easy access for both their employees and their customers. And as we see a growing population living in more densely-populated neighborhoods, we're also seeing more and more people giving up their private cars and relying on public transportation. And while there are services like Uber and Lyft, these alternatives are not a sustainable solution for those who need transportation to and from work on a daily basis. All that does is increase the disparities that some of the other speakers have talked about.

Proposed in this new budget is the cessation of Metro services at 9:00 PM. And it would surprise me if Metro administrators didn't understand that many people worked second shift, and getting home before nine o'clock just, isn't an option. Additionally, if we're looking at revitalizing our urban areas a vibrant city nightlife would be destroyed if public transportation were to end at nine. That kind of cutback would endanger lives. It would put more individuals on the road in cars after having a little bit too much to drink. It would require more people to wait outdoors for other means of transportation. It's just an unfathomable suggestion to cut service at nine o'clock.

I moved to Grosvenor Park about eight years ago, because I was looking to live in an accessible urban environment. And I chose this neighborhood because it has great access to DC today, via the Grosvenor-Strathmore station. Prior to the pandemic I used Metro regularly, and I hope to do so again in the not-too-distant future, because I used it for work, I used it for recreation, for education, for entertainment.

The proposed closure of the Grosvenor-Strathmore station, in particular, and, and I know we all have our own pet route or station, but it would seriously curtail not just my ability to get in and out of the city, but it would have a serious impact. I live in a residential neighborhood where there are a lot of government employees who travel out to Rockville or into DC or out to other parts of the DC metropolitan area. And it would really make their ability to reach their places of employment impossible. Also, as an earlier speaker mentioned, Strathmore concert hall is an unbelievable community asset. Montgomery County has put tremendous resources into developing it as a community resource. It serves the community with educational programs and art exhibits and concerts and other performances. And to shut down the station that allows people easy access to Strathmore is just unthinkable.

And, and then forcing people in you say, well, we can just move down the road to the next station. But getting to those other stations, isn't exactly easy. And there's been a lot of effort and money put into the development of the Grosvenor-Strathmore station. All of the cars that park there

currently would now be looking to park at other Metro stations, creating a problem and the need to expand services there. But, but worst of all, cutting back service makes Metro an unreliable source of transportation. The less accessible and routine Metro service is, the less people are going to use it. And you create a downward spiral, that's going to result in additional cutbacks, closures and fare increases down the road. We all endured the inconvenience of the overdue track work, and we're just getting into the groove of good Metro service again. I really have thought Metro was a great public transportation system. Significant investments have been made and that you're proposing to throw all of that out at this point just is a bad idea. Thank you.

MR. GOLDMAN: Thank you. Thank you. You almost forced me to ask you this to sum up. Well thank you again, and your testimony will be included in the record of this hearing. Yours is a very famous name in Montgomery County and in the State of Maryland, and appreciate your taking the time out to join us and participate in this hearing tonight. Thank you again.

So, I'm told that there is no one else in the speakers' queue. I'm therefore going to make one last call for testimony from new speakers. If you haven't already spoken and would like to, please press star three on your phone to be put in the speakers' queue. So, we'll wait about 45 to 60 seconds to see if any new speakers, come online and then we'll proceed with the hearing. So, be back in about 45 seconds.

All right. So, we have two new speakers and so we'll wait for that first one to come online to provide testimony tonight. I'm sorry, now we have four people, so it's been a popular event and we'll have four more speakers tonight, at least.

MR. STERNSTEIN: Hello, good evening. Can you hear me?

MR. GOLDMAN: Yes, good evening. Welcome to the Metro Board. Please state your name, any organization you're affiliated with, and then proceed to give your testimony tonight.

MR. STERNSTEIN: Thank you. Uh, my name's Alan Sternstein, and I'm speaking on behalf of and authorized to speak on behalf of the Maintenance Trust Association for Grosvenor Park. I'm the president of that board of trustees. Grosvenor Park is the private parkland immediately adjacent to the west of the Grosvenor-Strathmore station. I'm also speaking on behalf of my... the condominium building in which I live, which is one of eight developments in Grosvenor Park. The total number of units in those eight developments is 2,323 units, meaning conservatively at least close to 5,000 residents within Grosvenor Park alone. And as Mr. Kaplan previously testified tonight, and I would endorse all his remarks on behalf of the communities I represent, there are other nearby developments, that either exist that are multi-residential unit developments on the east side of 355 and many more planned for the future.

When I hear that the Grosvenor station has low ridership, I have to say I'm very perplexed about that. And the first thing I would like to know is where there is information that I could look at to see what warrants that description of the Grosvenor station. As you likely know, the Grosvenor station not only is, borders our park here and the eight communities, there was a entrance to the Grosvenor station directly into Grosvenor Park. So, the notion of closing that station, strikes loudly among the people that I'm in contact with here, with really the entire community, as something a bit bizarre. And, and there will certainly be potential political blow back from the 5,000 residents in this community were that station to be closed.

It's why many residents in this community located here. It's why they purchased home here. The County I know directly has long encouraged and facilitated multiunit development in the Grosvenor Park area. I participated on my behalf of my community in a residential development that I can look out my 11th floor window and seeing growing up. And, and part of the county's justification for the authorizations that the planning board provided this development were, because of its desire to facilitate use of mass transit and development of communities near the Metro.

Madison Homebuilders is, in fact, a major home builder in the DC area. And it's, it is currently doing that development. And the access to Grosvenor Park, and the Metro in particular, was a major factor in its undertaking, the development here. Even more perplexing about the proposal is the, the considerable effort, historically, that by Doug Duncan and Eliot Pfanstiehl and others that, that went into getting funding for developing the Strathmore Arts Center, which, frankly as a performance venue, per se, rivals the Kennedy Center, if doesn't exceed it in terms of, of acoustics and even beauty now.

The County also considers...

MR. GOLDMAN: If I could get you to try and sum up? We do try to keep everybody to the three-minute limit.

MR. STERNSTEIN: Sure, one other point. The County considers Metro access as a significant factor in property valuation. And I would fully expect that if that Grosvenor station were closed, even with, even with the prospect of it being reopened sometime in the future, it would precipitate a flood of requests for property reevaluations in this area. Thank you for the opportunity to speak with you.

MR. GOLDMAN: Thank you, Mr. Sternstein, for your testimony tonight. Those comments will be included in the record of the hearings. We'll hear from our next speaker in a moment. As usual, we'll take a few minutes to line that person up.

MS. THOMPSON: My name is Corietta Thompson. I'm a member of the National Federation of the Blind. I live in Germantown, Maryland, and I only have access to two buses around my way, and they come around rush hour. And so my concern is, we have a huge complex where I live, so we have a series of children, teens, adults, and seniors that are gonna need to be able to...to use public transportation. So, when the budget is being reviewed, I'm urging the Board to consider not only keeping the current buses running, which is the 97 and the 98, I would also encourage the Board to see if they can add more buses that come more frequently. So, everything we have to go to is not going to always be during rush hour, it would be before, during and after. And so we're going to be going to have to need to be able to go wherever we need to go, at any designated time.

And also my next concern is that I'm totally blind with other multiple disabilities. And so my biggest concern is that those that use MetroAccess, if we cut that service short or cut it off completely, those particular clients of MetroAccess will really be at a serious deficit. And it would really hurt those populations since substantially. Because MetroAccess is like the main source of transportation for those who cannot use the buses or trains. Luckily, I'm able to use all of them, but there's times I can't use a bus or train and I would need to use MetroAccess.

And I wanted the Board also with MetroAccess to check on what's the deal with the prices? Why is sometimes the price is \$4 to take a trip versus \$6.50 or \$7? I'm urging the board to really look

at those fees and take into consideration, a lot of these people that use MetroAccess, or either unemployed retired or on a fixed income. So those fluctuating prices are very challenging too. I would like to see MetroAccess have flat rates, like one price for a trip or whatever, rather than having fluctuating prices. So that's my thing. Just keep, let's see if we can make this thing work where nobody's at a deficit, because we all need these services, whatever disabled or not, and we all need to be able to keep our independence. Thank you so much for allowing my voice to be heard.

MR. GOLDMAN: Thank you very much Mrs. Thompson, Ms. Thompson for your testimony tonight. Those comments will be included in the record. We'll hear from our next speaker in 30 or 45 seconds. As soon as we can get that person online. (Pause) Please be patient; I'm told we still do have one or two more speakers in the queue who will be testifying shortly.

MS. LEE: Hi, can you hear me?

MR. GOLDMAN: Yes, good evening.

MS. LEE: Oh, you can hear me? I'm sorry. So sorry, I think I was having a technical difficulty. Yes, my name is Jenny Lee/ I've been a resident for 10 years, within walking distance of the Grosvenor-Strathmore center. And I'm calling to ask that you please don't close the, the station. I should say the Grosvenor-Strathmore station not center. So, I moved to this neighborhood 10 years ago, almost entirely because there was a Metro station within walking distance. It was a sort of relatively affordable area that allowed me to get downtown to my job at the time. Before the pandemic, the Grosvenor-Strathmore station was the only way I could get downtown, it was the only way certain friends and family could visit me.

I understand that if you need to reduce the frequency of service or if Metro needs to reduce the frequency of service, I understand the need to balance the budget. I would be willing to take for my personal purposes, even a train once an hour over the station closing entirely. Especially if that, I mean, it would be nice if the frequency of rail service picked up again after the pandemic, and presumably ridership will increase again, but please don't, don't close the station completely.

I also wanted to briefly comment on the proposal to stop rail service at 9:00 PM. I remember when it, it, started stopping at 11 or 11:30 on certain days, and that made things difficult pre-pandemic. For me, I, I go down work. Before the pandemic, I would go downtown frequently, at least a couple of times a week for meetings, in the evening, and also for social things. It was sort of the, the rail line was my lifeline to the city, and you know, board meetings as well as, as entertainment. So, I, I really hope that, that...those, those are my two, two main issues.

Please, please consider not closing the Grosvenor-Strathmore Metro station and not cutting rail service at 9:00 PM. It's too early.

MR. GOLDMAN: Thank you, Ms. Lee, for your testimony. You've been very concise and to the point and your comments will be included in the record. Okay. Now we'll hear from our next speaker.

MR. GILL: Hi, can you hear me now?

MR. GOLDMAN: Yes, welcome to the Metro Board. Good evening, please...

MR. GILL: My name's David. I'm David Gill, and I live in Petworth. So, my issue, I wanted to raise for the last hour-and-a-half is the consideration that you would eliminate the 62 and 63 bus service, which our ANC has already done a resolution and a petition on because it's kind of ridiculous because it goes right by the Hattie Holmes Senior Center. It also goes by Mayor Bowser's very first temporary family homeless shelter at Fifth and Kennedy. And I used to take that bus when, before COVID, every single day, with all those homeless families that were trying to get to daycare, to their jobs. And it baffles me that you would shut down that line and make those families walk. I guess the plan is you have to walk over to Georgia Avenue?

MR. GOLDMAN: Yeah, Mr. Gill, I'm sorry, but I, I can't respond and engage in a colloquy with you on this issue. I'm just here to preside and take your testimony.

MR. GILL: Okay, but I'm just saying that it is ridiculous that you are considering shutting down the 62 and 63 bus line down Fifth Street, when you have, like I said, one of the major senior centers for the city Hattie Holmes, and you have the mayor's signature transitional housing unit at Fifth and Kenned. That should not... I mean, that should not be on the chopping block.

MR. GOLDMAN: Thank you. I hear you loud and clear. Thank you, Mr. Gill, for your...

MR. GILL: Yep. And thanks for listening.

MR. GOLDMAN: You're very welcome. Thank you. Have a good evening. All right. We've heard from Mr. Gill and now we'll hear from the next speaker. Okay, so I'm told now that there's no one else in the speakers' queue. So, I'm going to give one last call, final call for testimony. If you haven't already spoken and would like to please press star three on your phone to be put in the speakers' queue. We'll wait 30 seconds to see if we have any last minute speakers, and then we'll proceed to end the hearing tonight, if there are none.

MR. SHEEHAN: Hello, sir. My name is Pat Sheehan. Can you hear me?

MR. GOLDMAN: Yes, Mr. Sheehan, go ahead. Please....

MR. SHEEHAN: Thank you. My name is Pat Sheehan I'm a member of the AAC. I appreciate being given the opportunity to speak tonight. First. I'd like to thank the Board, WMATA Board and WMATA staff for the partnership, good relationships that we have with both of you to be able to get work done for WMATA and appreciate the ability to contribute to that success. And you've heard some testimony tonight with respect to MetroAccess, and I'd like to echo some of that testimony. We appreciate the fact that the service area and the time is being maintained for the MetroAccess area within Maryland, DC, Virginia area. We would urge that you continue that. MetroAccess is really the last refuge for a lot of people with disabilities who cannot use the fixed route service. So that is something that is very critical to that population.

With respect to MetroAccess, also, we understand that there was an IG report making a couple of recommendations. One of which is the use of real-time information, access to MetroAccess, MetroAccess customers, the same way as you'd see information on Uber and Lyft as to where your vehicle is and when it will show up. We're looking forward to implementing that system. Also, another issue with respect to Metro access was the, was the, on time, that, that, patrons would be on vehicles. We want to make sure that that is consistent with the regulations: if bus and rail gets you there in an hour, we would expect the same thing from MetroAccess.

With respect to bus and rail, we would also like to make sure that we don't have any transportation, basically deserts. Areas that if stations are shut down, that buses won't serve. We've seen too many times where that has been the case, particularly people with disabilities who don't have the ability to go from one bus stop to the next, basically are marooned in a certain area where there is no rail or bus transportation.

I congratulate WMATA on being able to get funds to move forward with respect to transportation and making sure that individuals' stations won't be closed, individuals won't be laid off. I think that's all very, very good and appreciate that.

The other areas that, with respect to bus and rail, that we appreciate: the lighting project, over the years has been something that people with disabilities has been, have been active in and really spearheaded. And also, I understand that there are other efforts coming up in the area of wayfinding, which I would urge the Board to approve and look at. You've got a disability population who is interested in getting out and moving in the community and being part of that effort so that if there are wayfinding efforts coming up in the future, in which we can help make sure that they are accessible, the disability, and I'm sure the AAC would be happy to be involved in those projects. Once again, I appreciate the partnership that we have with the ADAP staff, and the Board of Directors. Thank you for listening to my testimony.

MR. GOLDMAN: Thank you, Mr. Sheehan, it's always good to hear from you. Your testimony will be included in the record. All right, I think we still have a couple of potential speakers, so we'll wait a minute for the next speaker to be brought forward in the queue. (Pause)

MS. KLAKOVA: Hello.

MR. GOLDMAN: Hello, good evening. Welcome to the Metro Board.

MS. KLAKOVA: Thank you, can you hear me?

MR. GOLDMAN: I can hear you loud and clear. Everybody else can as well. Please state your name and any organization you're affiliated with.

MS. KLAKOVA: Hello. My name is Anna Klakova. I I'm not affiliated with any organization. So, I'm very concerned about the possible closure of the Grosvenor-Strathmore Metro station on Red Line. This station is very important for me and for the big residential community located nearby. I'm a mother of three little children and I don't drive a car. So, I'm totally dependent on the public transportation and the direct access to the Metro through the Grosvenor-Strathmore station. It is the only way for me to get to DC or Rockville or Bethesda or other locations, including bringing my kids to preschool. So, before pandemic, I started in Richard Montgomery High School in ESL classes. So, they go until 9:00 PM. So, without transportation after 9:00 PM it will be no opportunity for me, to come home and other peoples. So, I want this station will not be closed and we'll continue to be operational. Thank you for my testimony. Thank you so much.

MR. GOLDMAN: Thank you very much, Ms. Klakova, your testimony will be included in the record of the hearing. All right, now we'll look forward to hear from our next speaker and we'll wait that 15 to 30 seconds for that person to be lined up in the queue on the line.

All right, I'm told that we've reached the end of a line of people in the queue. So, we'll just give it another 30 seconds. If you haven't already spoken and would like to, please press star three on

your phone to be put in the speakers queue, and we'll just wait 30 seconds to see if anybody else wants to speak before concluding our hearing tonight.

All right. So I believe that Ms. Klakova was our final speaker of the evening. And so the hearing, excuse me, is now concluded. Testimony can still be submitted online or via the US mail, which of course we don't recommend, as long as it is received by Metro by 5:00 PM on Monday, March the 16th.

And before I thank you for joining us, I find that we have one more speaker who has belatedly come forward. And so, we will hold the hearing open to hear from this last person. So please, uh, bring that last person online for today's Metro hearing.

MS. MOORE: Hello?

MR. GOLDMAN: Good evening, welcome to the Metro Board. Please tell us your name.

MS. MOORE: Can you hear me?

MR. GOLDMAN: I can hear you loud and clear.

MS. MOORE: Okay. My name is Ms. Moore. I reside in Montgomery County and work in DC. I do the 3 to 11 shift. I was doing it two days a week, I'm currently doing it one day a week. By Metro closing down at 11 has impacted me as far as not having transportation to get home. And the only other choice was to rely on Uber, which comes out of my account at the time of the trip, and it takes weeks for me to be reimbursed from the company. So, it may be a ways down the road before Metro will resume closing at 11:30 on weekdays, but hopefully that will be in the near future, once the budget issue, situation is a lot better.

But, Metro closing down at nine will impact other people more than me. The ones that get off at 11, and Metro shutting down at nine, they will have to rely on other means of transportation. Whereas, I'm getting off at 11 one day a week and having to now take Uber. But when Metro road shut down at nine, again, if that's a possibility, my shift starts at 11 o'clock when I do overnight, that means I will have to get to work two hours early and wait around before my shift starts at 11. Like I had to do last year when Metro was closing down at nine. So hopefully things will be worked out where it won't be an inconvenience budget-wise on Metro and transportation-wise on the riders. Thank you for listening.

MR. GOLDMAN: Thank you, Ms. Moore for your testimony tonight. That was definitely our last speaker, and this hearing is now concluded. As I said before, testimony can still be submitted online or via US mail as long as it's received by 5:00 PM on Monday, March 16th. Thank you again for joining us and for taking time out on this beautiful March evening to provide testimony on Metro's budget for Fiscal Year 2022. Good evening and good night.

Voicemails received for the public hearing record:

Received 3/6/2021, 4:15 p.m.

Hello, this is Deborah Brown from Rockville, Maryland. And my comments are that we are really in a bad time of, to, to cut more bus service beginning in July, because things will be getting

beginning to pick up in July, probably. And that's probably not a good time to cut service because you want people to come back to service. People will be starting to probably go back to work a little bit more often, and that's when people will need the service. So, you will, if you want to keep people using it, that's not really a good thing to do.

And also, I am a person with a disability. I am a blind person so that, people with disabilities have not been served well. They, first of all, cut the Abilities Ride service for people to, to same day, same day access service, they cut. And that was not a good choice for people, that some people, a person I know that got a job during the time. And she went, got a job in the health field as, as a person with a disability and she one day needed to go, to get a ride home from work. And she could not, no warning, no nothing. And we are, and that was, this was very difficult for her to get to her job. MetroAccess doesn't work for her. As a healthcare worker, she has to change hours sometimes. That's not really acceptable.

And people with disabilities, changes are made without us having any say and any concern. And we have nobody, we have no board representation at all. As a person with a disability, I feel more served by somebody with a disability in or outside of my jurisdiction. It doesn't matter their race, their, whether they're male or female, I feel more represented by them than I do by a person like me that lived in Maryland. That that is, that, that the disability is a major factor in whether they will serve me or not. And we are not very well-served. We have nobody on the WMATA board representing people with disabilities. I think there needs to be a slot for that, because none of the board members know anything about paratransit. They barely know about the bus service, and they might know a little bit about the rail service, but they definitely know nothing about paratransit. We must have somebody with a disability on the amount of board that's making these decisions, because the advisory committee only advises and is mostly ignored. And so, I would think that, that then I bet that is a major factor in us not receiving proper service from WMATA. Thank you.

Received 3/9/2021, 5:59 p.m.

This is Ron Kaplan at Five Squares Development, partners with WMATA on the Grosvenor Strathmore, Metro, and wanting to testify that we believe the station should remain open in order to preserve the vision and effort of the past five years. That WMATA and we have worked to create a vision that can now become a reality for transit-oriented development. Thank you.

Received 3/9/2021, 5:59 p.m.

Hello, my name is Brian Riley. And my comment is that, Metro should not close Metro stations, particularly, Metro should not close the Grosvenor-Strathmore Metro station. I live right near that station and it is a critical part of our community. There's a whole bunch of apartments and townhouses around here that people bought and moved into because of the Metro station. It would be devastating to us to close that Metro station. Please do not close the Grosvenor Metro station. That's my comment. Thank you very much.

Received 3/9/2021, 6:22 p.m.

Hi, this is Vickie Moore. I live in Montgomery County and commute in Washington, DC. The bus cuts, especially if they cut the T2 bus, that's the only source that I would have to get from Montgomery County into DC from the Rockville end. So that would impact me as far as me communicating back and forth to work in DC. If they were to close the Rockville station or close the station at nine o'clock. And, I also commute on Metro five days a week to get to my 11 to seven shifts. So, if Metro was to close at 9:00 and my shift starts at 11, I'll have to get to work early and wait around for two hours, like I did last year when Metro was closing down at nine,

which posed the inconvenience. So hopefully the funding that Metro needs they will get so they can keep the regular service. Thank you.

Received 3/9/2021, 6:23 p.m.

Hi, my name is Fran Riley. I live near the Grosvenor-Strathmore Metro station. It would be absolutely devastating for our community here to close this Metro station. It's a truly vital resource for us, for people to get to and from work for people to access DC. It's really the cornerstone of our community around here, and it would really cripple us if you were to close the Grosvenor-Strathmore Metro station. So, I would urge you to please do whatever you can to save our station and every other station that you are thinking of closing, because I know that so many other communities depend on their Metro stations as well, just like we do. Yeah.

Also, I wanted to say, I'm very concerned about the closure of these stations because it, at this time, when we need to be doing all we can to site the climate crisis and everything now is not the time to reduce our public transit infrastructure, to close Metro stations, to stop bus lines, et cetera. These are moves that likely it would be difficult to come back from, and Metro is kind of shooting itself in the foot by, by doing this right now. So, I would urge you to please not close any Metro stations. I do hope that some of the, the stimulus money that you mentioned earlier in the meeting can help to keep these stations open, but I would urge you to please keep the Grosvenor-Strathmore Metro station open, and to keep in mind all of the communities who truly rely and depend on this critical resource, which is Metrorail. Thank you.

Received 3/9/2021, 6:27 p.m.

My name is Initial Miller. I'm a resident of Burtonsville, Maryland. I serve the homeless community and I also do outreach. I utilize the Metrobus and closing 22 stations and the Metrorail would impact my work to the community. Also, the reduction of over 2,500 staff members being removed would also create more homelessness. Cutting the bus service cut to 50% of the pre-pandemic levels would create more homelessness and insecurity for jobs and training and transportation needs.

Trains running every 30 minutes and most places service at 30% of predetermined levels stopping the Metro rail at 9:00 PM every day will stop individuals who work at night and part-time and remove that transportation. I'm here to ask you not to do this and that we think about how we can make better choices for individuals. And I thank you for listening and my testimony. I'm initial Miller, Burtonsville, Maryland.

Received 3/9/2021, 6:33 p.m.

Karen Tracy, Grosvenor Place. I'm not representing a company or business. I'm a resident, Montgomery County, Grosvenor Park area and I use the Grosvenor Park Metro for business and personal issues. I very much agree with the first couple of people who left testimony and I think it would be a great detriment not to have continued Metro service, for many, many reasons. So, I do hope that their station remains open. Thanks.

Received 3/9/2021, 6:53 p.m.

Hi, my name is Emma Montgomery. I am a resident of Montgomery County and a non-driver. So, I rely on the Metro to access all things from food to medical services, to most importantly work. As someone who now has the privilege of teleworking, but does not have the privilege of driving,

I relied on the Metro even during the pandemic and especially the buses to access all the things that I need to live: to eat, to make sure that I'm healthy and well, and not so much to see people these days, but to do all those things that I need to do.

While I was working downtown and while I will be working downtown again, I need the Metro to access my work. I am not a person who can afford to supplement my travel by getting Ubers everywhere, by getting Lyfts everywhere. And this is my biggest concern. These Metro closures and especially the bus closures, specifically the T2 line and the Grosvenor-Strathmore station closure, disproportionately affects people who not only work in these areas, but rely on these things to get to their work. Transportation or the ability to work and make income is not a privilege, it is a right. And whether that means exploring options such as running buses and trains less often, increasing fares, whatever it may be, like these services need to stay intact.

I also deeply deeply oppose the idea that we cut service hours. As somebody who used to do shift work downtown for, you know, 15 bucks an hour, and got off at 9:00 PM, I did not have the luxury of just finding a job closer to home in a pandemic. I also did not have the luxury of taking a cab home or driving home. The hours needed to stay the way they are and all the routes that are currently operating need to continue to operate. Disproportionately disenfranchising people who don't have other options, can't drive, won't drive, are not able to drive and are also not able to do things like take cabs twice a day to wherever they need to go, is, is completely ridiculous to me. So, while I understand the budget limitations, I understand the difficult position that WMATA is being put in right now, cutting service hours and cutting stations entirely and cutting bus routes entirely has to be the absolute last option, whether that means leaning more heavily on Montgomery County, PG County and Northern Virginia, and the District to provide funding or what have you. The accessibility that the Metro and the buses provide to lower income people and to people who are traditionally disenfranchised is necessary, to get to work, to be able to do their jobs and to be able to say, well, fed and healthy. Thank you.

Received 3/9/2021, 7:00 p.m.

How are you doing? This is me Lamar Lawson. I know I was on the live recorded comment, but I didn't specify some things on there. I was talking about the B30 going for Greenbelt to BWI and how it's eliminated at this point because of low ridership. I need that bus back because I have kids who live in Baltimore and the B30 was the only cost-effective way for me to get there because of my SmarTrip card, and I'm also totally blind. Leaving from the airport. If the B 30 is not running there, I have to catch the MTA bus number 201 that goes all the way to Shady Grove, which is an hour out of the way. That doesn't make any sense. And then you have to get on the Red Line to ride 30 minutes to your nearest transfer station, and then get on your final train to get to your destination.

My problem with Metro at this point is they were so quick to get rid of the B30, but yet the 5A's still running. That goes from Dulles to L'Enfant Plaza. Something just doesn't seem right about that. So whatever you do, please bring that B30 back. If you want to run into Arundel Mills or not, I don't care. It doesn't matter to me. But I definitely need it to go from Greenbelt to the airport and also running every day. It used to run during the week and not on the weekends, which makes absolutely no sense whatsoever, considering the weekends are the time where generally people come to the area. It wasn't running on weekends and holidays. That just doesn't make any sense to me. So again, I know we have to make budget cuts. I got all that, but please, please bring that B30 back, 'cause I definitely need it.

The D14 and D13, the bus, it goes from Southern Avenue to Suitland via 210. Eliminating that bus, I have to cross 210, and many of you I'm sure know that is a dangerous street to cross at

times. And also, the D14 is the only bus on the weekend that runs down 210, even on Sundays because the 35 on TheBus does not run on Sunday. And that D14 definitely helps me, I live off that line. So, to eliminate that, that would definitely affect me. If you must eliminate that route, you have to put another bus in its place to run down 210 as long as the D14 used to and even on Sunday.

Received 3/9/2021, 7:01 p.m.

This is Lamar again. This is my last comment on the situation. I'm definitely against the Red and Yellow line turn back because sometimes when you get to the cutback stations, like at Mount Vernon Square or Grosvenor, the train that's in front of the train that I'm on, hasn't cleared the platform. So, we have to wait for that train to leave, then wait for the signals for the conductor on our train to move up to the station and for it to go. And that's another delay in itself. So, I am definitely against the turnaround of the Yellow Line and Red Line as well. So, with that being said, thank you for taking the time to listen. And I hope, I know I left this in a couple of messages, that you would definitely take this under advisement. Thank you very much.

Received 3/9/2021, 7:03 p.m.

Hi, my name is Ladans Fakory. Last name is F as in Frank, a K O R Y. My, uh, cell phone number is (xxx)xxx-xxxx. And I'm calling about the unfortunate proposal to close Grosvenor-Strathmore, which is probably one of the most critical Metro stops on the Red Line. I have been living walking distance from Grosvenor-Strathmore since seven years ago, I bought property and, at the forefront property values will drop drastically if you change the hours or cut service. Many of the residents in the area rely on the Metro, we've chosen, where we're living because of the proximity to the Metro.

And I, for one, don't trust myself to drive after long work hours and have a tendency to get very sleepy driving. So, shutting down the Metro for me would actually lead to very unsafe driving and Plan B would be to drive to another Metro stop. And I haven't built in a budget to park in a Metro garage. That's another added cost that was never calculated into my cost of living.

I also wanted to share that this Metro stop is important to people driving from outside of Montgomery County. For several years, I lived in Columbia and Ellicott City, Maryland, and Grosvenor Metro stop is the most convenient stop on the red line for parking because of the number of parking spaces that are provided. And it's an easy exit off of 355. Other Metro stops on the Red Line require driving through multiple red lights or there isn't a convenient parking option. So, for these reasons, Grosvenor-Strathmore is one of the most critical, critical Metro stops on the Red Line. And that's why I moved to live near it, so I could be within walking distance. So, I just want to let you know that myself and my neighbors have carefully chosen to live where we do. And I was an avid user of the Metro. I was using that for five days a week going and coming from work. And I plan to do that as soon as this pandemic is behind us. So, having any plans to shut it down in FY22 is absolutely not a good course of action when in nine months, everything will return to normal and Metro will be back to gaining revenue from our ridership. I also wanted to add that...

Metro Hearing No. 637
Wednesday, March 10, 2021 – 6 p.m.

MR. SMEDBERG: Good evening, everyone and welcome to the Metro Board of Directors meeting of March 10th. We are here this evening to receive public comment on the Fiscal Year 2022 Proposed Budget. I'm Metro Board Paul Smedberg, and I represent the Commonwealth of Virginia on the Metro Board of Directors. I'm joined this evening by Walter Alcorn, a fellow Board member who represents Fairfax County on the Metro Board. Welcome to the fourth and final virtual public hearing on Metro's Proposed Fiscal Year 2022 budget. This hearing is convened by the Metro Board of Directors to gather public comment on two dockets: B21-01 on Metro's Proposed Fiscal Year 2022 through 2027 Capital Improvement Program and Strategic Plan, and second, Docket B21-02 on Metro's Proposed FY2022 Operating Budget and related service and fare proposals, and changes to parking rates at some Prince George's County stations.

Notice of this hearing was made in publication, or by publication in the Washington Post and ads were placed in the Afro, Atref, Doi Nay, El Tiempo Latino, Epoch Times, the Iran Times, Korean Times and the Washington Hispanic, and as well through social media and several radio stations. And signs were placed in all rail stations, on Metrobuses, MetroAccess vehicles, at Metro bus information centers and at over 300 bus stops in the metropolitan area.

Since we're doing this hearing virtually, the hearing is going to look and feel a little different than usual, than our usual in-person hearings. At this point, we would normally have a presentation from our chief financial officer, but in order to get right to your comments and testimony, we have instead posted a video at wmata.com/budget that provides an overview of next year's proposed budget.

However, before we begin the hearing, tonight's hearing, I want to note that with expected passage this week of additional COVID relief funding, Metro will be revising its FY22 budget accordingly. It will take some time to calculate exactly how much funding Metro will receive from the \$1.4 billion coming to the DC region's transit agencies, but we will be able to avert the painful service cuts that were on the table when we began the public process back in January.

With that good news, I'd like to turn to the portion of this evening, where we hear from speakers. Those of you wishing to provide testimony should call (512) 580-8850. Again, (512) 580-8850. After calling in you'll need to enter a four-digit meeting code. For this evening's meeting, the code is 9-1-4-1. Again, the code for this evening's meeting is 9-1-4-1. Once you're in the meeting, you will be able to listen over the phone by pressing star one. If you would like to provide testimony, you can press star three and you'll be put in the speakers' queue. You'll get a message when it's your turn to speak. Again, if you would like to just simply listen, star one; and if you would like to speak, star three and you will be placed in the speakers' queue. For those of you on the line now, if you want to speak, go ahead and press star three to get in the queue.

If you're watching the live hearing on a different device, please make sure to mute that device, so that there isn't feedback. You'll be able to listen to the hearing while you wait in the phone queue. If you would like to provide oral testimony, but aren't able to wait until you, y'know, your, your turn has arrived in the queue, you can press star two to leave a voicemail. Again, if you're unable to stay with us for the entire time before you're allowed to speak, in the queue, please press star two to leave a voicemail. Your voicemail will be transcribed and included in the hearing record.

In order for the public record to accurately reflect who's providing testimony and comments, I'd like to ask that you please state your name and any organization you represent before beginning your testimony. Elected officials will be allowed up to five minutes and everyone else will be allowed up to three minutes each. Extra time will be given for translation, if it is needed. We ask that you stay within your time limit because we want to make sure everyone who wants to speak has an opportunity to be heard.

I also want to note that each speaker is only able to speak once at each hearing. While you may have the option to rejoin the speakers' queue, please note that we cannot accept additional testimony at this hearing.

I want to also take this moment to recognize that this is where we listen to you. This is your opportunity to comment on the proposals on the table for the Fiscal Year 2022 budget, but we are here to listen. We will not be able to answer questions during your testimony. Before you begin your remarks, again, please state your name and any organization you represent, if any. Please note that all statements, including any personal information, such as a name, email address, address or phone number you provide in the statement are releasable to the public upon request, and may be posted on WMATA's website without change, including any personal information provided. Further testimony may be submitted and must be received by 5:00 PM on Tuesday, March 16th. Again, if you'd like to submit written testimony, it must be received by 5:00 PM on Tuesday, March 16th.

Testimony can be submitted online at wmata.com/budget. Again, wmata.com/budget. Online, you have the option to: 1. complete a survey, 2. write free-form comments, and last, upload a letter, petition or other documents. You can also mail testimony to the Office of the Secretary, WMATA 600 5th Street, Northwest, Washington, DC, 20001. Again, WMATA, 600 5th Street Northwest, Washington ,DC, 20001. Again, all testimony must be received by 5:00 PM on March 16th.

Due to the pandemic and the slowdown in mail service, we encourage everyone to submit your comments online, if possible. Your comments will become part of the public record and will be reviewed by the WMATA Board of Directors. Changes to the options presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

And now, finally, it's time hear from you and call on our first witness. Again, as a reminder, please tell us your name and any organization you represent before you speak. And as a friendly reminder, staff will un-mute the speakers one-by-one from the speakers' queue. And please note that there could be a bit of a lag when switching between speakers, so I just wanted to acknowledge that. (Pause)

Eleanor, when you're ready, we're ready for our first speaker.

MR. ZLOTH: Hello?

MR. SMEDBERG: Hello, welcome.

MR. ZLOTH: My name is Williams Zloth. I actually spoke at another session you had, sir, but this, I'm calling in for this session too. I don't represent an organization. I live in Fairfax County and a couple of comments...regarding bus 2A. I noticed under the current information on the website, it looks like you're going to maintain that, but then it had a link to some proposed changes, it looks like you're not going to maintain it. I just want to state that bus 2A, that's two alpha is crucial to

have. It's the only transportation for people going to the City of Falls Church. There's no other, there's no other ART or Fairfax County bus to go there. So, going to the City of Falls Church, Lee Highway, it is the only transportation available and it also goes by Kaiser Permanente, which is really important to have a public transit to go by the Kaiser facility in Falls Church. So, just calling to emphasize that bus 2A should be maintained, it's an integral route. It should be, it should be maintained.

Also want to state... I also would encourage Metro to on weekends to have some sort of service after 9:00 PM to 11:00 PM, Friday and Saturday. One idea might be if it's not cost-feasible to run the trains on Friday and Saturday from 9:00 PM to 11:00 PM, you might want to have some sort of bus from Ballston or otherwise that could provide service between 9:00 PM and 11:00 PM. Maybe sort of shuttle every half hour. So that's really crucial for nightlife to have that option. Also I noticed where there's a proposal to lower the parking fees in PG County. I personally don't understand why that's necessary. I don't think the parking fees should be lower anywhere, picking one jurisdiction. I think it's totally wrong to do that. That's pretty much it. Thank you.

MR. SMEDBERG: All right. Our next speaker again, just as a reminder, there will be a little lag.

MR. HARNETT: Hello? Can you hear me?

MR. SMEDBERG: Yes, we can, welcome.

MR. HARNETT: Great, thank you. Hello everybody. My name is James Harnett and I'm a resident of the District of Columbia. I want to strongly encourage the Board, in both the upcoming fiscal year budget and in future budgetary considerations, reject any plans to name stations after private companies, either for free or for a fee. While conversations have been authorized by the board chair with private companies to discuss the potential renaming of stations, given the hundreds of millions of dollars of losses and revenue for the system due to the pandemic, it is clear that with the new leadership in the White House, transportation systems throughout the United States should come to expect continued hundreds of millions or billions of dollars in investment in rail, buses and the transit options that strengthened this region and our country. Our public transit system is owned by the public, not private companies. I would encourage the board not to bow to pressure from legislators or those who seek to strong arm the WMATA Board into their own political, personal agendas. That's the only comment I have, so thank you all for your time.

MR. SMEDBERG: Thank you, Mr. Harnett. Alright, Eleanor, our next speaker. Again, for those of you just joining us, it will be a little bit of a lag here between speakers.

JIM: Hi, can you hear me?

MR. SMEDBERG: I can. Or we can, well, thank you.

JIM: My name, my name is Jim and I'm a homeowner in Virginia Square and I've attended this meeting to vehemently oppose...

MR. SMEDBERG: Jim, what's your last name?

JIM: I'd prefer not to say if that's okay.

MR. SMEDBERG: OK.

JIM: Thank you. So, the first reason is that the closure of the Virginia Square station would have a severe negative impact on the local community. When one stands within Virginia Square station, all one sees its high rise, commercial and residential buildings that are filled with commuters, commuters who packed the station prior to the pandemic and who due to the availability of COVID vaccines could be expected to return to heavily using the station during precisely the time period that WMATA proposes closing. It seems nonsensical to propose closing the station exactly when a substantial portion of residents who depend on it and to pay for it are expecting to use it most heavily.

In addition, WMATA must take into consideration those residents who, whether they are elderly, disabled, or for other reasons, rely on the Virginia Square station for basic transit needs. For such residents, it would be no remedy to suggest that they simply walk to Ballston Metro because in some cases that may not be a practical option.

Further still, Arlington prides itself on being a community where residents can get around without a car. But the proposed closure of the Virginia Square station is diametrically opposed to that notion of Arlington as being a car-free municipality. The second reason that I strenuously opposed the closure of the Virginia Square station is that in my opinion, even raising the mere possibility of closing a station reflects a failure of WMATA to engage with its congressional delegation and local governments to secure the funding it needs to maintain service levels. Ensuring widespread access to the Metro system should be among the highest governmental priorities, much like ensuring widespread access to, for example, electricity should be, but it would be absurd if a local electric utility threatened to withhold service from, or even hinted at holding service from, a substantial fraction of its users, because that would convey that the utility has failed the fundamental objective of ensuring its continued operation. Here, it feels as though WMATA has offloaded the responsibility of lobbying Congress and local governments for funding to its customers and to the taxpayers. But given the burdens that residents and taxpayers have already had to carry for the past year, this is sincerely depressing thought. So, in closing, I urge WMATA to significantly increase its efforts to work with Congress and local governments to ensure that no station need be closed, especially not the Virginia Square station. Thank you.

MR. SMEDBERG: Thank you, Jim. Eleanor next call. Again, for those of you just joining us, welcome to the WMATA Board of Directors Fiscal Year 2022 Proposed Budget public hearing, and we are waiting for our next speaker to join.

MS. HORN: Hello. Can you hear me?

MR. SMEDBERG: I can hear you. We can hear you.

MS. HORN: Thank you. Well, thank you very much. I am Sally Horn and I'm speaking tonight on behalf of the Greater Tysons Citizen Coalition, which is a multi-jurisdictional coalition comprised of concerned citizens, organizations, and communities in and around Tysons. We have uploaded a letter to the WMATA Board on the WMATA link, so tonight I'll just summarize our key points. We are pleased that the Congress has passed the COVID relief bill and that it will soon be signed by president. We are hopeful that WMATA will receive sufficient federal funding to maintain the existing levels of bus and rail service throughout the second half of fiscal year 2022. However, in the event that that cuts are still necessary, we urge you not to cut service as the McLean rail

station for the following five reasons. First, closing the McLean rail station would defeat the goals of reducing traffic congestion and encouraging the use of public transit, goals we strongly support in as much as our area has routinely experienced high levels of traffic congestion from commuters and our public transit options are very limited. Second, the McLean Metro station is the only rail station of the four stations in the Tysons/McLean area that has nearby commuter parking for users of Metro. Since most of McLean is not on a bus line, McLean residents must drive to a Metro station to access public transportation. Third, the McLean Metro station is the second busiest-Metro station of the four that I mentioned. It is also the station that serves the CapOne headquarters and its employees, the CapitalOne Performing Arts Theater in Tysons that will open in the fall and other businesses such as Wegman's. As more people are vaccinated and return to work or feel, feel safe enough to venture out for entertainment, and certainly by early in calendar year 2022, it is not unreasonable to assume that ridership will return and grow if the station is open.

Fourth, bus service is not a viable alternative for us. WMATA does not plan to operate bus routes from the McLean rail station into DC during this time, this first six months of calendar year 2022. And further, none of the few operational Fairfax-operated bus routes have stops at the McLean rail station that provide direct service to any place outside of Virginia or to the other Metro stations in the Tysons McLean area. And finally, based on the data provided by WMATA, it would appear that the anticipated costs of closing the rail station is about \$450,000 for the first six months of calendar year 2022. If federal funding does not fully close the overall budget gap, we urge you to find savings elsewhere and keep our McLean rail station open. Thank you for listening.

MR. SMEDBERG: Thank you Ms. Horn, appreciate those comments. Eleanor, our next speaker?

MR. SNYDER: Good evening, Mr. Smedberg, Dave Snyder representing the City of Falls Church. I serve, as you know, vice chairman of the Northern Virginia Transportation Authority and I serve on the Northern Virginia Transportation Commission and COG's Transportation Planning Board. I personally, and the City of Falls Church, have long been the strongest possible supporters of both Metrorail and Metrobus, and we hope to continue to do so. The points that I want to make this evening, are first of all, in terms of bus service, you've already heard at least one citizen from adjoining Fairfax County talk about the importance of the 2A bus system. The city of Falls Church relies totally on Metro for its bus service, does not have a local bus service and so very much requests the continuation of the 28A and the 2A bus lines as fundamental to essential workers, our citizens and the citizens of the surrounding area.

Secondly, with regard to budgeting, we certainly support those citizens who have already spoken against totally closing any stations as self-defeating, and putting other interests ahead of riders. Secondly, headways, as proposed of 30 minutes, would discourage all but the most dedicated rail users who have no other alternative. So, we urge that in future budget considerations and discussions that the notion of closing stations or 30-minute headways be ruled out, especially in the case of FY22, where it's expected that the third and fourth quarters is where we will really see a rebound of ridership. We hope, as do you, that the current federal funding will make the worst of the doomsday budget scenario unnecessary, but we urge that in any future discussions about budget, that the notion of closing stations and 30-minute headways, not the, on the agenda, but instead much more nuanced and careful consideration of necessary service cuts. Let me end where I began: these are extraordinary times and the Board, the Metro management and the

employees are all to be commended for dealing with unprecedented challenge. And I want to thank you very much for the consideration of all of our comments, holding this hearing and the comments of other citizens. Thank you.

MR. SMEDBERG: Thank you, Council Member Snyder. And, as always Mr. Alcorn and I always appreciate your comments. Thank you.

MR. PALMIERI: Hello. Can you hear me?

MR. SMEDBERG: We can hear you. Welcome.

MR. PALMIERI: Hi, this is Daniel Palmeri. I reside in Alexandria and just represent myself. I do have issues following many of these similar comments that other people have mentioned regarding the high-density areas, where you do have a lot of, a lot of residential, as well as commercial areas where people are generally operating utilizing public transportation, almost exclusively or very close to exclusively. And so they rely on this public transportation. In particular, I live near Braddock station and I use the Metroway 1 bus frequently, to go around just for normal routine transportation, routine needs, say if I went to one of the stores or something like that. I have seen a lot of people use this, even during COVID, but I do believe the data isn't correct because what I've seen since I have frequently ridden this is that the bus scanners were not working properly. So, these numbers are probably 400% below what was reported in terms of ridership. And from the times I see, there's usually, I understand it's less than what it was prior to this, but there's usually five plus people on the bus during, during peak times. And then in the past, it's been a lot more during pre-COVID, which we'll probably restore once, once people are going back to work and getting out of the house, once everybody is vaccinated.

The other issue I do have is, is regarding somebody to the Metro stations that are proposed to be closed, especially ones that are in near, that are inside these areas where you have concentrated buildings. And in terms of having these, these shopping areas, as well as, as well as residential areas. And there's quite a few that have been built up all around Metro with that, with that in mind where people don't have to rely on cars to get around and then rely on public transportation.

MR. SMEDBERG: Is that it? Mr. Palmieri? Did we lose you?

MR. PALMIERI; Yes, that's it.

MR. SMEDBERG: Oh, okay. Well, thank you very much. Appreciate your comments. OK, Eleanor, our next speaker. And again, for those of you who may be joining us, welcome to the Metro Board Fiscal Year 2022 Proposed Budget public hearing. (Pause) As a reminder, we do have a little bit of a lag between each speakers with the phone bridge, but....

MR. EICHELBERG: Hello everyone. My name is Alan Eichelberg. I'm not here representing any group, just a private citizen living in Arlington County. I was just calling into express comment over the concept of closing Metro stations. While personally my wife and I use the East Falls Church Metro station to commute to work every day, I'm sure that we're not alone with many of the other private citizens that are listening in on this conversation, and participating. I'm not here to advocate just for the East Falls Church Metro station. I think that we need to think more regionally

about the health of our community and the citizens that rely on public transportation to get to and from work and other critical components of their lives.

I find myself a little bit confused about how closing stations would ultimately solve the overall problem. Uh, it seems to me that Metro has a problem with a lack of ridership and reducing access to the ability to participate as a consumer of public transit seems counterintuitive in terms of resolving that overall issue. I'm sure that it is a complex situation. One that's probably beyond any one individual to resolve, but I think that the idea of closing down access to critical public transit in a period after a pandemic recovery will be particularly harmful to businesses that rely on that commuter access as well. I just think for myself about how many times my wife and I have taken the Metro downtown to Arlington to one of the other stations there to enjoy a dinner or a meal. And have chosen to do that as responsible citizens with a public transportation ride home after, after dinner. I think that it's very important that these services continue to operate and, as opposed to considering opportunities to cut services and costs, I would encourage the WMATA Board to evaluate opportunities to provide their service to customers in a more efficient way that will increase ridership and improve reliability of the system. Because I think closing Metro stations will only permanently lose more riders after those stations may reopen, and it makes set forth an irreversible cycle of Metro closures. That's all I have to say other than thank you for your time and hearing me out.

MR. SMEDBERG: Thank you Mr. Eichelberg, appreciate those comments. Again, as a reminder for those of you who are on the phone or who have recently joined, if you would like to make testimony and to be placed in speakers' queue, please press star three. And if you would like to leave testimony on our voicemail, which will be transcribed for the official record, please press star two. Again, if you'd like to speak, push star three to get in the queue and star two to leave testimony. Eleanor, our next speaker.

MR. MUSSENDEN: Hello, can you hear me?

MR. SMEDBERG: Yes, we can. Welcome.

MR. MUSSENDEN: Well, hello. First of all, I'd like to thank you for your time today. My name is Christian Mussenden and I can spell my last name, Mussenden is M-U-S-S-E-N-D-E-N. And I'm a member of Sunrise DC, and I'm also DC Metro area.

I'm calling regarding my concern over the budget proposal. That kind of budget proposal would provide severe hardships for our BIPOC communities, the working class, the elderly and the disabled. This proposal, which calls for eliminating entire bus lines and shutting down Metro stations, is very shortsighted from an economic standpoint and is also unnecessarily cruel and discriminatory. On top of that, I believe that we must start considering the environmental impact that this may have. We're nearing a point of no return in our environmental crisis, so we need to be investing in green energy and sustainable infrastructure like our Metro. The news of the federal funding is encouraging, but I want to reiterate that the Metro is an invaluable service that we provide to our residents, it's not a privilege that we need to continue to fight for. I again, thank you for your time. And I urge you to consider my comments and use the federal and city dollars to avoid any budget cuts to the Metro. Thank you so much.

MR. SMEDBERG: Thank you Mr. Mussenden. Eleanor, our next speaker. We're waiting for our next speaker again. If you'd like to speak, please push star three. And if you'd like to leave a voicemail with your testimony, please push star two.

MS. WELLA: Hello?

MR. SMEDBERG: Hello. Good evening.

MS. WELLA: Hi. Good that you can hear me. My name is Ellie Wella and I am calling on the behalf of Sunrise Movement DC. And I am a former resident of Northern Virginia who has used WMATA's Metrorail and Metrobus systems since I was 12 years old. So, for me, that's 14 years. So, these budget cuts are extremely concerning in the fact that as a disabled person and as a person of working class poor, as a person who has lived within multiple BIPOC communities who have suffered grave injustices, environmentally, socially, and so on. These cuts, especially within the likes of Virginia such as 25B, 16, the 16 lines, the 2A, the 1A - these are lines that essential workers, especially within BIPOC communities in Northern Virginia rely on. These are also lines that disabled people have used, and I have experienced what cuts could do with the ART buses, Arlington transit centers, DASH within Alexandria, and Fairfax Connector within Fairfax County.

Additionally, most of the lines are they proposing cuts for within DC effectively, not just disproportionately, affect BIPOC communities, but also disabled communities. These are invaluable resources for disabled folks. These are valuable resources for BIPOC folks. These are invaluable resources for the unprivileged, for the poor and for the working class, because unfortunately as my previous colleagues have mentioned, we are in a climate crisis and these climate crises cannot be further ignored. And the green energy that the Metrorail would be able to provide is something that we need. So, we need to keep re-investing in Metrorail and maybe possibly consider defunding services that do harm to our communities and reinvest in services that will actually be safer for us because cutting, like this will actually propose more of a threat, and more violence than good. Anyway, thank you for your time.

MR. SMEDBERG: Thank you, thank you very much for your comments. Eleanor, our next speaker? (Pause) Again, just as a reminder there is a bit of a lag in getting speakers queued up here. Once again, if you'd like to speak, press star three on your phone, and if you'd like to leave testimony in voicemail, press star two.

And I'm being told that is it for speakers. We will give it just a few seconds here to see if anyone chimes in at the last minute. OK, we may have one speaker that is on mute that is trying to get through. Speaker with the last four digits 1-4-6-9? (Pause) And we have one other caller in addition to that.

While we're waiting, I'd like to get...

MR. GOUDIE: Hello, Mr. Smedberg, can you hear me?

MR. SMEDBERG: Yes, I can.

MR. GOUDIE: Thank you, Board Chair... This is Robert Goudie. I'm the executive director of the Reston Town Center Association, which is the community governing association for the Reston Town Center district. I want to thank you and Supervisor Alcorn for tonight's meeting. I was calling in to testify in support of opening the Reston Town Center Metrorail station together with the rest of the Phase Two Silver Line, as soon as construction and testing of the system allow, and in opposition to any plan, to reduce levels of service or to consider temporary closures once those

stations are opened. But I understood from your very helpful comments at the outset of the meeting, Board Chair Smedberg, those kinds of service level reductions are now off the table with the passage of the new emergency funding plan through the Congress today. So, in the interest of respecting your time and everyone else's, I'll leave my testimony here tonight at that, and I'll submit written testimony. Thank you very much.

MR. SMEDBERG: You're welcome. Thank you very much. And I believe we have one final speaker waiting to get through the speakers' bridge here.

MS. RANDALL: Hello, can you hear me? Hello?

MR. SMEDBERG: We can, Chair Randall. How are you?

MS. RANDALL: Very good... I am well, how are all of you doing?

MR. SMEDBERG: Good, good. I'm here with Walter Alcorn and the others listening.

MS. RANDALL: Well, it's, it's nice to talk to you all. And first let me say that yes, I'm Phyllis Randall. I'm Chair of the Loudoun County Board of Supervisors and Chair of the Northern Virginia Transportation Authority. And first let me say that I hope all of you are doing well and hope your families are healthy. I do thank you for the opportunity to speak tonight regarding the Proposed FY2022 WMATA budget. I understand that WMATA, and this is the good news, that we learned today, that you're going to be expecting additional federal aid from the American Recovery Plan that passed today in the House, and it is slated to be signed by the president. So that is very good news. Much welcome, welcome news.

Having said that I do want to express my strong concerns regarding any possible delays to the opening of the Silver Line Phase Two, which is, which, which we'd like to see open when the system is ready to begin revenue service. Loudoun County has invested millions of dollars into the construction of Silver Line Phase Two, along with additional millions to reorient our road system to the Metro system, modify transit system routings, and we're planning for future developments to and around the Metro stations. In Loudoun, our Metro stations include the Loudoun Gateway, the Ashburn Metro station and the Dulles Metro station that as you all know, is located in Dulles Airport. Dulles Airport and the Metrorail station that will be in Dulles Airport will serve as an international gateway to the region. Passengers and employees from all across the region will be utilizing the Metro, the Metrorail system to and from that location in particular.

Our investments that we made to bring Metro to Loudoun will reap benefits to localities and to the WMATA, and to WMATA for years to come, in economic development, increased ridership on the Metrorail system. And it's going to strengthen the Washington economy and the WMATA system. I'll give you an example: in Loudoun County, there are 1,280 acres of development and greenfield opportunities surrounding the Silver Line, from Innovation Center to the Ashburn station, where future success is predicated on Metro. As currently approved those developments, just those developments alone, account for 16,500 residential units, and over 21 million square feet of commercial, mixed-use development. Loudoun is projected to increase the population to over a half-million by 2030. And most of that growth will be seen in Eastern Loudoun County along the Metro Silver Line corridor, Metro access is a key factor in our new office development, and our office development is dependent on proximity, proximity to where the workforce lives. And what we know is that workforce wants to live through the Metro, near the Metro stations, and have all

the amenities that a transportation line like Metro will provide. In FYI 2019, Metro ridership generated 81% of fare revenues. Increasing ridership on Metrorail supports the entire WMATA system.

Finally, I want to say that we all appreciate the CARES Act funding that was distributed to localities last spring. I understand the additional funds from the CRRSA Act may also be allocated to local, local jurisdictions, and these funds have helped and will continue to help our, our system running in the COVID- 19.

Actually, this is really my, finally: I know how hard you all have been working. I know how tough this has been for all of, all of us. And, I do want to say how much I appreciate it. You know, there's been a lot of ups and downs this year in COVID, a lot of things that have been unexpected, and it has not been lost on Loudoun County, on our board, or on me, how hard the Metro board has been looking. So, I want to thank you and tell you all that I'm going to invite you all out here when we cut the, cut the ribbon on the Silver Line station, and we hope that sooner and not later. So, thank you for listening to me this evening. You all take care.

MR. SMEDBERG: Thank you, Chair Randall. And we appreciate the, y'know, your appointment of Mr. Letourneau, Supervisor Letourneau, to the various transportation bodies, and we very much enjoy working with him on the Metro Board. So, appreciate that and appreciate your comments.

I understand we have one additional speaker, Eleanor? (Pause) Speaker 1-3-1-2 is next.

MS. MILLVILLE: Hello, can you hear me?

MR. SMEDBERG: We can. Welcome.

MS. MILLVILLE: Oh, thank you so much. I'm, my name is Barbara Millville, and I cannot wait to ride Metro again. I have to say that I've missed it. And I'm representing the National Capitol Citizens with Low Vision, and I have low vision myself. I am using a closed-circuit television to read my comments. And so I, I thought I'd share with that with you since you can't see what I'm doing here.

Anyhow, I'm testifying because, Jim Hamre and Phil Posner recommended that I do so, and I wanted to share how the current and possibly future service change proposals would impact this group and seniors as well. Our riders are unable to walk an additional 1.6 miles to and from an alternate bus stop. There isn't enough time for our riders to learn a new travel route. It takes a month or more, and there is a long wait list in Fairfax County where I live, our riders are afraid due to the numerous pedestrian fatalities, which occurred while trying to cross streets. There simply aren't enough traffic signals, lighting and sidewalks near the bus stops yet. Many of these riders are not eligible for paratransit or don't care to use it.

Pandemic or not, many of these bus routes are further out and tend to have lower ridership numbers. As a result, they will always be on the Metro chopping block if Metro is forced to cut service. We hope this pandemic will be over soon; Jim's beard is getting quite long. We'd appreciate if, we'd appreciate it, if you would get with Jim and the AAC to develop a plan for how to handle the needs of this special-needs population. If you're unable to handle this soon, I'm

afraid these riders will decide to instead take the more costly MetroAccess. Thank you so much during this very trying year. I do understand that you folks are really working hard and we appreciate, appreciate the difficult position you are put in right now.

MR. SMEDBERG: Well, we thank you very much for your comments, Ms. Millville. And the Board, and I know staff, very much, very much appreciate the collaborative and close relationship we have with the AAC and Mr. Posner and the other, and the other members of that committee have really contributed quite a bit over the years. And we expect they will continue to do so as we begin to build back. So. I appreciate that.

Eleanor, do we have any additional speakers? We just have one more speaker. (Pause) Okay, I'm told Barbara was our last speaker. So, I want to thank everyone. I'm going to give one last call for testimony. Okay, we have no more speakers. This hearing is now concluded.

Testimony, again, can be submitted online or via the US mail as long it as is, as long as it is received by Metro by 5:00 PM on Monday, March 16th. Again, we must receive your testimony and comments via online or US mail by 5:00 PM on Monday, March 16th. Thank you again for joining us and taking the time to provide your testimony.

Voicemails Received as part of the public hearing record:

Received 3/10/2021, 6:39 p.m.

Hi, my name is Olga Colarano and I want to talk to about the, the bus, 10B in Alexandria, Virginia, going to Ballston Common. I believe that, they say they going to discontinue between King and Washington and Old Town Alexandria. And I want to know why, because the 10B is the only one bus who is going, crossing the street, Washington Street in coming from where I live, which is Hunting Point. I really needed to speak to somebody because I, I was really worried because there's the only bus is coming. Is a lot of retired people we live there, and we don't drive. And, I really, I want you, if you, you don't have time today, you can, tonight you can call me. My phone number is (xxx) xxx-xxxx. And I'm really worried that they discontinue the bus is especially in the place King and Washington. Thank you very much.

Received 3/10/2021, 6:40 p.m.

My name is Mike and I'm calling to oppose the service cuts to 21A and 8Z in the city of Alexandria, and also the proposed closure of Van Dorn Street station, also in Alexandria. And earlier today, the Metro put out a statement from the General Manager saying that due to federal funding service cuts could averted. And you already received a sense of federal funding last year after the pandemic. So therefore, my comment and question is, given that the large amounts of subsidies that you're getting from federal taxpayers, it seems like you ought to be able to maintain the pre-pandemic service levels. And part of that would be continuing to have the 21A bus line, 8Z bus line and Van Dorn Street all fully operational and reflecting the pre-pandemic schedule.

And that area, and I would note that that area of Alexandria, it's not close to King Street or Braddock Road, Metro, those stations are about five miles away. So, this notion of limiting 21A and 8Z, and also shutting down Van Dorn Street means the people in western Alexandria who are able to afford a car and, and are able to drive are going to almost certainly drive themselves to, to work and not deal with convoluted, work around just taking buses to distant stations and then taking Metro from that.

And then my other comment is a process one, which is that they said at the beginning of this hearing, that they, that you had received a large amount of federal funding or anticipating receiving

a large amount of funding and that there would be revisions to the proposal. So, my question is whether there will be an opportunity, another opportunity for a survey and also a public hearing, once you've looked at that federal funding and made adjustments to your plan. Thank you for considering my comment.

Received 3/10/2021, 6:51 p.m.

Good evening. My name is Harper Ricks. First, I'm going to apologize as I was unable to participate in the hearing last night. My comments are related to the Maryland bus service P18, NH1 and NH2. I personally drive and use the services only if my car is being serviced or for a nice change of pace from driving. However, many riders have no other options. While I realize ridership has significantly declined, these buses provide a critical service and eliminating these lines will cause a serious hardship for some residents. Please take this into consideration. Thank you.

Received 3/10/2021, 6:53 p.m.

Hi, my name is Olga Colorana. I live in Hunting Point and I'm concerned about 10B going from Hunting Point to Ballston in Arlington. I worry about it because the 10B is the only bus coming from the Hunting Point and crossing Alexandria. And when I hear, when I see the note was, and the buses stop at the King and Washington, I started to worry about it. If we don't have the 10B, because that is the only bus coming from the Hunting Point. We have, like is six blocks away the 10A, which is going to Huntington station and going to Pentagon.

My, our problem is that a lot of people don't speak English enough to, to call and, and ask why, what happened. But I think if you listen, what I tell, it's the only bus, the only bus coming to the Hunting Point. Before, was the 10B, the 10E, the, the, the 10A, it was the 11Y, all the buses was coming to Hunting Point and now we have only the 10B. And I don't think it would be too expensive to try to don't to keep it that bus. Especially if we, there is lot of people going in the bus. I wish you can keep that in consideration and you can listen to poor people. Because like I tell you, without the bus, I don't know how the people who live in Hunting Point, we going to do it. And it's not much it because it only is going and coming every 45 minutes. And I really, really worry about the old people living in the buildings and the people who try to move into, go to work and every everything else. I wish that you can put in consideration that, and please don't take away the 10B,

Because like I tell you before I live right here for 45 years, and around the 45 years, they discontinued in 28B, the 28A, the, the 29, they keep him discontinuing and that is the only bus coming to Hunting Point. Please, I'm begging you. Don't take the 10B away. Okay, thank you very much. I hope you do something.

Received 3/10/2021, 7:10 p.m.

Hi, this is Carrie Wilson with Cornerstones in Reston, Virginia. I was calling to urge WMATA to consider everything you can to request additional aid from the federal government. But it's very important to keep the Silver Line open. These stations are critical to open up the Dulles Corridor for economic recovery and connecting the DMV region. The Silver Line opens up opportunity for low- and moderate -income workers who can consider new jobs and education to support their families. And these workers are vital to our region, and frankly, the low-income workers are far less likely to own a car, and particularly out here in the suburbs. We also know that the bus transit support that goes along with opening the lines is critical, particularly in the suburbs of Northern Virginia, for those without access to car and Metrorail today. And, that's going to be an important part of solving the problem for our workforce. WMATA's own equity policy talks about finding a reasonable solution. It takes 61 minutes by bus to go 1.6 miles from Herndon, Virginia for workers to get to Dulles Airport. It's time to finish the job and open the doors for the Silver Line. Thank you.

Comments - general

I NEED ACCESS TO THE BUS ROUTES NEAR MY HOME, 62 AND 63, WHICH ARE PROPOSED TO BE CUT; THIS IS ESSENTIAL TO MY ABILITY TO TRAVEL TO MY PLACE OF EMPLOYMENT, GROCERY STORES, AND OTHER ESSENTIAL LOCATIONS

WMATAs largest expense in the signal / C&S department is labor. Anything that can be done to reduce labor expense will ultimately help in reducing WMATAs total budget. Signal Scout is a signal troubleshooting tool that helps identify the root cause of signal failures more quickly and has given other railroads the ability to reduce their staffing by up to 11.67%. Signal Scout increases the capabilities of signalman, allowing troubles to be resolved more quickly resulting in better on time performance and less paid overtime. Signal Scout is a training assistant. Signal Scout allows for quicker review of trouble logs to more quickly address difficult to identify issues. Please consider the use of Signal Scout as a cost savings and performance enhancement measure. www.semaphoresoftware.co/signal-scout

Please do not cut the D6 route. We rely on it for work and school.

Metros proposed plan is terrible on many levels. 1. It is clear that you are pitting commuters from Northern Virginia against DC residents. It is also clear that you are punishing federal workers, given that the closures are near areas with a high concentration of federal buildings. I believe this is intentional with the goal of enraging them so they will complain and it will lead to increased federal funding. You should not use federal workers as pawns to increase your funding! The decreased parking rates and bus plan for DC and Maryland residents is a clear indication that you are playing favorites. You are facing a budget shortfall, so naturally you are going to reduce revenue from parking to DC and Maryland residents but then punish Northern Virginia residents with reduced service? According to the plan, half of the proposed Metro station closures will come from Northern Virginia. Also, according to the plan, you are also looking to add bus service to 10 additional lines to add more access while shuttering entire Metro stops in Northern Virginia? If I lived in Alexandria, I would be particularly enraged with the closures of both Van Dorn and Eisenhower Avenue Metro stops. Come on! 2. Metro needs to consider ridership after 2022 and the conclusion of the lockdowns. The optics of this plan scream that you don't know what you are doing as an agency. For example, commuters in Loudoun County wait years for the Silver Line only for Metro to shutter five stations on the Silver Line? Also, closing the Arlington Cemetery and Smithsonian Metro stops will not help this area with tourists. It projects to the outside area that we have a substandard system. Granted there are two federal allocations for Metro, one for operating budget and one for improvements which justified the closure of the Arlington Cemetery stop. Now, you are proposed closing the station altogether right after making platform improvements. This improvement plan has already inconvenienced riders. What message does this convey to riders? 3. Can you please explain why current service is so poor? Decreased ridership should make Metro more efficient and yet every trip we are waiting for trains on the platform along from Franconia-Springfield? Why? There should be fewer delays with fewer commuters and fewer trains coming. That isn't the case. The point is, if riders should anticipate even poorer service (possibly with a smaller budget for maintenance) with budget shortfalls we should know that as well - - we are experiencing that now. 4. What are better options? Rather than shuttering service, the 9 P.M. service ending time is far better. While not desirable, people should be able to find alternate forms of transportation. The other point you need to consider is contingencies. If you shutter stations, what happens if a station is closed due to inclement weather or security concern? You could have hundreds if not thousands of riders stranded. Bus service will not accommodate those folks. Even a train arriving every 30 minutes is a better option than station closure for these reasons. I sincerely hope you will rethink your proposal with input from people, like me, in mind.

Don't close Clarendon metro. I moved to Clarendon for the metro accessibility with my little kids.

Please keep Cheverly I, ☐

Comments - general

March 13, 2021WMATA Board of Directors600 5th Street, NWWashington, DC 20001Comments Concerning the Elimination of the E6 Bus Route in the FY2022 Metrobus Service PlanDear Sir/Madam:I am strongly opposed to the elimination of the E6 bus route, which runs between the KnollwoodRetirement Community and the Friendship Heights Metro station as described in the FY2022 Metrobus service plan, especially as the alternative service plan expects to also eliminate a portion of the M4route along Utah Avenue to Pinehurst Circle beginning in January 2022. The effect of this proposalwould leave hundreds of residents in upper Northwest without any public bus transportation options.According to the transit authority's proposal, the change in E6 service has previously been estimatedto save the District about \$94,000 a year, \$1,800 a week, or roughly \$257 a day. Clearly, any savings forthe District would be nominal, but the burden on a community with limited public transit options wouldbe enormous. Hundreds of residents in upper Northwest's Ward 3 and 4 neighborhoods depend, andwill continue to be dependent on the weekday-only service throughout the day once we return to apostâ€pandemic economy. It will once again be a vital link for students traveling to neighborhood schoolsand for the many weekday commuters who use it to get to their workplaces throughout the region.Workers who rely on the E6 to reach their jobs at Knollwood would be also be affected negatively. Theproposed change would also affect many seniors who live at Knollwood, local businesses, including thepopular Broad Branch Market, the commercial strip on upper Connecticut Avenue, and a host ofbusinesses located immediately at the Friendship Heights bus depot. Finally, the proposal runs counterto the sustainable community so many Council members tout. Riders would be forced back into theircars and onto crowded DC streets.For these important reasons, I urge officials to reject the proposal to permanently eliminate the E6Chevy Chase line, and I believe many riders hold the same view. WMATA should service all parts of theDistrict with equitable public transit options. Instead of slashing it, there should be improvements to theE6 route that bolster convenience, frequency, reliability, ridership, and cost recovery. One simple step isto make sure that the E6 appears on WMATA's Next Arrivals app and website (currently the M4 oftenappears as a nearby service option, whereas a rider must search for the E6 busETA). Other options toconsider are greater frequency, weekend service, and the use of smaller buses that cost less to operate.The E6 bus ridership community is eager to work with WMATA and DC transit officials to ensure thatall DC residents, including those that live in the DC Chevy Chase community, can count on good publictransit options for many years to come. Canceling a needed service during the unprecedentedpandemic is a punitive and unreasonable step for WMATA to take.Sincerely, [REDACTED]

The metro is very important to us. Cutting the service is horrible for us. We need service at least every 10 minutes.

Metro is critical to the economy of the National Capital Region, Tysons and the entire Silver Line corridor. Transit is existential to the Tysons envisioned by the Comprehensive Plan. Much has been accomplished in the decade since Fairfax County adopted the Plan, and transit remains key to continued progress. Ever increasing vaccination will result in increased activity and reopening. Employees and customers will need more trains and buses to get to work and entertainment. Bus and train service should be increased to meet anticipated return of riders. While it is understood that mechanical or construction issues may delay opening Silver Phase 2, no delays should occur due to financial constraints.

When life returns to normal, I anticipate taking the bus from my home in Spring Valley into downtown. I hope that Metrobus can retain service along Mass Ave. Thank you.

Dont cut the College Park metro station

Please do not close Strathmore metro center this will be devastating to our community

Please start collecting fares from everyone. I know the pandemic is hurting everyone, but why should I continue to pay for Metro when I know fare collection isnt being enforced?

I have a huge number of tenants who live in the Grosvenor Park Condominium units and who work at NIH. Almost all of them are from out of the country and do not have cars. They must rely on public transportation and it is difficult for them because their English is limited to their scientific work. (Yes, I am describing the post-docs who come to NIH for a year or two). The Grosvenor Metro stop is a god-send for them. Closing the stop would be very difficult for them to continue at NIH. Travel to and from work would really cut into the time they could spend at their labs.

DONT CLOSE STATIONS AND DONT END SERVICE AT 9:00 PM! THE METRO IS SO IMPORTANT TO OUR COMMUNITIES

We believe that east falls church metro should not be closed. It's a key station for many government commuters.

I definitely think closing down the Greensboro station would be ill-advised since so many people rely on it to get to work and Tysons is very difficult to navigate without a car (or even with a car most of the time)

Do not shut down East Falls Church metro. That would be counterproductive and many of us who travel from the western part of Arlington.

Please do not cut the U4 bus route. This is the only bus connecting the river terrace community to other metro services

Please keep the M4, I need it to get to school and I would have to walk 45 min to get to school (both parents work, can't drive me).

Please don't close East Falls Church Metro. Many rely on this to commute and transportation for all types of reasons, including work.

We need the D6 bus route. Its the only transit option to Georgetown University from the west. Plus it serves Sibley, Georgetown Hospital, Key School, Duke Ellington, Washington International School, Lab school, and so many other schools.

Please do not close the east falls church metro station. It is a critical hub and closing it would further increase road traffic already close to breaking point in the area.

Comments - general

Please do NOT eliminate route H! We depend on this route and will need it once the pandemic eases

East falls church metro is key metro for north Arlington

I am writing to support the D6 bus route in anc3 which takes students to public schools and upon which my household members rely. Please keep this bus route. I oppose eliminating the D6 route.

The D6 and the M4 are the only buses that travel to Hardy Middle School and Wilson High School. My children need access to these lines because of their destination.

If you close the van Dorn metro station you are further disenfranchising the west end of Alexandria city. A location with a higher minority population then other parts of Alexandria. Please do not close this station.

No cierren east falls church , es un largo camino de tysons corner a ballston para quienes no tienen carro y usan esa ruta

Oppose eliminating D6 bus route as students on MacArthur Blvd use to get to school and no metro alternative nearby.

Please do not eliminate or reduce the D6 line! We are reliant upon this! There is no other public transportation in the area.

Just when people might be able to go back to sight seeing and work, you will close these stations??? You should close them now with a plan to REOPEN January 2022. Your plan is literally the opposite of people will need

IN the particular case of East Falls Church, it seems absurd to say it is not used enough - it CERTAINLY was used to the capacity of its parking; I dont see how it could have been used any more

Please keep bus lines 17K & 17H. Taking these away would be devastating to the working families in the area, many of which are military. Thank you for your consideration.

Please do not shut down the M4 line. This is essential for children to get to school at Deal and Willson. Public schools must be accessible to the students they serve! Please do not take away bus routes that serve schools!

Please don't do away with both 17H & 17K, at least one needs to stay. Many in the area depend on it for transport to and from work.

I object to the potential closure of East Falls Church stop. It is within walking distance of many neighborhoods and serves many people.

it looks like a death spiral

Do not cut any buses East of the Anacostia River. They are essential. Do not cut the U4 bus. Increase frequency of bus arrivals.

If all of the proposed changes are made to the bus routes, youll force me to drive my car!

Please do not close Grosvenor Station. This is a vital commuting hub for North Bethesda. Closing the station would have numerous deleterious affects on the surrounding community.

Closing stations only hurts the future of mass transit. Especially when the economy is about to reopen. These closures shouldve occurred from March 15 through June 1 last year. What on earth is the oversight board here doing? The entire systems couldve been shuttered instead.

Hi please don't shut down the college park metro. So many students and faculty rely on it for transportation into DC

Please dont cut the 62/63 bus line. It is used for most kids to commute to multiple schools

Potential closing of the College Park Metro Station would be of major hinderance for those who get into DC/VA via train. Also, students arent going to be able to afford to get into the city (given the pandemic is controlled by then).

Eliminating the D6 bus makes no sense and leaves those of us along MacArthur Blvd without accessible public transportation.

I heard WMATA is thinking of cutting D4 and D8. I haven't used them since the pandemic, but I plan to start using them again once I return to work downtown. So if you do cut them, please only make it temporary and bring them back when we are returning to normal.

Please do not close the east falls church station. Closures will negatively impact riders, local workers, and home owners

Our son goes to school. He takes metrobus and metrorail. Because there is no M4 or E6 we have to drive him to metrorail and pick him up. We would like this bus service restored asap

Comments - general

Comments on Proposed Service Changes March 14, 2021:As representatives of the Knollwood LifePlan Community we strongly urge the WMATA Board to ensure the full pre-pandemic service of the E-6 and M-4 bus routes. We urge WMATA to change its current plan to discontinue these lines to our neighborhood in 2022. These are life lines for seniors in our neighborhood for local shopping, pharmacies, and medical appointments and crucial for the wonderful first line employees who provide care for our community. These routes are also essential for students at Lafayette, Woodrow Wilson and Alice Deal schools. We have testified before on this issue and trust that WMATA will respond to this request in the interest of its public service mission. Our local ANC3/4 has provided a full picture of the impact of these routes throughout this entire neighborhood, and we urge you to give full consideration of the ANC comments also submitted to WMATA. Thank you. [REDACTED] Lois Callahan, vice-president, Knollwood Residents Association

Please don't get rid of the 16C route on Columbia Pike. It is a lifeline for so many in a diverse, economically disadvantaged part of Arlington. Thank you.

Please don't close this station.

What I do not see in this budget is the rightsizing of FTEs - now is the opportunity to restructure, reduce head count, dramatically reduce salary and other personnel expenditures. Why is it that riders have to suffer - lets look at the organization and start to bring expenditures in line.

it would be better to have the metro system working thank you. miss rivera

Do not close Grosvenor-Strathmore! Many people in our neighborhood depend on it to get to work and social events.

Having just completed the survey, the question regarding Metros operational budget versus maintenance budget is outrageous. Metro just spent significant money updating their dilapidated stations and rails, and there is not a day I take the metro that something else is not broken. In a decision of where to cut money, I recommend metro focus on keeping their operating costs as high as possible, and learn how to properly spend their maintenance budget, since it seems as if it has just gone to waste.

I do not have a way to get to downtown DC if metro closes the Grosvenor Strathmore station. And I work in downtown DC (Penn Quarter-Chinatown area.) This would also greatly affect the entire community of seniors in this area who no longer drive and rely on metro to get around.

Do not stop or reduce the M4. In nonCovid times, it already doesn't run frequently enough. There are times when it is so packed that the bus just passes kids waiting at the stop to get too and from school. Often when kids stay after school for activities they have to wait 45 minutes to an hour for a bus. How long do you want them to wait in the cold? How far do you want them to walk. The m4 should be increased not reduced.

I oppose closure of the proposed orange line station in Arlington

Guarantee you could fire half of your lazy work force and save money especially from CEO down. This is the worst transit system in the United States. It's a disgrace. You all should be ashamed. Cut your salary's before services.

I do not want the Grosvenor Metro station to be closed, that is the means for my commute. I need to leave 7.00 everyday and it is a long commute. I do not want that to be closed.

Please do not shut down the College Park metro, its imperative for the connection between UMD and DC.

There is MAJOR development (5 PUDs in last couple years) happening in Deanwood along Nannie Helen Burroughs. We should extend the hours of the X9 bus so it runs all day long the full corridor to Capitol Heights and back. It should also run on the weekend. If possible, frequency should be increased to every 10 minutes.

The 17H and 17K buses are essential in our neighborhood, Kings Park West. I know so many neighbors who use them to commute to the Pentagon or transfer to the blue line into DC. Just because the pandemic decreased ridership doesn't mean you should cut an essential mode of transport that will keep literally thousands of cars off our roads. When people are vaccinated and things open back up, everyone will start needing buses again

Please don't eliminate the 62 bus lineAt 66 it is a life line for me in getting around

Please do not cancel the M4. It is the only mode of transportation for the Deal and Wilson students in our neighborhood to get to school. Hundreds of students ride this route every day.

Last year at this time WMATA proposed to stop 16C bus service at the Pentagon and not continue into DC. There was enough public outcry that this proposal was canceled. Now you are proposing it again. Last year I was told that instead of my one-seat bus ride I should transfer to metro at Pentagon. But now you are also proposing to close the Smithsonian metro station. I literally will not be able to take transit into work. What is currently a 30 minute one-seat bus commute would become over an hour each way. Please keep the 16C bus line service into downtown DC. This was an essential part of the Columbia Pike transportation plan.

Please do NOT close the East Falls Church station. This station is critical to me and the neighborhood and businesses around it. Because the Silver Line connects here to the Orange Line, it allows those of us on overcrowded Orange Line trains to get off, wait for a Silver Line train to go downtown and thus has the benefit of smoothing out the amount of passengers on each line.

Comments - general

Please do not close the East Falls Church Metro. Reducing # of trains would be preferable to closing a station that provides vital access to DC for commuters and others. Thank you for your consideration.

Please do not close the Grosvenor/Strathmore station. I'm a student and rely on it to get to school in DC. Once I get my vaccine I plan to start using it again. Thanks.

Please keep the Silver Line open. our Reston residents HEAVILY rely on this form of transportation.

The East Falls Church Metro is important to me and others on this community . We chose our house location based on living near Metro access

Please do not eliminate U5/U6 bus lines or at least have am/pm rush service. This is the only bus line some folks depend on and is near apartment complexes and senior citizen apartments.

I live in Greenbelt Homes, Inc. (GHI) in Greenbelt, MD. With the elimination of the G-12 bus, much of GHI would be up to a mile from the nearest bus stop, making it difficult to take public transit to work, access medical care, or use local businesses and services. Lack of the B-30 bus would make it difficult to get to BWI airport. Weekend service reductions would make it more difficult to have access to the Washington DC metropolitan region, including National Airport and Union Station. These proposed cuts would also affect many GHI members' ability to use MetroAccess service, as WMATA's current policy is for MetroAccess to only pick up within ¼ of mile of a bus stop.

Please do not discontinue the 62 and 63 bus they serve a wide variety of neighborhoods and help connect DC and Maryland

Please, the bus service in Old Greenbelt MUST be maintained because there are so many seniors who depend on public transportation because they no longer drive. So many people in Old Greenbelt are aging in place which means there will be an increased need for public transportation as the years go by. PLEASE KEEP OUR BUS SERVICE! Thank you.

Eliminating the M4 route because of low ridership during the pandemic is not intelligent. Students attending Deal and Wilson will not have a way to get to school. Already the district is losing public school children. Don't make it harder on parents and children.

We cannot get rid of the M4 bus line. Ridership is down because kids aren't in school. Once schools reopen, thousands of students depend on the M4 to get to Deal, Wilson, St Johns, etc. We absorb need this bus line in order to have functioning schools.

Look, I've got a car and I'll be fine. I'm concerned that this will essentially affect the poor, who are riding the metro on the weekends to work. Please just look at what the effects of this has on the lower income population. Ask whether these impacts will disproportionately affect them. If the answer is yes, which I believe it is, let's figure out another solution.

The 16C is the far preferred route into DC. Eliminating it makes the difference between accepting work downtown or not due to commute complications from Co Pike into downtown.

WMATA is planning on eliminating the M4 bus route, which is used by students to get to Wilson high school and Alice Deal Middle School in my neighborhood. I would appreciate if WMATA would reevaluate this elimination, as the M4 is a vital part of the neighborhood. While students are not currently using it to get to school due to online learning, they will certainly use it again hopefully soon. The M4 but should therefore not be eliminated. Thank y

Please do not close the Grosvenor Strathmore Metro stop in Rockville/North Bethesda. This is a vital transportation hub for my family, our neighbors in the Kensington area and the surrounding neighborhoods as well. In addition, this stop provides a vital way for people from all over the DMV to have access to the art and entertainment offered at Strathmore House. Please do not close this station.

Dont cut the M4 line. Kids need to be able to get to school when they are actually allowed back in person. The M4 is a key feeder for Deal MS and Wilson HS. I get that times are tough and Metro needs more money -- but if you cancel bus routes they are almost certain to remain closed even if/when you receive more funding.

Concerned about discontinuation of M4, which my family uses to get to the metro and in which, in non-COVID times, kids in the neighborhood use to get to Deal middle school and Wilson high school.

Do not close the College Park Metro Station. Thank you. We need to fix this system. This can't be the future of metro.

I think closing this station wouldn't be the greatest thing to do. Just because numbers are low now doesn't mean the demand will be high next year. This station provides a lot of parking and is used by young adults and families!

Comments - general

I have never owned a car and have not had a drivers license in 30+ years, so I am totally transit dependent. What WMATA has proposed is a classic bureaucratic close the Washington Monument scheme. What it reflects is an agency incapable of competently managing a large-metropolitan mixed-mode transit system. WMATA should admit it is not up to the task and set up a transition plan so that all intrajurisdictional bus routes (which I define as 85% of the route being inside one city or county) are off-loaded to the local jurisdictions, so that WMATA only operates inter-jurisdictional routes and the rail system, instead of going forward with the proposed draconian cuts which might force others to step up and fill the void. The very fact of WMATA proposing, without a hand-off plan, such draconian cuts confirms WMATAs inability to manage such a large system. If WMATA proposes and negotiates with local jurisdictions a hand-off plan, it would not need to make such unilateral cuts. To illustrate my point with an example of a service I use: A slight expansion of the Alexandria DASH 3 bus to always serve Hunting Point and Shirlington would obviate the need for the Metro 10B route. Extending the Metroway from Braddock Road (and eliminating some intermediate stops) along the 10A route to Huntington Station (north side) would obviate the 10A route. Relatively little ridership would be eliminated because the discontinued segments are near other routes. This would drive more ridership to Metroway, save WMATA money, and eliminate duplication. WMATA and jurisdictions are undergoing bus ridership studies. Cuts should wait until those studies are completed.

The D6 bus line is essential. One of the only ways people without cars can get to hospitals (Georgetown, Sibley). You CANNOT leave this large section of the city without public transportation.

Pollutant and carbon emissions from fossil fuel transit buses are significant contributors to both local and overall air pollution. As these buses operate in denser, more urbanized areas where carbon pollution impacts more people -- particularly neighborhoods with higher percentages of people of color and low-income families -- they must be a top priority for electrification. In addition to its environmental benefits, fleet electrification of transit vehicles can save upwards of 50 percent on fuel costs and around 40 percent on maintenance costs compared to diesel buses. The operating life of a transit bus is 12-15 years, making it critical that DC and WMATA provide a funding mechanism and plan for the adoption of electric buses as soon as possible. Fleet operators need help to run electric bus pilots now so that they can lock in transition plans to only operate electric buses by 2035.

Please DO NOT discontinue the D6 route. This impacts the Ward 3 community greatly and cuts us off from public transportation and easy access to healthcare facilities as well. This route truly links the heart of the city from one side to the next and is crucial. Please reconsider eliminating the route.

Do not close the Grosvenor-Strathmore Metro beyond summer 2021. The pandemic is almost over thanks to vaccines and ridership will return by fall 2021. I read of a permanent closure, which if true is an incredibly dumb idea as the pandemic will end and there is a huge demand for ridership at Grosvenor-Strathmore due to the numerous high rise apartments and massive parking there. Even the fact people are talking about Permanent closures is terrifying and an incredibly bad thing to be signalling.

I have two sons who are visually impaired and cannot drive. We live one block away from the Grosvenor Strathmore metro station, both sons rely solely on Metro for transportation. We also live in an MPDU apartment. Closing the Grosvenor Strathmore station would basically take away the only affordable transportation option they have. We could move close to another Metro station - however, we live in MPDU housing and it would be nearly impossible to find affordable housing close to a metro station. Please do not implement these cuts.

The proposal to eliminate the D6 and M4 bus lines effectively eliminates *all* public transit options for our neighborhood (Palisades DC). Both of our children rely on these lines to attend their public high schools. This proposal is unacceptable.

Please do not close east falls church metro station. I have no car and walk from my apt complex on Sycamore to it. If its closed, the other alternatives -- Ballston or West Falls Church -- are too far and require my taking a bus. These are terrible times and I feel for you folks!

My child will rely on the M4 to get to school in the fall, and we hope it continues to run. At a minimum, no decisions on cutting that line should be made until there is an assessment of ridership in the fall. The current level plainly is not representative of what it will be as when kids return to school in person five days/week

Need keep M4 bus as this is the way that numerous Deal and Wilson students get to school. Last thing we want is to have thousands of cars driving to these schools twice a day on every school day.

The D6 bus provides transport for many staff and patients to Medstar Georgetown and Sibley Hospitals (and also fairly convenient access to GW Hospital) giving residents across DC Wards access to excellent healthcare. Its schedule runs from 12:25 am to 11:45 pm providing staff good access to and from their early and late shifts.

It would be utterly insane to close College Park station. Considering the rate at which the population is being vaccinated, students will be back on campus for in-person classes come 2022. Do you have any idea how many people commute to the University of Maryland?! Who proposed this and why???

I am a resident of the Trinidad neighborhood in Ward 5. I regularly use the D2 and D4 for my commute to my office downtown. I know based on that commute that I'm not alone. In fact, I have seen the demand for these lines only increase over the last 8 years I have been a resident of Trinidad. It is dangerously short-sighted--and unnecessarily disruptive--to get rid of these lines.

Comments - general

If the U4 is eliminated, I would not be able to walk to Mn Av Sta to catch any of the buses I need; I am 80 years old & that would be too much of a walk for me.

Please keep the King St-Old Town and the Gallery Place metro stations!

In the 13 years I've owned my home in Burke, WMATA has cut the following bus lines in my area: 18S, 18R, 18G, 18H. Only 18P remains. DO NOT CLOSE it.

Dont close Grosvenor-Strathmore station! I would like to provide my feedback on the proposal to close the Grosvenor-Strathmore station. I have been living in Grosvenor Park for six years and taking Metro to downtown DC to work on weekdays. I oppose closing the Grosvenor-Strathmore station for the following reasons: 1. Grosvenor-Strathmore station provides a lifeline for the residents to go to work, shopping and recreation. Grosvenor-Strathmore station is one of very few stations in the suburb with a concentration of Metro riders within walking distance. The community of over fifty years has developed its dependence on the Metro, as this area is not walkable to any business district or services. 2. Grosvenor-Strathmore station is a crucial commuter hub. Many commuters choose to park and ride at the station due to its easy access to freeways and express ways. The recent expansion of the parking garage will only drive the needs and ridership of the station, and become one of the most park-and-ride commuters in Maryland. 3. Grosvenor-Strathmore station is far from nearby stations, and the alternative plan doesn't work for frequent Metro riders in the area. It is not feasible for nearby residents to walk to White Flint Station or Medical Center Station. The one-way walking takes over 45-65 minutes, and the path is not easily pedestrian friendly. During rush hours, MD 355 is also congested, and adding traffic or pedestrian walking to MD 355 would only worsen the traffic. As a transportation professional, not only have I developed love for and dependence on public transit, I also developed a fuller understanding of its operational constraints. There are plenty of ways to reduce the operational cost, but closing stations, in particular Grosvenor-Strathmore would be short-sighted and destructive. It contradicts the very roles that transit should undertake: to provide equity and accessibility. It is a difficult time for everyone, and COVID-19 will be behind us eventually. No action should be made by the Metro to punish those innocent Metro riders in the time long past the pandemic in 2022.

Please don't close the Arlington East Falls Church metro. It provides a final point of transfer between the Orange and Silver Lines and no station that serves 2 lines should be closed. I am also opposed to closing the stations in busy commercial corridors such as the Clarendon Station on Arlington.

save money by firing metro general manager paul wiedefeld for rank and continuous incompetence over his entire tenure

I'm devastated to learn that Grosvenor metro might close. I'm active duty in the military, I moved here last month to Grosvenor Park because of its close proximity to the medical center where I am a long term patient. I do not drive and if they close the station I'll be forced to move.

The blue, orange & silver line should be timed equally apart if frequency is reduced. The silver line should be reduced dramatically. Maybe to every 35 minutes. Largo doesn't need so much frequency and people in Reston & McLean don't rely on Metro. The yellow line needs to have turn backs at Mnt. Vernon. I get the suburbs pay their share, but during the pandemic. Mass transit should be focused where it's being used. Which is mostly within the district and the lower income areas in MD

Closing the east falls church metro station would be detrimental to those who live in the area. It is a major source of transportation for work and for nightly festivities. Ridership to and from this station may have been down due to the pandemic but will resume once things get back to normal. Please please please reconsider this devastating measure

The Cleveland Park stop is a big deal venue for National Zoo traffic, especially for visitors approaching from the north of the zoo, since the walk is downhill from there.

The proposed documents do not delineate separate costs for the Metro Transit Police. With the ongoing social demonstrations and conversations about police brutality, overpolicing of minority and marginalized peoples, and Metro's commitment to an equity-first approach, how will funding and allocations for MTP be adjusted? How will the focus on the MTP be altered with these goals? With the covid-19 pandemic raging, please explain why MTP is not focusing on enforcing federal and Metro orders to mask up for the health and safety of riders and the community, and instead is relying on community enforcement, exposing operators and other riders to health risks and additional (on top of increased) risks of assault, particularly on buses? Why is Metro spending money on 700 employees in the MTP and not allocating them for riders and community health and safety priorities?

The number 17 bus routes play a vital role of the daily life in the Springfield, Burke, Annandale. Without their service the neighborhoods would scramble to find alternate methods of transportation. We did not have them several years ago due to labor issues. This caused hardships for many people.

Reducing service is only going to cause ridership to decrease greatly. This has been tried in American cities countless times, and the result is always the same: people stop using the public transit service altogether, because it just isn't convenient enough to be useful, and this reduction in ridership causes more budget cuts and service cuts, which causes more people to stop using the service, in an unending downward spiral. If you want people to use the service, you have to provide enough service to make it worthwhile. If you don't have enough money, you need to get more money from the government, and the way to do that is to divert funding from roadbuilding for cars to public transit. Why is it that public transit is somehow supposed to be self-sustaining, yet car ownership is highly subsidized with free roads? Personally, I don't see this turning out well at all, and I think WMATA is going to collapse before long, so I'd be doing my best to move out of this f-ed up country to a country that actually knows how to run public infrastructure properly.

Please do not eliminate the D6 and M4 routes in the Palisades. These are the only bus routes that connect the neighborhood to the rest of city - and to Metro rail stops - on a regular basis. The elimination of these bus routes will have an enormous, deleterious impact on workers all along MacArthur Boulevard and students - once schools are again meeting in person. I cannot believe how shortsighted it is of Metro to eliminate these routes.

Comments - general

I dont have time to go through the whole survey. But I want to voice my support for KEEPING the existing route for the D6 bus. The Palisades has no access to Metro / subways and the D6 is a lifeline toward Downtown and other form of Metro transportation. DO NOT DISCONTINUE THIS BUS.

I am a resident of Ward # and I STRONGLY OPPOSE cutting the D6, M4, N2, and N4 bus routes and reducing service on the N6 route.

Closing the Virginia Square and Clarendon Metro stations will cause me to stop using Metro altogether.

I ride the metro 2 days per week during COVID and 5 days per week in normal circumstances. Prior to COVID, I saw people skip fare several times a week, and now I see it every time I ride. If revenue is the issue, I think you should consider enforcing people paying fare to ensure you're not missing out on revenue. Why pay metro managers if they let this happen? I see metro managers watch this happen and do nothing about it. Why do I have to pay fare and others don't?

The D4 and D8 bus routes should not be eliminated. There are few ways to reach the Trinidad neighborhood through public transit, eliminating these two routes would make it extremely difficult to get to other neighborhoods and workplaces, leaving residents of Trinidad with precious few opportunities which require moving around. I dont currently live in DC, but Ive relied on the these routes in the past, and I hope that, should I return, the opportunity would still be available to me.

Do not cut service. The radical service cut proposals you're considering would render metro largely useless. Instead you should raise fares as necessary. You should also reduce the compensation of the senior management team. They are overcompensated and have done a miserable job.

Please keep D6 route intact for essential workers at Georgetown and Sibley Hospitals. â€” not to mention patients also. Penelope Woolley, Foxhall Village served by D6 bus

i think metro should look to reducing the bonuses paid to the top brass, and also look to reduce the union presence and reach a fair wage and benefit package. i also think the employees should do more work and less standing around. every time i see any maintenance goin on, theres 1 person working and 5 standing around talking.. according to google, your top salary is 700k a year.. and average is 233k a year... come the hell on... its tough to justify raising prices, and cutting service and closing stations when your executives are raking in the bucks that could be used elsewhere

I tired to do your survey, but it broke. Metro needs to keep the College Park Station open. Not only for those of use WHO MOVED HERE BECAUSE THERE WAS A STOP, but because the PURPLE LINE terminus will be there. This would be one of the dumber moves that Metro has made since Ive lived here. Closing the stop would also be a blow to the University of Maryland, but Metro doesnt care about its riders.

D2 MetroBus line servicing Glover Park is the only thing that matters to me in life. Eliminate this line and I lose purpose.

Concerning the idea of closing the station at Grosvenor, it is probably is true that this station ranks low for usage (and probably even lower for fares collected since many riders may only travel one stop). This latter point (one stop travel) may actually argue against closure. I have invested most of my retirement money into residential rentals in the Grosvenor area. I therefore have the experience to point out that a large number of units are rented to people who have short term (one to two year) appointments at NIH. These are mostly post-docs (and, recently, post-bachs) who seek modestly priced living quarters as close as possible to the NIH campus. (They are ideal tenants because they seem to spend most of their waking hours working in their respective labs!) They often are visiting from other countries and must rely on public transportation. I suggest the closing of the Metro station would be a disservice to many NIH programs by forcing the participants to seek housing farther away from the campus. Please consider the effect on NIH if the Grosvenor stop closes.

Yo necesito el metro, tengo la necesidad de viajar por mi trabajo

I live in the Palisades neighborhood of NW DC, and as such, am dependent on WMATA buses for all my commuting. Specifically, I write to seek your reconsideration of the alternative in which the D6 route is closed. The D6 route is a vital lifeline for DC, connecting essential workers to their places of work at primary job centers across the city and, most importantly, to the number of hospitals (Sibley, Georgetown) and schools (Key, Duke Ellington, and myriad others) served EXCLUSIVELY by the D6 line. It is also the sole lifeline for Palisades, Foxhall and Georgetown residents to commute into primary job centers in the city. It allows DC residents along the line to live without cars, and it has enabled the continuation of lower-cost multi-family housing along MacArthur (around 4400-4600 blocks). This affordable housing, alongside some of DCs better educational opportunities and more expensive homes, is a city priority and one of the few examples at the moment of what many see as the future of smarter affordable housing in the city; without public transit options to jobs and schools, this would not be viable.

If Metro is so concerned about losing money, why havent they required their station managers to eliminate the free riders? Youve lost your millions by daily letting people walk through the gates without paying!

Metro is a public service and should be supported and maintained for the public good, with the appropriate budget. Many people do not have acceptable alternate transportation. In addition, Metro is a major way to reduce our reliance on cars, traffic and asphalt, and to fight pollution.

Maybe lower overhead and labor costs? 70%+ of metro budget goes to labor and you are asking for suggestions to INCREASE that ratio. You are taking the WRONG approach. This will lead to WMATA going solvent. Every year, WMATA begs voters for more money, which yall get every year. I am sure no one is willing to take a payout...

Comments - general

Two of the highest priorities for Metro must be maintaining safety and accessibility. Shutting down or closing stations must be the very last option considered because it is the least desirable option and decreases access. Do not close stations. Thank you.

I have been informed about the dramatic cuts to Metrobus services in the DC area, and I am especially shocked and concerned about the decision to eliminate the D6 line. The D6 bus provides ESSENTIAL transport for many ESSENTIAL staff and patients to Medstar Georgetown and Sibley Hospitals (and also fairly convenient access to GW Hospital) giving residents across DC Wards access to excellent healthcare. Its schedule runs from 12:25 am to 11:45 pm providing staff good access to and from their early and late shifts. Students, too, need access to Georgetown University, the Medical School, the Hospitals. The D6 is of critical use and has to remain in place.

Eliminating the current N6 route and combining with other routes and changing the flow will be a significant disruption for me. I live at 4000 Cathedral Ave which was served by the N2 during the week and the N6 during the weekend. During the pandemic, the N6 has been adequate, however as business resumes and I start to work from my office in Judiciary Square, I will need greater frequency. Eliminating the current N6 route and reducing the frequency to every 35 minutes is just not frequent enough. If the frequency was increased to at least every 20 minutes as the N2 was, I think I could make that work. I understand the budget realities but for those of us without cars, who moved to our neighborhood counting on the bus service as it existed this will be a significant issue. Thank you. Guy Bosworth

As a resident of Greenbelt, MD FY 2022 service changes will create a significant problem for me. I am particularly upset about the elimination of Metrobus G12. For example, WMATA's proposed budget identifies The Bus 16, Metrobus G14, and the modified Metrobus 83 service as providing viable alternative service for the loss of the Metrobus G12 to Doctors Hospital and Hanover Parkway South of Greenbelt Road. However, Metrobus G14 and The Bus 16 do not serve Ridge Road, Hanover Parkway north of Greenbelt Road, Mandan Road and Ora Glen Drive. Service on Ridge Road would be limited to the area between Westway and Gardenway. Riders who currently access bus service along Hanover Parkway north of Greenbelt Road, Mandan Road, and Ora Glen Drive would be forced to seek service at the nearest stop along Greenbelt Road or Hanover Parkway south of Greenbelt Road. In addition, these routes do not serve Ivy Lane, Lastner Lane and Ridge Road which are currently serviced by the Metrobus G12. The Bus 16 also has fewer operating hours than the Metrobus G12. The elimination of the Metrobus C2 will impact available service to and from Greenbelt Station and Franklin Park at Greenbelt Station to destinations such as various University of Maryland sites and points northwest.. Additionally, WMATA's proposed budget identifies the University of Maryland's Shuttle-UM as providing alternate service for the loss of this route, but few Greenbelt residents are able to use it because riders are required to be affiliated with the University. The elimination of the Metrobus R12 will result in a severe reduction in service to Franklin Park at Greenbelt Station and to Beltway Plaza. I also oppose the reduction of Metrorail service to Greenbelt Metro Station.

I noticed that the Cheverly station is identified for closing. This is disturbing on so many levels. It is a small station that serves a variety of communities in Prince Georges County (including low income and underserved) who rely on this transportation for work. Metro needs to seriously reconsider this decision.

Now that WMATA is getting more money because of the American Rescue Plan, please try to restore as much service as possible to the bus lines. As we go back to in-person work in 2022, they will get super crowded and be impossible to use until there's enough service -- both in terms of frequency and line options. For years before the pandemic I relied on the Wisconsin Ave. lines, including the 30, 33, and 37 -- especially the 37, which as an express bus really cuts down my commute time. With the new shelter on Idaho Ave., there are more and more residents and we need robust service for folks not close to Metrorail. I'd rather seek a fee hike for express buses like the 37 than service cuts. I rely on the bus to get to work! Thanks so much for considering all of D.C.s commuters.

While covid has disrupted all of us, it is temporary. There are significant risks from budgetary choices if they are permanent. I request we consider what the temporary options are, as vaccine rollout and new facts bring life back to order. My hope is that Metro makes only temporary choices here (delay improvements, reduce some time slots); mostly of things that can be easily flipped back. Thank you.

I am writing to oppose the proposed elimination of the D6 and M4 routes that service Palisades and the MacArthur Blvd corridor. These bus routes are the lifeline to downtown and to Metro for many residents. Not only that, but the D6 serves two hospitals and the M4 one. Elimination of these routes will make it harder for patients and staff to get to the hospitals and will certainly increase traffic. With the dangers of climate change that we are facing, more buses--not fewer--are needed. Finally, by eliminating a direct route downtown, the proposed changes will be adding at least 30 minutes of commute time to most riders--this does not even factor in the large portion of MacArthur Blvd that will not be serviced at all.

Please don't close the Virginia Square and Clarendon Metro Stations. Many of us in the area no longer drive and are dependent upon public transportation. Please give Metro more operating funds so that they won't need to consider closing stations during the pandemic.

Comments - general

I am writing to support CONTINUING the D6 bus line, as (1) my family members -- students - use the bus to get to school; (2) I have personally used the bus to get to hospital appointments at both Georgetown Hospital and Sibley hospital on the route; and (3) I have friends across all race, social economic and age diversities using this bus line. 2020 and 2021 have been unusual as in people are on lock down, but in normal times this is a busy bus route and ESSENTIAL for students to get to Hardy Middle School, and other public schools, as well as to get to work downtown, and with things expecting to be in person in 2022 the loss of the D6 route would be devastating for people who commute to/from work at any of these hospitals - GW, G-town, Sibley -- and for students using the bus. I urge you to continue the D6 bus line -- there is no other bus line alternative especially in Ward 3 to get the hospitals and for students to take bus to school. Please please keep this bus line. Thank you for your consideration.

I tried to take the survey and it just refreshed in the middle twice. Its super frustrating so I am writing this now instead. It makes ZERO sense to close Grosvenor-Strathmore. The station is always busy and parking lot packed full of commuters. Not to mentioned its right next to a center for the arts. Guaranteed to lose a ton of riders. Why would everyone who goes to Grosvenor-Strathmore drive 15 minutes North to Rockville station where their parking lot is not even next to the station so then add 5-10 minutes to park and walk (now 20-25 min extra to commute)) to the station which feels very unsafe, just to ride down South to DC?? No one. You will lose all those riders who would then rather just drive into DC instead. Absolutely no sense to make a budget cut to this super popular station, much less close it down.

Public transportation should me INCREASE and ENHANCE, rather than cut: the more available and reliable the public transportation, the more public will use it, and the opposite is also the case: the more scarce the public transportation. the less people will use it. Choose a virtuous-, not a vicious cycle!!

Closing the Smithsonian Metro Station should be avoided. This station is useful for tourists. After Covid travel restrictions are lifted, tourism will resume and provide additional revenue to DC. Closure of the Smithsonian Metro Station will have a negative effect on access to the Mall and all the tourist attractions there. Also, DC area residents use Smithsonian Metro Station for access to the important cultural sites around the Mall.

I work as a Tour Guide in Washington, DC many days our tours begin at one metro station and end at another. Example Arlington Cemetery then at 10 pm we get off Smithsonian Station. Our Tours begin at 8 am and we get off usually at 10 pm. We work a lot with school children groups do not have in their budgets a hundred dollars to pay for a Tour Guides Taxi home. Some Tour Guides live far up in Maryland or out in Dulles or Manassas.

I am writing to express my concern about your proposed elimination of the D6 bus line. This is absolutely inconsiderate. This is a fundamental means of transportation for Foxhall and Palisades residents to commute downtown, and the main line that serves students and faculty who commute to Duke Ellington; Georgetown University; WIS; Georgetown Day; Hardy; Wilson and other schools in Ward 3. Furthermore, D6 is intensely used by medical personnel and patients going to and from Georgetown Medstar Hospital and Sibley Hospital at all hours of the day and of the night. The District's proposal to add another school on the Hardy campus is yet another excellent reason for potentiating D6. On its route there is also the French Embassy, along Reservoir Road. Please do not eliminate D6.

I live on MacArthur Blvd and work at Johns Hopkins at Sibley Memorial Hospital. I do not own a car, use D6 Metro bs 2 times a day to go to work and back home. One the weekends I use the same bus line to run errands, go to appointments, etc. It is my mode of transportation. I have used the bus since 1950. To even consider eliminating it completely with no alternate way to get to any of the other suggested routes is horrible. Our patients use this bus route, many employees use this bus route. You are planning on taking away the only public transportation for two hospitals. Shame on you for even considering this.

I've seen many riders pass the gate and not paying their rides. Those stations were at Clarendon, Gallery Place Chinatown, and L'enfant Plaza Station. Why aren't the workers at the station ignoring them hopping the gates?

Metrobus 17 routes (17K, 17G, 17H, etc) have taken ridership hits over the last few years because of poor service and reliability. First were service problems, then a strike that shut down the bus lines and left commuters to fend for themselves. After 2 months of no service, ridership did not have adequate time to rebound before COVID. However, sparing these lines from cuts should allow ridership to resume and prove beneficial for Metrobus. Especially given the Braddock Rd Improvements planned by the Department of Transportation, which will occur in the next few years and increase pedestrian availability to the bus stops and increase Metrobus drive times while increasing drive time for local residents.

Please do not eliminate the D6 bus! Before covid I would take that bus quite often to go to appointments or entertainment venues downtown, and after covid I was planning to do the same. The proposed alternates are simply not adequate. Please keep the D6 bus!

Keep College Park Metro station open, or if you have to, close it now and reopen in mid August, Ridership will be back up when the University of Maryland starts its fall semester.

Comments - general

Keeping East Falls Church metro station is vital for low income seniors - like my sister - who depend on it to be able to maintain their independence and have access to vital services such as shopping, groceries and doctors. My sister is both low income and developmentally disabled. She lives on Patrick Henry Drive where there are several apartment buildings which house low income and senior residents. The bus route on Washington Blvd is critical to give them access to EFC metro and the metro gives them access and Independence to get other services. If EFC station closes, it will mean a bus ride (if the service is available) and/or a taxi ride to another station which will hurt her already meager budget. The board needs to seriously consider low income/senior ridership from local apartments that house these residents before closing a station.

Pls do not close the east falls church metro. This is a vital connection point for many of my neighbors and myself. While this past year has been very difficult with COVID, it also meant job losses for the community and forcing even a number of people with cars to depend on public transport. Additionally, there is no other metro station nearby for us to get to. Thank you for your consideration

Hi. Heard you were considering closing off the VA Square and Clarendon Metro stops in new budget. I'd say this is a mistake given the density of housing at these stops and the corridor access between communities. Ironically, as everyone will be more local we will be commuting along this corridor between these neighborhoods now. DC will be back. Soon. We will all be going to work and Kennedy Center and museums again very soon. Don't shut it all down.

La eliminación de las rutas E6 y M4 dejarían a una área importante sin ninguna clase de acceso a transporte público. Esto resultaría en un significativo aumento en la movilidad individual, generando mayor contaminación ambiental y gases de efecto invernadero. El plan no prevé cómo compensar por este impacto climático alto que tendrá eliminar estas dos rutas. Adicionalmente, estas rutas de bus son utilizadas diariamente por muchos estudiantes de Lafayette, Deal & Wilson como único medio de transporte escolar. Si se eliminan estas rutas, como se garantizará que estos estudiantes puedan asistir a sus centros de estudio?

I think that the members of Board of Metro need to commit to commuting to work via metrorail or metrobus on a daily basis as a condition of serving on the Board. The proposals to cut the budget in this way will only encourage people like me to drive. I can afford to drive. I CHOSE to take the subway. Enact these proposals and you will only see your ridership decrease. I've taken the subway in multiple cities in Asia (Hong Kong, Bangkok, Tokyo, Seoul) and Europe (Madrid, Lisbon, Rome, Athens, Istanbul) and even Latin America. Metro has a lot to learn from these other cities.

The R12 bus elimination is not conducive. This is a residential area and non-drivers cannot walk to the College Park Station or Greenbelt Station from homes located on Edmonson Road. Everyone does not drive/have automobiles and rely on the R12, the only bus that services this area, as a means to connect to other forms of transportation. Please do not eliminate this bus line. Thank you.

I am extremely concerned at the proposal to eliminate the D6 bus. This bus provides service to patients at Medstar Georgetown and Sibley Hospital (and access also to GW Hospital) from wards in DC that provide both patients and staff to these hospitals. Their shifts begin and end at hours that require good transport early in the morning and late at night. And then there are the students at Duke Ellington; Hardy; and Wilson among other schools. There is no Metro station close to these venues and those that are closest (Dupont; Tenleytown and Foggy Bottom) need a bus link to get to these hospitals and schools. Hospital staff are among the lowest-paid workers and need to be provided service that is both efficient and subsidized. Thank you for reconsidering the elimination of the D6 - such a critical service across all wards.

This may no longer be a critical consideration after the passage of the President's COVID relief bill yesterday, but closing transit stations is a ridiculous idea! DO NOT even consider it, please. Here are some of the reasons why: 1) Washington depends heavily on tourism, yet the proposal would close most of the stations most used by tourists: Archives, Arlington Cemetery, Federal Triangle, and Smithsonian. 2) DC's original and primary purpose is as the seat of federal government, and yet the proposal would close many of the stations closest to key buildings housing government workers and visited by those conducting business with government agencies and courts, e.g. Archives, Federal Triangle, Federal Center S.W., Judiciary Square, and Smithsonian. 3) Closing stations that are fairly close to downtown DC and Tysons employers, as well as reducing headway (potential wait time for trains) from 12 or 15 minutes to 30 minutes, will result in a lot more people driving their individual vehicles, adding to air pollution, greenhouse gas emissions, and traffic congestion -- which is exactly what Metrorail should be trying to discourage. With trains spaced 30 minutes apart, anyone using Metrorail will have to leave a minimum of 45 minutes before they need to be at their destination, which means most people will find driving quicker. If the trip involves changing to a different line, then they will have to leave at least an hour and 15 minutes before they need to reach their destination. And use of Metrorail for a trip within downtown during the day will become much more unlikely. 4) Closing stations at the outer reaches of the various Metro lines will discourage people who commute to downtown by driving to the terminus and then taking Metrorail into town. This also is the opposite of what WMATA should be trying to do, as it will increase pollution and traffic congestion (which causes more pollution). 5) Closing key stations on the Silver Line, most of which have not even opened, not only is contrary to what WMATA should be doing to increase use of public transportation and discourage passenger-car use, but it also violates the public trust, since hundreds of thousands of area residents have been paying dramatically higher tolls on the Rte. 267 toll road, ostensibly to help fund construction of the Silver Line to reduce private vehicle usage in that corridor. Abandoning brand-new stations, and at the same time making it significantly less likely that the Silver Line ridership will ever justify its operation, would guarantee a multi-billion-dollar misuse of public funds. Thank you for your consideration.

Comments - general

It was shared that there are changes proposed to the D6 Bus line in DC; as a resident who does not own a car, the D6 is very important to me to get anywhere. There is no metrorail stop near where I live, only the D6. It does not only help me, but students and other teachers use the D6 to get to school; many residents, young and old take the D6.

I am a senior and purposely moved to my location in Cleveland Park because of the convenience of the Metro. I would be hard-pressed to enjoy all the offerings DC has available for me if it were not for the Metro. I am sure that once the pandemic has slowed down that the Cleveland Park Metro will be used once again. People coming to the zoo know that its much more convenient than the Woodley Park station. Please please keep the Cleveland Park Metro station open!

Please retain service at the Grosvenor metro stop. Before the Covid crisis, I was a regular patron and hope to resume patronage as soon as I am vaccinated.

Closing the Clarendon station is going to seriously hamper smart growth in that area. There are two large projects coming on line on the West end of Clarendon. Secondly, the Arlington plan has been built based on the concept of blending residential and corporate density along metro lines. Of note is that the three closest multi-use family buildings contribute close to \$10M in tax revenue. Arlington should be fighting to keep this station open. Secondly and equally important, the plan that Metro is making for FY22 is being based on the past 15 months when a) metro was closed; b) were still in the third inning of the pandemic; and c) once the economy starts to thrive again, this station (which was the second fastest growing station in 2018) will again be among one of the busiest. Just a year ago, the County and Metro was advocating to add a second entry to Clarendon - that need will exist in the future. Closing this and other stations is short sighted.

Bus Route D6 and D5. Please do not abolish these bus routes; for many of us they are the primary way to cross the city, to get to Rosslyn (by foot across Key Bridge), to get to three major hospitalsâ€”GW, Georgetown Univ., Sibleyâ€”and to get to the DC Courthouse for (frequent) jury duty. The routes are central to many DC residents from many neighborhoods. Thanks.

Metro should find other means of savings besides proposing closing up to 22 metro stations. If that many stations are closed you will alienate customer base that when they soon return after increased vaccinations permits employees to return to their offices and businesses, they will need to use metro. Strongly recommend previous proposal to offer buyout and retirement of eligible employees to reduce costs instead of closing so many metro stations.

As a student and worker, the Metros proposed Fiscal Year 2022 Budget greatly impacts my life. My life is extremely reliant on public transportation and for millions of others who have a much more difficult situation. Please consider the many lives that could be completely derailed (more than it already has been) from more cuts to the public transportation system. Instead, there should greater attention to other COVID regulations that could be less consequential for those suffering the most during these times.

Budget does not reflect the growing needs and demands of the Washington metro area. You estimate ridership to continue to be low when you do not offer the service incentives. This includes train frequencies, safety priorities and enforcement, and welcoming visitors and non-rush hour situations. You must demonstrate financial responsibility with what you have been given (2020 bail outs) and show that you can operate efficiently and safely without a large additional funding request. If you run trains every 30 minutes and someone misses a connection at core stops (metro Center, gallery place, etc) you add an additional 30 minutes to their trip. Consider service needs and system safety above all.

Please remove closure of East Falls Church from the budget consideration. Many folks rely heavily on metro to commute to and from work in our neighborhood and travel to other amenities in Tyson's corner and in D.C. Personally, our children love riding the train and we use/own only one car because metro is readily available in our area. Please keep our station open.

I don't understand the decision to prioritize closing Grovesnor Metro over White Flint. Grovesnor has new parking, serves Strathmore Performing Arts Center, Georgetown Prep and Holy Cross Academy. It is also closer to Walter Johnson High. A shuttle system could support Nuclear Regulatory Commission and Metro employees who now use White Flint.

Please do not close Grosvenor Station. The last year I have worked from home, but come mid-March (two weeks after second dose of vaccine), I can go to DC and my office. Shelton Williams

Regarding elimination of the G12, I have seen kids use that bus to go to school at Greenbelt Elementary. Also, given that the Bus 16 was suggested as an alternative to the G12, are you certain that the Bus 16 wont be cancelled?

Please do not take away the U4 bus route. My family and I have used this specific bus route for years traveling to and from work, doctors appointments, taking our children to school, etc. Also there are many seniors in the Deanwood community that rely on this bus service. There aren't many metro bus options in this area. Please the bus routes that travel through the Deanwood neighborhood.

I am a route 18P rider from Old Keene Mill Rd at Huntsman to the Pentagon in the morning, and the reverse in the afternoon/evening. I understand the ridership during the COVID pandemic has significantly reduced, leading to the decision to terminate the route beginning January 1, 2022. I urge you to consider, as an alternative, simply reducing the number of AM and PM trips by half. Instead of 20 or 30 minute intervals, you might run 40 or 60 minute intervals. 18P buses were nearly always crowded pre-pandemic, often standing room only.

Comments - general

You cannot cut the D6, especially after eliminating the D5! We have three kids. One child rides the D6 with friends to Hardy Middle School. Our oldest and youngest ride the D6 in the opposite direction to Key Elementary School. After dropping off our son at Key, our daughter catches another bus to St. Johns High School. There are no other bus options in Palisades!!! I have absolutely no idea what our family would do without the D6 - it is our lifeline. By eliminating the D5 and D6, you are literally cutting off a huge section of the city with extremely little bus or metro options. How will people get to Georgetown or Sibley Hospital? How will people get downtown to work? How do our kids get to school? How the five members of our family get to five different school and work locations without any bus options? You CAN NOT cut the D6.

The service reductions will have a severe impact for commuters and citizens of the DMV area. I currently use the metro for work, and 30 minute wait times for a train will add an incredible amount of time to my already-long commute every day. Beyond that, this will adversely impact the most vulnerable (who may not be able to afford a car) in our community more than anything, and this will trickle down into multiple aspects of life here. These are the essential workers in food service, and these cuts will make it absolutely more difficult for the service industry to re-open in any substantial way. For those who can afford a car, I can only imagine the impact it will have on traffic. I understand that this last year has had a severe impact on ridership, but I fear that these cuts will make the metro completely obsolete - if its not running, nobody will want to use it, and ridership will never go up to the point of profitability again. The metro can be such a great amenity, but I foresee a death spiral by a thousand cuts if these service cuts are put in place.

Closing the Grosvenor/Strathmore station is unacceptable. We bought our house based on its proximity to that station. No work, no theater downtown or meetings with friend and family. It will adversely effect the Strathmore music center and the mansion. Please rethink this and PLEASE do not close this station. It is vital for us. Nancy

If you plan to close all stations and stops as the 22+ listed, you may as well close everything. We have been experiencing a pandemic and stay at home orders or suggestions, and many people have been working at home. Keep them all open and see what happens when the CDC declares things have returned to normal and many more are vaccinated.

Why cant Metro actually build proper fare gates to stop using the low capital budget balance as an excuse for not funds? I constantly observe as a rider that Metro invests resources and money into making ridership comfortable for affluent areas where as low income and middle class diverse areas receive less resources allocated to help riders there. For example when the trains are rerouted/stations are closed etc. - you employ staff to do this outreach at affluent areas seamlessly. Whereas in areas with minority populations at large these changes are done suddenly without any outreach allocated to help customers there. Overall, it has been eye-opening to watch Metro practice unfair and discriminatory operational ways when it comes to considering the needs of its less affluent riders who dont have commuter benefits from the government employment to cover their fare.

The FY2022 plan continues to not run the P19 bus and to eliminate the P18 and the W14 bus after January 1, 2022. I live in Fort Washington and the P18 is the only bus that operates all day from this area. The W14 operates only during morning and evening rush hours. If the P18 and the W14 buses are both eliminated, there would be no means of public transportation to access the Metrorail system from this area. This is unconscionable.

Honestly you probably wouldnt have a budget shortfall if you found a way to stop gate jumpers. Every single day I see countless people squeezing through the turnstiles. Especially at Union Station on the Amtrak side. What they do is enter on the side that the Station manager is not facing. And sometimes the Station Manger just turns a blind eye to what is happening right in front of him. Granted, I also understand that he/she is limited as to what they can actually do about it, but this is seriously costing you.

Please keep at least one of the following stations/services open: Reston Town Center, Wheile Reston East, Reston Park and rides. Many people in Northern Virginia depend on metro to get to their jobs in DC. There is not nearly enough parking in DC to accommodate everyone. If the city is open, metro should be too. If that is not possible, than Metro should advocate that businesses should be encouraged to continue to let their employees work from home until normal service can resume.

SMITHSONIAN IS THE HUB FOR ALOT OF FEDERAL WORKERS WHY NOT GET RID OF THE PROBLEM STATION IN THE HIGH CRIME AREAS AND RUNTHE 32 BUS MOST OF THE BAD AREAS THESE PEOPLE DONT WANT TO PAY THIER FARE LET THEM SEE HOW HARD IT IS.

As a 73 year old without a car who depends on walking and public transportation to get around, closing Cleveland Park metro and the L1 and L2 bus lines are body blows to my ability to grocery shop.

The 25B through Foxchase is the only bus that comes within about half a mile of our apartment. We depend on it to go grocery shopping and to medical appointments. My wife and I are both in our sixties. We walk to Duke Street or Seminary Road to catch other buses, but walking half a mile with groceries, especially in summer heat, is a hardship. If the 25B is cut or discontinued, the 28A would meet our needs if it is routed down Jordan Street, as proposed.

Metro needs to retain all the services that purpose for cuts its not getting things done for passengers who relied on Metro system they to keep everything the same and let people ride their respective area where they stay Im one of passengers who relied on Metro transit and that would complete my speech Im David L Burke from NE Washington DC

I am an essential worker who has relied on metro to continue working full time through the pandemic. My commute is already an hour each way after ten hour work days. To punish me by adding an additional 15 or 30 minutes to my ride is unreasonable. I would be forced to pay for uber rather than waiting long periods for trains while being continuously harassed by panhandlers. Your budget would be fine if you enforced rules, like paying for trips. At least once a day someone pushes through the gate right behind me or doesnt pretend to pay at all. Stop giving free rides to cheaters and you wont have to punish the people who are paying.

Comments - general

One thing Metro should and I'd say must do is look at transportation plans in neighboring jurisdictions, with respect to comprehensive planning and impacts. For example, Fairfax County in conjunction with Virginia Department of Transportation and City of Falls Church long term plans for Seven Corners intersection include a ring road that connects directly to Roosevelt Boulevard, whereby buses can easily and quickly get people to East Falls Metro station. Clearly if that station were slated for closure, it throws a wrench into the plans for that major intersection, and one unfortunately with no Metro Rail service.

I am very concerned about the proposal to cancel the D6. It is an extremely useful route, connecting areas poorly served by Metro from the far east to the far west of the city. Pre-pandemic, I used it frequently to go downtown, to Union Station, to DC government offices. In earlier years, my sons used the D6 to get to school. The D6 is a key means for people to reach Georgetown and Sibley Hospitals. I ride past the Georgetown Hospital and would observe that many of the people getting on or off there would likely have difficulty walking to Wisconsin Ave. to catch a bus.

I feel very strongly that the Grosvenor metro stop should remain open. It is our lifeline to the city and we bought near there to be able to access the system. Also the plan is to build additional multi story housing on the property without sufficient parking as the thought was parking wouldn't be necessary because of the metro. Also it is a critical stop for those coming to the music center at Strathmore. The cost of it remaining open also seems minimal as there is one person in the booth during operating hours. Maintenance of the track must be done as trains will need that to go north. Keep it open!

How about pausing the construction of Metro beyond Dulles Airport? Wouldn't it make more sense to delay gratification on a project not yet online than to lose loyal ridership at closer in, well-established stops?

I oppose the elimination of route G12 in the proposed 2nd half Fiscal Year 2022; it serves a very large portion of Greenbelt and facilitates use of Metrorail from Greenbelt station. It has been the daily means of commuting and accessing DC for many of us, and hopefully will remain so. The alternative use of G14 is not feasible for much of Greenbelt, and will likely result in an overall drop in ridership. I know nothing is easy for Metro/any of us now, but I'm hoping the G12 will survive, even at reduced frequency...with the hope of restored future service. Greenbelt resident

If Covid 19 is still a problem in 2022, I won't be going anywhere. If Covid 19 is not still a problem, then I will be taking it daily to commute and I will need full service between PG Plaza and Smithsonian.

Please do not close metro stations along the Interstate 66 corridor. These are very important for getting to town, especially with the high tolls. It is not fair to people who chose to live in the area for access to the metro stations. Commitment to reducing traffic, cleaner air, and accessibility requires investment. If the metro system is not making enough money, there needs to be a tax to fund it. Please don't be short sighted and sabotage our metro system by making it harder to use by providing less stations. Instead, study best practices for increasing ridership and apply them. Thank you, Constance Chubb

Closed East Falls Church Metro would mean my ridership would go from 30-50 trips per year (pre covid) to 0-5. I can easily walk the 1.25 miles to EFC Metro. Driving to another station would mean the convenience of Metro would go way down. Why not just drive to my destination? With green policies, more and better mass Transit is the key, not less and more headaches....

Use of the metro from Cleveland Park to my work in downtown Washington, DC is vital. I have been using this metro route for over 15 years. When deciding to relocate from a home in Dupont Circle, being walking distance from a metro stop was critical. Having the Cleveland Park Metro nearby was one, if not the only, reason that I decided to stay in Washington DC. Many of the terrific individuals who serve the businesses in Cleveland Park depend on the metro to bring them to the neighborhood. We recognize the hardship the pandemic has had on metro and I appreciate your staying open for those of us that depend on public transportation. Other parts of the Metro budget should be explored before closing stations to save money.

I lived in Philadelphia in the 1970s, when SEPTA engaged in a similar cycle of service cuts. Shorter hours and frequency, not to mention less access to Metrorail stations, will permanently push commuters away from transit and back into their cars. This is not mere speculation on my part: As someone who works days that extends beyond normal business hours and whose employer is offering 50% remote work as a permanent post-pandemic option, there would be little to no reason for me to consider using Metro in the future if this plan is adopted.

Your organization is bloated and wasteful and the services you provide are underutilized and lose money. Even pre-pandemic your offerings were plagued by empty seats, empty busses and empty trains. This has only gotten worse. Combine that with a rise in ride share and ride hailing apps, changes in how people work and shop and a new desire to avoid people in public and I'm not convinced that metro deserves to be a going concern for much longer. I urge you to drastically curtail your services to support only peak offerings and then provide aid to the less fortunate riders that will lose their transportation by compensating the riders with vouchers for uber and other services.

Comments - general

Our firm has 2 offices at locations nearby to WMATA stops, including Farragut West and Clarendon; and to limit access from one end in essence deletes the quick transfer of personnel from Arlington to the DC office and/or clients in the DC region. This will severely impede DC business originating from the Arlington office location. And as many staff are Metro commuters, some without personal vehicles, limited access to the Arlington office by DC residents will precipitate some attrition. There are many opportunities elsewhere in the community where transportation will remain convenient.

I completed the survey but also wanted to provide a note that while I think it is great that there is a survey and public comment period, I do not feel that this process will be inclusive or equitable. I don't have any specific suggestions, but wanted to highlight that. I received the email with info about it from a colleague, and had not otherwise heard about it. Additionally, I previously lived and worked in Silver Spring but moved into DC and my workplace will be changing when I return to work so it is difficult to anticipate what my metro needs would be. I do not own a car but think that people with cars may opt for them instead which could cause further road congestion and be counterproductive in terms of climate change. Lastly, I have concerns that decreased frequency of trains would lead to overcrowding and potential accompanying anxieties or conflicts, as well as the potential increased transmission of illness. (Even if covid were not an issue, the flu etc. would still be risks.)

My husband and I moved to Grosvenor Park 19 years ago because of the very close Metro station. We made many decisions based on relying on the Metro. My medical appointments are all in the GW complex and I always go to them by Metro. It is particularly essential for seniors--and there are many here--who can no longer drive farther than in this immediate area.

The D6 bus route is a mainstay cross-town bus line that connects residential neighborhoods to the downtown core. The proposed elimination of that line would adversely affect those, particularly seniors, who can board the bus within a block or two of their homes and not need to exit until their downtown destination is reached. The WMATA proposal would require those riders to make multiple transfers to reach their destinations at additional cost. Please do not eliminate the much-loved D6 bus line.

Hello. I am a metro and bus rider. I take public transportation for several reasons - one of them being the focus on environmental issues. In the past couple of months I have been the only person at times to be on the bus or train car. I understand that this is not environmentally friendly. It defeats the purpose of riding, for the reasons mentioned, if a bus is taking me all the way to the end of the route with just one person on it. So I understand the need for changes. I acknowledge that. I support that. What I am concerned about is all the lower-income families that can't just do a zoom-job. The people who are required to show up every single day to their job and who rely on the metro and bus to take them there. Because the middle income families have been knocked out (who instead of riding have now transitioned to zoom) ..it may reveal only lower-income families that are riding. Is there a way to price adjust that? Thank you for your time and consideration.

If Metro shuts down the East Falls Church station, hundreds of residents in the area are prepared to demand a change in metro leadership, political action against the ATU 689, and restructuring of the metro pension to make funds available for keeping the stations open. If portions of the system are closed, it will confirm the idea that the people employed by WMATA need to be replaced by new staff who can successfully manage the system.

I question the decision to close East Falls Church in January 2022 on the grounds that it is close to other stations. This decision seems to assume that the rider has a car. But one of the reasons for living near a metro station is to avoid driving. According to Google Maps, it is a 2.8 mile (56 minute) walk to Ballston from EFC, and a 2.4 mile (48 min) walk to WFC from EFC. Buses from EFC to the other two stations only partially alleviate the issue, as there is then the time for waiting for the bus and the actual bus trip. My expectation is that enough Americans will be vaccinated by the end of summer for there to be herd immunity. Once activities resume in DC and VA, my own use of the Metro will pick up. But not if the operational level is so limited that it is better to drive than to take the Metro.

Please do not cut the D6/D5 buses. I realize COVID has drastically effected public transportation, but many people use those buses to get to the hospitals to work or to go to a doctors appointment, OR TO GET TO THE METRO STATIONS! We already don't have a grocery store in our neighborhood anymore, now to eliminate public transportation, it almost seems criminal. We have a lot of elderly people in our neighborhood who can't drive and many of us step up to help them. Essential workers use these buses to get to the hospitals to work. Please reconsider eliminating the D5/D6 routes and don't do it, please. Every person in my house keeps a SmartTrip Card in their wallet. If you eliminate these routes, where do we get refunds for already having loaded our cards? This action doesn't hurt the rich people in my neighborhood, it hurts the already underserved.

I'd like to note my strenuous objection to the elimination of D6 service along MacArthur Boulevard. This proposed elimination would mean my only option to get to work is taking an Uber or taxi, a wildly expensive, inconvenient, and environmentally-unsound option. I don't own a car or a bike. The bus is literally the only feasible long-term option I have to get to work. The Palisades already doesn't benefit from a nearby Metro stop, and D5 service was eliminated; it's staggering to think that the neighborhoods sole remaining public transportation option is considered expendable. I can't stress enough what a callous, damaging decision this would be for everyone who relies on public transportation in this neighborhood.

Comments - general

Im very concerned about the possibility of closing the Grosvenor-Strathmore Metro station. Before the pandemic I used it a lot (at least 3-4 times per week). As soon as Im vaccinated and my Doctor gives me the OK I will be using the Metro and busses again. I dont drive and need the transportation from Metro. Im sure that are plenty other people in the same situation. The use will pick up in the next several months and should be available.I bought my condo because of the convenience of the Metro and it would be a hardship without this stop.We just spent several months to upgrade the garage and many apartment units are to be built on the property surrounding this stop. The whole purpose of concentrated building was because of the use of the Metro.This stop is also used for the Strathmore Music center. How are people supposed to get there when activities resume if the stop is closed.From Barbara Caplan

Some 2005 Commuted to and from work via VA Square daily. Never once drove. Once pandemic is better controlled, expect use of station will increase. Should be funded. Increase taxes in multiple affected government jurisdictions to compensate for fare losses.

Hopefully you will get the funding needed to prevent closures from happening. Though making your service even more limited and difficult to use will not bring you riders. Having lived in cities where I used the metro frequently, I would have to say this has been the worst experience we have had. It is unreliable, there are already not enough stops to make it convenient and with long waits between trains in addition to frequent service disruptions, I fear the only thing more closures will do is push more people away from using the metro. We've had so many issues we have given up and ride bikes to work. It takes less time and it always works. We'd love to see a better metro system in DC, the day that happens we will be back as frequent riders.

I am against closing both Clarendon and the Virginia Square Metro stations. I do not drive and frequently use BOTH those stations. Making me travel to Ballston station is not realistic for many reasons. I see many people waiting for trains at both Clarendon and Virginia Square stations.I think there are stations on the Red Line that could be closed instead, since the stops on that line are not convenient to anything.I use both Clarendon & Virginia Sq. stations for necessary shopping. Closing those stations will be a GREAT HARDSHIP for me, again b/c I DO NOT DRIVE !!

If possible, during the public hearing sessions, it would be good to get some clarity on if the proposed changes/closures are only being considered as temporary for the FY22 period or are these proposed being considered permanent. Also if temporary, will there be an opportunity during the FY to revisit the changes made and roll back on some of them if/when ridership/revenues increase? What metrics might be used to reconsider the opening of a station for example as ridership goes up near the end of calendar year 21, beginning of calendar year 22? Thanks

Metros long-term profitability would be greatly enhanced by moving to a rail plus property model, used most notably by Hong Kongs rail operator, MTR Corporation. This model allows for MTR to own and develop property near its transit stations. MTR is the most profitable transit system in the world, and the revenues generated from property development represent the greatest share of its profits. Even if MTRs operating costs were not covered by fares (currently ~190% of operating costs), it would still be profitable from its property development arm. Giving WMATA this power (and transferring any publicly held land near Metrorail or large Metrobus stations to WMATA at zero cost) would enable WMATA to develop a long-run funding stream that would insulate the agency against the pressures of declining ridership. WMATA would also be empowered to play a leading role in furthering transit-oriented development in the Washington region by pursuing its own mixed-used projects near stations, rather than simply relying on outside developers to do so.

It would be a foolish savings move to close the Strathmore Metro station. In the long run, it would damage local businesses and real estate immeasurably.

I don't use the metro no the bus line as much as would like to right now. We are going through a pandemic; therefore, works are on lock down even schools and some place as well. Does that mean we cut all these services that used after the pandemic is over. I live in Hyattsville. The budget is to cut all buses and metro to go and come to Hyattsville. Me to that is a lock down for all Hyattsville residence. Maybe there is other ways to increase income. If you increase the fare, increase it in the way that it would be affordable for everyone. You also probably have people in the organisation, just like any organisation, that are not doing any kind of work. Also May be there can be a fundraiser events. Or even a go fund. Use other alternatives instead of cutting and eliminating bus and metro rail system.

I have taken the survey so these are additional comments. I am at a loss as to why WMATA would close these stations in FY22 when things may be opening up again, tourists will return and some workers will need access to work. I am retired and use the Metro to go to a friend 3 blocks from the Eastern Market, events across the street from Virginia Square, and a friend in Reston. I use the Smithsonian quite a bit and when it opens again in 2022, I will not be able to attend any of the events there.Metro was originally for everyone or so I thought. I seems to be just for commuters now. If New York City can keep the subways running, then Washington, DC should do the same.I have walking issues and the Cheverly Station is perfect for me. I simply cannot walk the distance to the track from the parking lot at Landover. I urge you to rethink this draconian plan. My attendance at the Kennedy Center would be out, too, if you close at 9pm. It is unimaginable that you are using the figures of the last 2 years to determine ridership. When things open up again, so will ridership.

Comments - general

I am shocked to hear that consideration is being made to cancel the D6 bus. While there are many multiple bus lines that run to Wisconsin Avenue and Glover Park, the D6 is the only bus that serves much of the area west of Georgetown hospital. Also, the bus serves workers going to Georgetown and Sibley Hospital, who would have no other means of transportation to get there. Quite frankly, I think bus ridership in the neighborhood would increase with a more regular bus schedule, including busses that would drop off at additional Metro stations. Getting to the metro from the Palisades/Foxhall area is a huge hassle, because the busses run so infrequently outside of rush hour and the only direct bus is to DuPont Circle. It is shocking that The D6 would be cancelled without enhancing other bus services in the area.

Please keep the M4 line in service. I filled out the survey already but did not see an opportunity to comment on our local bus service. We live near Pinehurst Circle which was the confluence of the E6 and M4 bus lines. The proximity to public transit was one of the reasons we bought our house. WMATA has already eliminated our E6 service which was our easiest and most convenient access to the Friendship Heights metro stop. Keeping the M4 is imperative for our access to the red line (as well as Tenleytown and access for students to middle and high school when they reopen). Thank you.

I would like to suggest that WMATA for their 2022 budget uses Signal Scout in order to reduce their workforce and get troubles solved more quickly. Signal Scout is Signal Troubleshooting Software that reduces the work force up to 11.67 %, saving a lot of money. It guides employees to the root cause of a signaling trouble faster, either in real time or in a log review. Having the trains run on time not only increases customer satisfaction, it also reduces their exposure to Covid-19. We have already had contact with some people in the Signaling Department that are very interested in using the software to save time, but currently they don't have the funding to purchase. Making a small investment in this software can save you a lot of money on staff and erroneously replaced equipment. Here is a link to an explainer video: <https://youtu.be/IJWpxml1e-A> For more information or a virtual demo, contact J [REDACTED] <https://www.semaphoresoftware.co/signal-scout>

Where I live, about a mile from the Chain Bridge, off N. Glebe and near Old Glebe, we have almost no bus service, just morning and evening for commuters, and none on weekends as far as I can tell. I have quit even trying.. If you close East Falls Church Metro Station it will leave residents, who can't walk a mile or two, in the northernmost part of Arlington County with almost no public transportation at all.

How can cutting service help Metro. You will become irrelevant and lose all subsidies. Sounds like you lose money with each rider otherwise how can lesser service help. Metro should be about increased ridership. Losing on each rider is an acceptable model for public transportation since no one pays directly for roads either. Metro should be about enough riders to convince public officials and taxpayers Metro is a good investment.

I used to use Metro to commute but after assorted negative experiences I was eager to try other options. One time I was having issues with my farecard leaving LeFant. I asked the employee in the booth for assistance, I gave him my farecard which he scanned and reported this farecard was reported stolen... he didn't wait for me to tell him it was this 66 yr old professional working DOE employee who reported it stolen. He tossed my card into a oneway metal box. At that particular stop there were often groups of ill mannered school age kids carrying on and calling bystanders an assortment of foul names. Give me a break - I pay for a farecard and I pay taxes to commute in a safe environment. Those kids ride free and abuse the options.

As all resident-owners in Tyson, we the owners in the amberwood community are being taxed by Fairfax county for the last 10 years for the purpose of supporting the metro, on the assumption that a metro station nearby will increase the value of our properties. Closing Greensboro station will be against the commitments from the Fairfax county. We will be entitled to reimbursement of past taxes and the cancellation of the existing ones. We urge you to consult with the county to avoid having a legal and fiscal issue with the county

We moved to live here because of the convenience of the Metro.

I opposed the proposal to close two Orange Line stations (Clarendon and Virginia Square), for the following reasons: (1) Closing two consecutive stations creates an unacceptable distance for people residing midway between Courthouse and Ballston. If only one station were to be closed, then residents could shift to the other with only a reasonable level of difficulty; two consecutive stations is an unfair burden on passengers. (2) I vote for bond issues and Metro revenue subsidies with the expectation that Metro has an obligation to provide an acceptable level of service in accordance with its established route system. Many citizens of Arlington make important decisions about where to live based on the availability of rapid transit. Both of the affected neighborhoods have been developed in accordance with the long-term County planning process that emphasizes mass transit over individual automobiles. Closing these stations represents a violation of the implicit social contract between citizens, county, and Metro. If these stations are closed, I certainly will vote against Metro subsidies from Arlington County in future referenda.

I am a resident of Montgomery County who used the metro often prior to the pandemic. Like others, I have stayed home during the past year. I respect that reduced ridership has created budgetary constraints for metro operations and that some adjustments may be needed. However, closing the Grosvenor/Strathmore station seems uniquely ill advised. In normal circumstances, the garage is used by countless commuters. So too, the usage of the Strathmore Music Center will surely begin to return to prior normalcy. It can be expected that the usage will begin to increase as the threat from the virus diminishes. Under these circumstances it is illogical and counter-intuitive to close this station and thereby discourage the use of automobiles to access the metro. Kathleen Knepper10404 Strathmore Park Court North Bethesda

Comments - general

I understand the budget situation driving proposed metro station closures. How much of this can change after COVID vaccines is tbd. However, if closures are still necessary why would East Falls Church close as it is the first intersection/transfer of Orange and Silver lines. Would think West Falls Church is more appropriate closure given its close proximity to alternate Dunn Loring, Tysons and East Falls Church stations.

Comments from Tino Calabia, Montgomery County Representative to WMATAs Accessibility Advisory Committee and AAC Subcommittee Chair, Bus/Rail Subcommittee I've taken the survey. Now, enlisting citations from Dr. Anthony Fauci, syndicated columnist and author Fareed Zakaria, and John M. Barry, a scholar published in yesterday's Washington Post, I want to thank you that WMATA has begun testing a UV-C germicidal filtration system in Metrorail cars. Why? Because of what these (and other) experts tell us. Here's what Barry, author of the definitive book on the 1918 influenza, just wrote: "More variants will arise. . . . The variants we have seen so far do not worry me much. The variants we have not yet seen . . . yes, they worry me." And the Post's headline? "Keep your mask on. We're not out of this yet." In his October 2020 book, "Ten Lessons for a Post-Pandemic World," Zakaria wrote: "As humans extend civilization into nature building roads, clearing land, . . . we are increasing the odds that animals will pass diseases to us." Also in October 2020, with a coauthor, Fauci stated in the journal Cell: "in a human-dominated world, in which our human activities represent aggressive, damaging, and unbalanced interactions with nature, we will increasingly provoke new disease emergences." We remain at risk for the foreseeable future. Thus, perils from the aerosolized Covid-19 virus won't end once most Americans and others around the globe are vaccinated. Even remnants of the 1918 flu virus remain with us, killing tens of thousands Americans each year. That's why testing UV-C germicidal filters in Metrorail cars makes sense now and for the foreseeable future. Moreover, since New York City's MTA began doing so earlier, we may benefit from the MTA's findings earlier than a year from now, when the test in our railcars winds down. Let me add one new recommendation. That germicidal filters begin to be tested in our Metro buses as well. Buses are generally smaller than railcars, and buses can become as crowded sometimes even more crowded than railcars. While the number of bus passengers who've become infected while riding buses is not known, bus companies and driver unions have tallied the numbers of hundreds of bus drivers who have been infected and, worse yet, have died from Covid-19. Of course, I ought to note that many people are gratified that anti-Covid-19 vaccines are available. (Happily, I'm scheduled to get my second Moderna shot in a couple of weeks.) Yet, while the number of adults who've gotten one or more vaccination shots continues to grow daily, variants of the Covid-19 virus are rampant abroad and appearing in the U.S. How more dangerous any variant is and whether existing vaccines can contain every variant remains not fully certain at this time. But bad possibilities are out there. In the meanwhile, the new germicidal filters already available can kill virtually 99.9 percent of all viruses, germs, moulds, while also straining out particulate matter from a vehicle's interior. So installing such filters in Metrorail cars soon and hopefully in buses, too is not just a smart investment for now but for the future, too. Thank you so much for doing whatever more you can do. -Tino Calabia

As a restaurant owner, we depend on these metro buses to get staff to work and guests to our restaurants. This impacts foot traffic in Georgetown and our ability to employ.

If you end up needing to close a station, you should consider asking residents near that station whether they would consider paying a yearly fee to keep the station open. I live near Clarendon, and even though I do not use Metro very often, I would gladly pay to have our station remain open. Considering the real estate benefit, the freedom it provides for the elderly and disabled (I'm 80) and the potential savings against a second car, I believe that a (very) local tax on nearby residents might be more popular than enduring a closing. Bill Eisner

Our community is very concerned about the elimination of the D6 bus line. This is the only bus line that serves several neighborhoods. Equity is a concern as it relates to people working at or visiting folks at the two major hospitals that rely on the D6 bus line (Georgetown and Sibley Hospitals). Several DCPS schools (Duke Ellington, Hardy, and Key) rely on the D6 bus especially since most kids live farther than walking distance and in fact, many travel from all over the city. There are also up to two new DCPS schools planned for the Foxhall Village area that will also need transit access. For many commuters that live in the NW neighborhoods served by D6 bus - they rely on the route to connect to metro rail at Dupont Circle. Without the D6 bus line, our rowhouse neighborhood is left without transit options and will never be able to capitalize on Metro rail as a connection. Every neighborhood in DC and other urban areas should have at least one bus line within a reasonable distance along major corridors.

East Falls Church Metro Station services many buses and passenger transfers, as well as riders who live around the station, and is too important to be closed. As the Covid pandemic eases, traffic will undoubtedly increase by the start of calendar year 2022. Please reconsider closing this crucial station.

Comments - general

While the crisis is obvious, it is no less so that international efforts have been largely successful in developing major vaccines and not simply going to war against each other (for no reason, just out of frustration). Although it may take a year or more to be safe, the world already is a very different place after this major warning. It will take responsible administrations and governance to take us out of the various messes around us, but what is Plan B to being hopeful and fighting with all our might to improve living conditions for all? It is probably not trivial that the economy has not collapsed and new opportunities are around us, if we embrace the future with rigor, compassion, and participatory democracy as our foundations. With that said, it is unthinkable that we should not take our public transportation seriously, for it is part of the solution, not the problem. Take for instance the possibility of eliminating the College Park Station. What should be emphasized, instead, is a partnership with the university, one of the most vibrant in the region which can help instantiate a forward-looking vision. Why not work with the new administration there to ensure the use of metro by its faculty, staff, and especially students, through programs geared to facilitating something as decent as METRO? In times of a storm for a ship, rats jump off (and of course die); real sailors go to the bridge and hold tight to the helm. The choice is ours and not new either. Abraham Lincoln himself reminded us that the best way to predict an uncertain future is to build it. So if the ridership has declined... let us build it together.

Please do not cancel the D6 (of D5) as this is how my children get home from school with their babysitter. It also is how they will go to and from the middle school and high school. Also we do not want to drive and ruin the environment. We walk/bike/use public transportation for our daily commutes. We also enjoy it. When the weather is fine we ride the bus one way to church or the farmers market and walk the other way home, just for fun. Its too far to walk both ways in fancy shoes or carrying fruit/veggies. Please, we stay in the city because we want to be walking, biking, and using public transit for our daily activities. If we have to use our own personal car for all this, what would be the point of city living?

I AM VERY CONCERNED ABOUT THE PLANS REGARDING THE FOLLOWING ROUTES: H8 MT. PLEASANT RHODE ISLAND-PLANS TO TERMINATE THIS SERVICE 2ND HALF OF 2022 IS JUST APPALLING TO ME. I DEPEND ON THIS BUST TO GET TO AND FROM WORK DAILY AND PLANS TO TERMINATE THE LINE WOULD LEAVE ME AND MANY OTHERS WITHOUT TRANSPORTATION TO GET TO THE GROCERY STORES, PHARMACYS & TO WORK. LOTS OF PEOPLE ARE GENERALLY ALWAYS ON THIS BUS AND EARNED B RATING. DISCONTINUING THIS LINE WILL BE VERY IMPACTFUL TO LOTS OF PEOPLE WHO DEPEND ON IT, DAILY. H6 FT LINCOLN -BROOKLAND STATION-THIS LINE ALSO EARNED A B RATING, PEOPLE ARE ALWAYS ON THE BUS, WHICH I CATCH DAILY TO GET TO AND FROM WORK; LOTS OF SENIORS, AS WELL. PLEASE, DO NOT TERMINATE THIS LINE. D8 UNION STATION-WASHINGTON HOSPITAL CENTER-PLANS TO DISCONTINUE SERVICE THROUGH NEIGHBORHOODS THAT DEPEND ON THIS SERVICE THE MOST IS OF MAJOR CONCERN. (Brentwood, Trinidad, Montana Ave, West Virginia Ave) PLEASE DO NOT DISCONTINUE SERVICE THROUGH THESE NEIGHBORHOODS. A LOT OF SENIORS AND LOW INCOME POPULATION MAKE DAILY USE OF THIS BUS, AS INDICATED WITH THE B RATING. THE ABOVE BUS LINES ARE OF SIGNIFICANT CONCERN TO ME, AS I (AND A NUMBER OF OTHERS) RELY ON THEM TO GET TO AND FROM DAILY. PLEASE, STRONGLY CONSIDER KEEPING THESE LINES ACTIVE, EVEN IF THAT MEANS LESS FREQUENT TRIPS. AT LEAST, WE WILL BE ABLE TO GET TO OUT DESTONATIONS AND BACK HOME, SAFELY. THANKS FOR THE SURVEY.

I fully understand choices need to be made when determining budget and not everyone will be happy. HOWEVER, as the mayor and council have been pushing for several years to get cars off the DC roads, reducing and/or completely eliminating bus routes on a side of town that does not have metro will do the opposite. Eliminating the N4 and N2 and other bus routes will create an extreme hardship. just because someone lives in a more highly affluent neighborhood doesn't mean they are well off, doesn't imply they own a car and even if they did people don't want to drive downtown dealing with traffic and parking. also these neighborhoods are home to 2 hospitals and a university. employees and students rely on the bus routes you are proposing to eliminate. if the mayor and council do not want to increase car useage what do you propose all of these people do? there is absolutely zero alternative. and please do not say people can bike. i highly encourage the council to rethink the proposed bus routes to be eliminated.

If you delete the D6 you are deleting ANY public transportation for the Palisades neighborhood and the Georgetown Hospital/Medstar and Sibley Hospital. You are saying that anyone who lives in Palisades must own a car to get to work; workers at Georgetown Hospital and Sibley Hospital must own cars. Where are all these people going to park? Sick people in the hospitals will not get as many visitors. Cars, climate change, and not supporting public transportation is not a good mix. Up until 2 years ago when I retired, I took public transportation to work every day. Since then I have continued to use the D6 to go downtown for appointments or to transfer to metro to go other places. Yes, I have a car but I don't want to park at the other end. Indian Rock Terrace.

My husband and I live in Old Greenbelt, Md. We are both in our early eighties and might not be driving a car for too much longer. Consequently, the elimination of routes G-12 and B-30 as well as reduced weekend schedules would be a very essential loss for us and severely impact our access to shopping and medical care.

Comments - general

I've been relying on Metro for almost 30 years to get from school to recreation to my current job at a hospital. I frequent the D8 (union station-washington hospital center) which has always had its own set of problems ranging from skipping stops to just not showing up at all in inclement weather. But, most importantly, that is a hospital line that accesses two red line stations for people to get to work and appointments. I do not work at that particular hospital, but I can imagine the nightmare (to say the least) if that line is cut because people can't get to the care they need. I also noticed the D6 is facing the same cut -which is also a hospital line to Sibley Hospital. I beseech, implore, bug, and beg you to reconsider those two. I understand budget cuts and meeting fiscal year targets, especially in unprecedented times like this, but to cut lifeline buses like those two seem like that wasn't thought through at all. In fact, they should not have even been considered. People need those essential lines. As for the others, please find ways to either reroute or have lines take the place of those cut. Please do not cut hospital-line buses! The public (that includes you) needs them.

If the Clarendon Station is closed, it would be a hardship for those that live in my retirement community. We live on bus route 4B and use that station to catch the Metro. Our nearest Metro is Ballston, but bus 4B does not go there. Buses that do go from our neighborhood to Ballston Metro are over a two block walk away and do not offer benches or weather protection.

Dear Metro, About your budget for 2022, I wanted to basically ask for you to consider what I'm gonna put on this damn comment box. For the Metrobus proposals, consider the fact that eliminating some of these routes will offer no transit option for your customers and that the very same customers will have to resort to driving in order to get to work or whatever they go. Could you consider reversing some of the routes like for example the Q-lines (since all five of these routes are gonna get axed) where only one route like the Q2 can be saved from elimination and the L8 and the T2 to be transferred to Montgomery County. Because if people don't have access to a metrobus they would have to rely on local transit providers like Moco's Ride-on and Fairfax Connector for travel. If these routes do get eliminated (but not completely eliminated as in a discontinuation), consider restoring that or these routes when everything goes back to normal or before this goddamn pandemic even started.

I'm a senior who lives at the Tysons Towers Independent living facility on Tysons Spring St. I'm really upset that these changes are upon us. We did not ask for this Virus which of course has effected ridership. It's not fair to expect things to stay the same considering the virus. The 463 connector line replaced the 2T that was eliminated several years ago it was a fight to get the 463 to re-route to serve the population of seniors living at the Tysons Spring St stop. We also depend on the Greensboro metro stop which by the way was the big plus for the new BORO that was built and opened 2 yrs ago. So are you planning on taking this stop away from all the tenants of the BORO where is your head you'll leave them without a Metro stop to get to work. Let alone to all the employees of the BORO businesses and the employees of the Businesses at the Leesburg Pike mini mall. Keep in mind not everyone owns a car as well as those who moved to the BORO because of the convenience of having the Greensboro Metro stop near by. So please reconsider closing this station or making any changes to the 463 connector line which serves the seniors at the Tysons Spring stop from Tysons Towers. Thank you for the opportunity to express my opinion.

This comment is in regard to the 22A and F metrobus through South Fairlington. Suggesting that one of 22A or 22F be kept to ensure access from South Fairlington to Pentagon or Pentagon City metro station. WMATA should significantly reduce service now that there is very low ridership, and not in 2022 when people would be expected to be back to commuting to the office. By 2022, WMATA should plan with the fact that people would be commuting back to office. You are suggesting to cancel all the South Fairlington bus routes. So for people who need to go to work in DC, it is going to be a significant change in commute time and in cost of daily commute. Instead of taking one bus to Pentagon or to Pentagon City (10 mins ride) and the metro to DC (15 mins), we would have to take two buses from Alexandria to Shirlington (10 mins walk to bus stop + 7 mins ride to Shirlington: total of 17 mins) and then Shirlington to Pentagon City (10 mins) and then the Metro again (15 mins). Plus whatever the wait time everytime you transfer. With this proposal even living in Woodbridge would seem more beneficial than living in Arlington. At least from Woodbridge it would be one bus straight to DC for the same commute time as under the 2022 proposal of WMATA for South Fairlington. This is going to significantly affect our commute budget as well as commute time. There are many people in the area who by 2022 would be back to in person work and would have to commute to DC. So, we suggest keeping at least one of 22A or 22F. Thanks

Good morning. This makes no sense to me. We have metro "a \$100++ billion asset if it were built today" that were going to allow to go to pot. Why? Because three jurisdictions and the feds cannot figure out how to split maintenance cost and investment needed to upgrade & expand service. You should check out the metro in New Delhi, India "a so-called third world country. It is cheap, reliable, efficient, and spotlessly clean. If we will not invest in health, education, and infrastructure we will have condemned ourselves to becoming significantly less than we are today. This is just the wrong thing to do. Good day!

I am very disappointed to hear that Metro Bus 17G may be discontinued in the Fairfax/Burke area. There is no metro rail nearby and this bus service goes directly to the Pentagon. Most of the neighbors use this bus (pre COVID) since many military people who work at the Pentagon buy in this neighborhood to use that bus line. Since COVID, the ridership has been reduced but I know it will increase again once everyone has the COVID vaccine and it is safer to travel in buses. This is such an important bus line (17G) for our neighborhood and is used widely prior to COVID. Please reconsider and continue this Metro Bus service. Thank you.

Comments - general

While I hope we get past the pandemic such that ridership/fares increase, and that federal/state/local governments continue to provide money to maintain public transportation, I do understand the position you're in and the need to make difficult decisions. I would completely understand limiting service hours or frequency, but as an Eckington resident that used the P6 frequently before the pandemic and plans to again once I feel I can safely (not a critique of Metros efforts here, just personally avoiding gatherings until vaccinated), I am deeply disappointed the P6 line is proposed to be eliminated by end of calendar year 2021.

I am greatly concerned by the proposal to cut the D6 bus. Admittedly, during the pandemic, I've been housebound and not using any public transit so I'm part of the present problem. But this is the ONLY public transit serving the MacArthur Blvd area. Pre-COVID, and presumably post-COVID, the D6 and D5 buses filled during rush hour. At all hours of the day, the buses are used to reach Sibley and/or Georgetown Hospital, used by students, and used by seniors. Cutting the bus service leaves many in the neighborhood with no viable options. Biking is limited given the danger of trying to use the Capital Crescent Trail during rush hour if you're not an experienced and fast rider and the lack of other bike lane options heading downtown. (Efforts to improve the Trolley Trail all the way into Georgetown died, although that could have been an alternative to the CCC.) It's at least a 2 mile walk to get to the next nearest bus that would get me downtown; and for many it's even longer. Thus, we'll see a lot more driving. That's more GHG, more traffic congestion and likely more accidents from aggravated drivers, more wear and tear on the roads, more need for parking. The city will have to pay the price one way or the other. Please don't take away our only public transit.

The proposed elimination of the D6 route would have an awful impact on middle school and high school students located in the Palisades (zips 20007 and 20016) who rely on it to get to Hardy MS and Wilson HS. Please reconsider this proposal!

Writing regarding the South Fairlington 22A/22F bus routes: If the proposed change to these services is applied, there won't be any public transportation servicing South Fairlington at all!! How are we supposed to close to the Metro then? There are options provided in the proposal (such as taking the Alexandria bus) but depending on where in South Fairlington you are located, it can take 10-15 mins walk to get to the nearest bus station in the proposed alternative. Add to that that people will have to transfer twice if they need to commute to DC (once in Shirlington, once in Pentagon or Pentagon City)- instead of the 10mins ride directly to Pentagon/Pentagon City. We cannot all afford to drive to and park in DC everyday. Some of us have to take public transportation to DC everyday to work. Not taking into account the effect that it will have in the value of our homes. Who would want to buy in an area where there is no public transportation whatsoever while at the same time is located at 10mins of nearest metro? So we will end up (i) doubling our commute time due to all the transfers, (ii) paying more to commute (given three modes: bus to Shirlington, bus to Pentagon City and metro to DC), and (iii) lose on our house values given that the area will basically be an inaccessible zone unless you have a car (but the rest of us are stuck with the mortgages based on price as of when the area had good public transportation). Adopting this proposal is the best way to kill an entire Arlington community and their residents lose all the way! We cannot all afford to live near metro stations and for us to live closer to work, have accepted that we will have to take the bus to go to the nearest station. But now that you plan to cut that connection what is left for us? This measure is affecting those of us who (i) cannot afford to live near metro stations, (ii) cannot afford to drive and park in DC everyday. Please consider keeping at least one of 22A or 22F, with more rush hour services and lighter services midday and later at night. We really need that to close to a metro station. Hopefully by 2022 we will all be back in the office in person. Thanks!

The proposed budget is a LOSER! It eliminates needed bus routes and severely reduces rail service by increasing wait times & closing vital stations to customers who either live or work at the proposed stations Metro proposes to close. Metro NEVER puts the needs of its customers first. Instead, Metro should focus on expanding service. For example on Metrorail, it should go back to closing at 12am, as it did during SafeTrack in 2016-17. Metro should make minimal cuts on rail service. On the Yellow line, if any cuts are made, Metro should operate the line as it did in 2017. On the Yellow line, trains should operate in two segments: Huntington/Fort Totten (midday, evening & weekends) and Huntington/Mt Vernon Sq (peak & select weekends when track work is performed). On the Red line, trains should operate in two segments as well: Shady Grove/Glenmont and Shady Grove (non-peak), Grosvenor (peak & select weekends)/Silver Spring. The intervals between trains should be every 10-14 minutes (non-peak; adjusted only for track work) on every line and 5-8 minutes (peak), NOT 30 minutes all day 7 days a week. As for Metrobus, NO more eliminating bus routes. Metro should focus on creating new/restoring routes for areas where there is no available service. In an unrelated issue, Metro should NOT change the names of the Prince Georges Plaza (Green line), Tysons Corner (Silver line) or West Falls Church (Orange line) stations. These names have been the established names of the stations since their opening, especially at Prince Georges Plaza. If Metro wants to use Hyattsville Crossing, it should be a secondary name for the Prince Georges Plaza station.

Comments - general

Good Afternoon, I am the Commissioner for 5E03 in the Eckington, Edgewood area of Ward 5. We heard from a constituent that the P 6 bus was to be discontinued. We are extremely concerned, as one of the largest ANC Commissions in Ward 5 that considerations would be made for any cuts for viable transport for these communities. We have one of the largest populations of seniors in the District (approximately 50% of the population is 35 yrs and older). Further, over the last 5 years approximately 5000 people have moved into the area. Demographically, this area depends on bus service more so than the trains due to access. Further, the P bus goes through the residential areas where many of the people who depend on transportation live and work. As the Commissioner for 5E03 and also the Commissioner for 5E04, are wholeheartedly against any cuts to our bus transportation. The P bus is an invaluable transport for our community. The Commission will look forward to talking to the Board members about reconsidering these proposed changes. Thank you. Dr. D. Wright, Commissioner 5E03.

I find it totally unacceptable to cut bus service and close stations because you are taking away the only form of transportation to way too many folks. I do not drive and the cuts you made to bus service due to COVID had a negative affect for me, there were many things I was not able to do because there was no bus service and now you want to cut service even more. Where I live there is only one bus that I can take from home to wherever I need to go, that one bus stops running at 8am Monday-Friday and then there is no service until after 3pm so most of the time I get somewhere way ahead of when I need to be there and then I have several hours I have to kill before I can get a bus home. But what is even more aggravating is you cry about being short of funds yet there isnt a day that goes by that I dont see passengers get on the bus with no fare card and no money, they just walk right on by the driver and nothing is said. One day I counted how many got on without paying at just one stop and it totaled \$10, that is just ONE stop. No lets talk about how many folks push thru the gate at the stations, or jump over or just walk right on thru the gate right next to the station managers booth, most of the time all of this is done as the station manager is looking right at it happening.STOP TRYING TO CUT SERVICE BECAUSE OF YOUR BUDGET WOES AND STOP ALLOWING SO MANY TO GET BY ON A FREE RIDE!!! It is time for you to look for ways to stop fare jumpers instead of making it more difficult for those of us that pay our fare every time we use the system, GET YOUR PRIORTIES IN ORDER!!!

I use the metro to commute to work from DC to Clarendon. Closing the Clarendon stop will hinder my ability to get to work as well as many of my colleagues who live in DC and commute to VA. During rush hour, I often have a difficult time getting on trains at Gallery Place and Metro Center. I transfer at both. By altering the trains to every 15 minutes, I assume that it will be nearly impossible to make it on a train and creating a backlog of riders, as I usually have to wait for multiple when transferring to the red line.

It seems very short sighted to look to close the Strathmore - Grosvenor Metro location. Gradually it is clear that with more Covid Vaccinations that more people will be going to their offices in the near future as well as visiting many other locations in Washington DC. Additionally, there are 5 high rises within easy walking distance and many other nearby apartments and condominiums are nearby that in normal times, would create a huge need for the Metro service. Even though it will probably not be back to normal pre-Covid usage (because not all people will be going to office buildings,) it will certainly be much higher than the present usage. Additionally Strathmore Hall, after more Covid vaccinations, will certainly re-open and this will generate much Metro usage as well as definitely increased parking usage. I urge common sense in this situation and not close the Strathmore - Grosvenor Station.

As a resident of the Fort Davis community for 50+ years, I am appalled to hear that metro wants to eliminate the only bus that services a semi active senior community. Although several buses travel the Pennsylvania Ave SE corridor, this particular bus is crucial to the community. This bus route runs every 15 minutes and provides almost curbside service to the parents, kids, parishioners, teachers, students and seniors traveling to and from Dupont Park Seventh Day Adventist, Rocket Academy, Fort Davis Rec Ctr, New Macedonia Baptist Church, Fairfax Village and Potomac Ave and Southern Ave. Without it, neighbors will be forced to walk to Southern Ave or Fairfax Village to obtain service. Without the M6, residents, will be forced to walk to Southern Ave or Fairfax Village to obtain service. While this seems like a simple solution, it is NOT!Not only are our seniors unable to walk that far, you are presenting a safety issue for residents especially during season changes.

I chose to live in this condominium mainly because of the location, very close to Clarendon Metro Station and If you do close the station, I will be in trouble as I decided to give up my car because of convenience of this Station. Plus closing the station, it will be a big disadvantage and loss for the business owners of shops, restaurants, supermarkets as it is a very popular area. Please do not consider to close this station no matter how. We also pay high tax because of the popularity of this area.

Comments - general

In 1977 and for many years after that, I would ride the 36 bus from my home in Hillcrest in SE DC to Friendship Heights quite a few days a week to work and back again. I was working my first job at Raliegths at Mazza gallery. That ride, traversing this city, allowed me to become well acquainted with each area, Capitol Hill, the Mall with its museums and government offices, downtown, Foggy Bottom, Georgetown, Tenely, and finally Friendship heights. I became an expert at navigating this city. It made every neighborhood accessible to me. It brought be closer to so many neighborhoods and to every one who lived and worked here. It made me understand our differences and showed me where we are all the same. Thats how I learned to love DC. I have watched it grow from the seat of the 36 Friendship Heights bus. One is not afforded this experience when riding the Metro Trains. You miss so much. We need to do everthing we can to bring our residents together. Nowadays, (well, pre-pandemic) I see parents taking their kids to the museums on that bus line or to shop in Georgetown (no Metro access.) Folks who work in Georgetown and live in Arlington are taking the bus from Rosslyn, crossing the Key Bridge. Look, I know Metro is in bad financial shape but so many of us are and we are persevering. Focusing on the future. Please do not limit our access. Find the funds and do not cut the bus service.

I believe transparent funding for a metro bus line and metro rail line need to be shown for individuals to provide good answers. Also understanding that metro bus rider did not pay for service until Jan 3 2021, while metro rail paid fares throughout. (Taking a free bus ride vs paying for metro rail could have GREATLY altered the numbers in your ridership percentages.) I believe closing service earlier (bus and metro) weekdays, closing 22 rail stations, along with greatly reduced service on the weekend would be the best route. Severely curtailing metro rail would force more to find alternative means of transportation (not just bus) and as it is more of a revenue generator (per-rider) it does not seem as a viable option.

The city is trying to make Washington, DC, a car-free city and residents are being encouraged to walk or ride bikes. And now youre planning to completely elimination public transportation! I am referring specifically to the D6 and the Foxhall Village/Palisades area. How would students get to the public schools -- Key, Hardy, Wilson? How can patients get to Sibley and/or Georgetown Hospitals? How can employees get to the small businesses along MacArthur Blvd? How can we get to a grocery store -- there are NONE in our area. How can residents get downtown to work, to Union Station, to the airports, to a museum?We cant drive because theres limited parking and many places are too far to walk, especially for a number of the elderly. So that means that at age 80+ I have to learn how to ride a bicycle.The proposed elimination of the D6 is an outrage and a disservice to the citizens.

Growing up in the Maryland suburbs, I always lived within walking distance from a Metro stop. That allowed me to come into the city for shopping, concerts, museums, galleries, and restaurants and later to work. I no longer live close enough to the Metro to walk. I worked from home for most of 2020 until I became one of the millions of victims of the pandemic economy in October. The unreliability, impracticality, parking expense, and frankly random danger of Metro have all been factors in what jobs Ive applied for, mostly avoiding DC. Unless I were to wait at the bus stop to ride a Metro bus, it would take me that same half an hour to drive to the Silver Spring Metro, and then I would have to account for pricey all-day parking, walk through the maze that is this Metro stop, and potentially wait half an hour for the next train before riding another half an hour or more to my destination and walk from there, assuming the stop isnt out of service. Many DC employers do not have free or any parking because ease of Metro use was taken for granted in the old days. Taking Metro to work in 2021 would not only outspend and triple my old commute, but also take my life into my hands. Beyond that, the desperate measures taken in recent years had already made traveling into the city for its nightlife all but impossible for me. With no income, I cant afford a taxi or ridesharing because the last Metro train leaves before 9 oclock. I understand firsthand the reality of the citys lower-income residents; it is quite the privilege to just hail an Uber, as seems to be the tacit understanding behind these closures. After spending years envying other cities 24-hour subway lines, I have now all but exited the local economy.

I urge the WMATA board to keep the Silver line Metro stations open and the Fairfax Connector buses operating. My family is very fortunate enough to own cars, but other individuals and families in our area are not as fortunate. The Silver line enables low and moderate income workers to to get to work and school. Also, the planed Silver line stations could contribute greatly to the economic recovery of the Dulles corridor and facilitate connecting to the DMV region. Thank you for your consideration,Lynn Nagle

Please keep the 17G route the way it is/was prior to the pandemic. I am unable to walk out to the Braddock Road stops to be able to ride any of the other 17 series Metro buses due to arthritic knees, ankles, and a metal hip. I can make it out to the 17G bus stop four houses away from my house to catch the 17G ride into the Pentagon. Thanks for your consideration. I do have a reduced fair Metro card and truly appreciate the service that you and your drivers provide.

Comments - general

RE: alternative to eliminate Metrobus routes in Burke area, specifically 17G. I'm a federal employee who uses Metrobus 17G to commute to work. I transfer to the Yellow Line at the Pentagon in order to arrive at my office near L'Enfant Plaza. Sometimes I use the Blue Line, although this adds significantly to my commute time. During non-pandemic times, I commute 5 days a week at a minimum. My job requires me to be in-person at my office. If you cancel route 17G, I will be forced to acquire a second vehicle in order to meet my family's work commute requirements. Not only will this affect my cost of living, my car commute during rush hour will add my vehicle to congestion on Fairfax, Arlington, and, quite likely, downtown DC roads. My vehicle will also be just one more vehicle contributing to the wear and tear on Northern Virginia and DC roads. Additionally, unless I spend even more money on an electric vehicle, my combustion-engine vehicle will contribute to air pollution. Add to this the pollution and use of natural resources just to make the car that I'd be driving. There's also an adverse safety aspect to canceling 17G. When I'm using WMATA services, I can prepare for or recover from work instead of drive in rush hour traffic. Not only am I at a reduced risk for accidents, so are others since there's one less vehicle "my vehicle" on the road. Additionally, I was recently diagnosed with a heart condition that's made worse by stress and fatigue. Driving in NOVA and DC traffic during and even outside of rush hours is one of the most stressful parts of my life. I decided to accept the 60-minute commute by WMATA in order to avoid this stress. There are also adverse personal productivity and work-life balance effects to my life if you cancel 17G. My job requires me to do a lot of extracurricular reading just to stay informed enough to do my job during office hours. While I'm using WMATA services, I can safely do this reading during my commute. This means that I'm not doing it during what should be my personal life at home with family and friends. I use WMATA as a sort of secondary office to do the reading I have to do in order to continue to be a successful policy analyst for the U.S. government. One last, very personal effect if you cancel 17G: I specifically purchased my house along the 17G line in order to make it easy to use your services. That convenience came at a premium. Houses in my neighborhood are priced, in great part, due to the convenience their location offers to use WMATA to commute to government-related jobs in Arlington, the Pentagon, and downtown DC. I pay extra in mortgage just so I can use WMATA. What will happen if you cancel 17G? I'm betting that will affect my property value. On a bitter note, of course Fairfax will still charge me the same in property tax. Bus 17G and the Yellow and Blue Lines (but most importantly 17G), contribute positively in every way to my life. Please don't cancel MetroBus service in the Burke area. I'm more than willing for my 10 fares a week (20 if you factor that they're bus and rail fares) to contribute to your bottom line. I want to continue to pay for your services. It's better for me, my family, my co-workers, and the environment. Sincerely, Eric Stahl Fairfax, VA

Hi my name is Lamar Lawson. Not only do I want to talk about the budget, I also want to talk about a metro bus and specifically things I would like to happen on the rail as well, and also Metro Access. RT. B30 Metro needs to start running the B30 again. Just a quick reminder, the B30 line starts from Greenbelt Metro Station and ends at the BWI Airport/Business District. At one time, it was running to Arundel Mills Mall. It is not right that a person has to travel 1 hour out of their way to Shady Grove Metro Station because they have to ride the MTA bus 201 to have access to the system if they're leaving from the airport. Greenbelt Station is 25 minutes away but 30 minutes if there's a little traffic. I am totally blind and I depend on that bus. It helps me save money on travel because I have a smart Trip card and no other system accepts that card if I wanted to travel to and from the airport. I also have children that live in the Baltimore Area and the B30 was a cost effective way to get there. The thing I find disturbing is the 5a has been running during Covid but somehow some way, the B30 isn't. Something doesn't seem right nor fair about that. I understand the B30 had low ridership however, I rode the 5a and it's not always crowded. The last time I complained about this situation, someone said I needed to talk to my elected officials. If a person doesn't know how to contact them, how is someone going to be able to talk to them? And here's the ironic thing, when the B30 was running, metro ran it during the week but not on the weekends/holidays when people really needed the most. It doesn't make sense since what so ever to run it like that. Whether you want to run it to Arundel Mills or not is up to you but I would suggest if the ridership is indeed low, run it like you do the 5a. And as time goes on and people start traveling again, put it back to every 40 minutes. Metro Rail All trains need to run as far as they could. I do not like the mid turn around especially now that Metro has installed those signals letting the conductor know when to go and stop. I have been on many trains, when the other train crossed the track and was clearly on the other side the conductor announced they still couldn't go because they had a red signal. So the Yellow line should continue going from Huntington to Greenbelt, the red line needs to go all the way from Shady Grove to Glenmont and vice versa. The more lines on a particular track is concerned, the frequency should be often but the red line needs to run maybe every ten minutes because that's the only train running on that track. The others have at least two and L'Enfant Plaza runs five of them. The Metro system should have the hours of Monday-Friday, 5:00 AM to 12:00 AM, Saturday and Sunday, it needs to open at the same time each day. Now, it opens at 7:00 AM on Saturday and 8:00 AM on Sunday. Which ever time metro decides, it needs to open the same time both days but close at 12:00 AM. Metro Access Metro access needs to run to all three airports; Dulles, National Airport, as well as BWI Airport. Although I still would love to have the B30 back, Metro Access also would be a great help as well getting to and from the Airports. As far as the fares, during rush hour, the fare is \$6.50 but weekends/holidays, it should be \$4.00. So in conclusion, don't take this as just another rider complaining/suggesting. I've been riding metro for at least 20 years. I understand cuts have to be made because of Covid however, think about the people who really need a particular service. In response to the reasoning of the cut backs, of course it cuts deep. You can't expect people to ride when all the government officials are demanding people to stay home. That's not fair to the people who need the system. All I ask is, when you prepare the budget, and when you make the cuts, think about the severe consequences it would have on many people. Thanks for reading my long letter, and I still think we have the best system in the nation. My email address is: [REDACTED] and my phone number is 2 [REDACTED] [REDACTED] thanks again.

Comments - general

Before the pandemic, I used to ride bus and rail to and from downtown everyday. When I travelled during off-peak hours, certain trains and the buses were almost empty. This indicated that you had ridership issues before the pandemic. COVID relief funds wont solve most of these problems, eg, communications, civil/criminal/nuisance infractions, untimeliness, poor customer service, etc. Looking around my community (AU Park/Tenleytown/Cleveland Park), I have seen a lot of people riding bicycles, scooters, segways, and anything other than Metrorail or Metro Bus. This again is before the pandemic, but it has continued during the pandemic. The people coming through seem to be coming for work or school. Theres no real tourist attraction there (Target? 7-11?) One of the benefits of a mass transit system is that people can get to places where they can get to jobs and schools. However, when I see people commuting from all the way across the city or in some cases from Northern Virginia or Southern Maryland to get these low wage hour jobs I have to ask myself is this good or bad? It seems more like a failure on the part of the local Mayor and city council to provide opportunities where people live if they have to go so far to get even basic employment and resources. As Metro prices increase, this is a bigger issue for people who are trying to earn a living wage or at least hold on to some money so that they can build a better future. WMATA should be asking Muriel Bowser and her counterparts in NoVA and Southern MD why there arent quality schools and career opportunities in every neighborhood of the city. People should want to travel, not have to travel to get access to what they should be getting in their communities. The city revenues cant all go towards fostering gentrification. Just a note on my pandemic WMATA experience. I recently tried riding the train double-masked and saw too many people come into your subway system with masks and pull them off and position themselves next to other riders as soon as they got on the platform. We were trapped. It doesnt surprise me that people have been getting raped and molested in the train cars for years. Metro security is only focused on protecting WMATA, not the safety of the Riders. The regional planning commission and WMATA really need to work with communities served by these stations and bus routes to find out what they need from a transit system. Local governments have focused too much on how to WMATA can increase revenue coming into their jurisdictions without giving deference to the needs of communities. Regarding the proposed rail cuts, Im just confused. Im not clear why Smithsonian wouldnt be where most of your tourist ridership \$ would go when the museums re-open. In building the other stations on your list, WMATA got approval to disrupt quiet and environmentally desirable communities by justifying the need for business development, growth, Etc. Now youre proposing to cut them? At the same time, WMATA is still planning new stations and expanding existing lines youre struggling financially with the existing ones. Why would we trust your motives or your judgment now?

Metro would like to close the Cheverly Metrorail station. I have already filled in the questionnaire, but have the following additional comments. Cheverly is one of the stations slated for parking fee reduction. Also, Metro is planning to add solar panels to the Cheverly parking lot. These plans seem to be conflicting. Would the parking lot be kept open if the station were closed?

Needed it

I like the idea but they chose the wrong stops.

Latin America is not a language. It is Spanish. You could also use the different identifiers Spanish-speakers use, like Castillian/Castellano. But Latin America is never correct as an identifier for a language.

Please do NOT close the Greensboro Drive Station. There are thousands of people living at the Rotonda and the Boro with even more projected with future expansion and it would be wrong to deprive them of their station.

Que. o lo cierran parqu岸 es el transportado detodo los dias

The G2, D2, and D6 bus lines are very important to the student population at Georgetown University, especially low-income students who rely on WMATA services. Ridership will increase again with the impending vaccination, and the return of thousands of more students. Please do not neglect efforts to integrate student populations at this isolated university with the rest of DC.

Do not eliminate proximate bus stops!! Keep these stops so that the metro remains as accessible as possible for DC residents.

Do not cut the G2, D2, and D6 buses. This consolidation will make it harder for people living in and commuting to and from Georgetown to access the rest of the city and vice versa. This decision would have a particularly negative impact on low-income communities and only further the divide between the Georgetown neighborhood and the rest of DC—a harmfully elitist, racist divide. It would also prevent students living in the area from having accessible work commutes out of the neighborhood, an issue which already exists but would only worsen. Please reconsider this decision, as the consolidation under the N6 would not be nearly enough service to compensate.

These service cuts are unacceptable. In particular, elimination of the G2 would be a major blow to students at Georgetown University, most of whom do not own cars. These changes cut against the universitys goal of incentivizing more sustainable transportation. In addition, the rail frequency cuts would be crippling.

Please do not cut the G2, D2, and D6 buses. These are essential sources of transportation for Georgetown students, especially those of us with lower incomes. Cutting these buses will make it much harder for students to travel to jobs, as well as furthering gentrification in the neighborhood by making it harder for low-income residents to live there. Please don't cut these buses.

Comments - general

(normally) I live near the Cheverly station but use the Landover station because getting to the Cheverly station in the morning is a nightmare. The Cheverly Ave / Columbia Park Rd / 50 intersection traffic easily overwhelms the traffic lights

Metro services should not be cut , it's very needed by the public. If there's budgeting issues than honestly you guys should get rid of all the terrible employees they have such as bus drivers and station managers/help desk they are always very rude and ghetto and you should fire some of them in order to stay in budget and not cut services which many people need

I truly hope that the government can somehow be able to receive funds because I just started a job and I count on metro everyday to get to work and also I've noticed that other passengers do the same and yes there are a lot of riders who have stopped riding metro but not everyone so please I would greatly appreciate it if this matter can be resolved and I also speak for the other riders thank you for your time.

Will it ever end people are walking through the gate not paying for the train ride inside the station

I was doing the survey but somehow it logged me out and I had to restart. This change that should take place in Jan 2022 would make it difficult for me to get to work and home. It already takes me 1.5 hrs to get to work every day. Paying \$58. A week and it will take me longer is not beneficial to remain a metro user. I'm not originally from this area and rely on metro daily.

Por q los metro estan tan tardado se los dificulta mucho el poder llegar a nuestros trabajos gracias

I haven't been riding metro because the drivers have been so explicitly rude and obnoxious in their behavior towards me. I have been rejected to ride and mistreated so poorly by your employees. I pray for them that whatever caused them to act in the inappropriate manner they did, that God heals them from that because it was so unjust and I have nothing against them, they're humans just like me and I came in peace but they discriminated against me and didn't allow me to ride. I've been walking a couple miles now to get to where I need to go rather than taking the bus because their behavior was so unkind that I would rather protect and honor my dignity than put myself in that situation to be highly disrespected and humiliated again. God bless and protect all your employees. I mean that from the bottom of my heart. I think you should pay them more and I think you should also teach them how to have grace in dealing with people. That skill never hurt. Have a great 2021 and may God bless you

Ustedes de por si hacen lo que se les da su gana porque hay negros que tratan mal en el bus a la gente latina pero eso si si son negros los dejan pasar sin cobrarles el pasaje tanta discriminaci3n los morenos contra los latinos he metido tantos cumpli3s de que cuando tambi3n van manejando el bus platicando con otras personas ellos y no van poniendo atenci3n cuando vas manejando haga lo que se les da su gana

La verdad es algo pronto para que cobren los dos d3lares por cada vieja que uno hace

I have done the Survey. But, didnt find the Questions very Fair nor Appropriate. Many People are Purposely Not Traveling because of COVID. Especially, Seniors. Because We Dont want to get Sick! Not because we dont want the Buses. I Love riding the buses to get out & about. I do hope you will reconsider Cutting So MUCH of our MUCH NEEDED METROBUSES! Just because were Not Riding Right Now Doesnt mean we Wouldnt be Riding IF we Could! I have Contacted both Congresswoman Nortons Office, & the White House about a Separate Special Funding for Public Transit. I explained some of that we Seniors up here in Edgewood could NOT Survive without our D8 bus taking people to/from WHC/VA Center for Important Medical Appointments including Dialysis. Many are Mobility Limited. People also come from Brentwood, Trinidad Neighborhoods to Hospitals. Many Seniors in Fort Lincoln Rely on the H6 bus. Every time I have been waiting at Brookland Station there are people waiting for that H6. Many people in Eckington Rely on the P6 bus. The MBT is Not Always Safe to walk on. MPD Bike Officers do their best to Patrol it. But, Stuff happens anyway. Could You Possibly Hold Off on Finalizing the Budget for a Few Months? Till the Pandemic is over? I am Sure People will begin Riding Again. It would be a Terrible Shame to Take Our Buses Away Just When we will Need them Most. Not Everybody is Comfortable with Metrorail. Especially, when one has to deal with Elevators & Escalators that arent Operating Properly, IF one can Even Find an Elevator! Metrobus Supports a lot of Lower Income Essential Workers too. Many can barely afford Metrobus, never mind Metrorails Exorbitant Fares. About Twice what the Bus Costs. Please, Please Hold Off on this Dastardly Decision as Long as Possible. Give our City & Region the Opportunity to Get back to Normal. Wait another year or so. See what Happens. Thanks again LD Lee

No es justo que recorten el transporte por que muchos nos beremos afectados por que es nuestro medio de transporte para yegar a nuestro trabajo

Puede apagar las escaleras el3ctricas y reducir3n un poco la electricidad y poner unos minutos m3s retrasados los metros para que usen menos metros

Entiendo q estan perdiendo dinero pero soy una persona q us9 el metro 5 dias a la semana y lo q veo todos los dias es q mucha gente hombres mujeres pasan sin pagar hasta incluso cuando voy a poner mi tarjeta para salir o entrar la otra persona se me pone atras y casi me empujan para salir atras6 de mi..sin pagar....nolea digo nada por miedo....y l a persona q esta en la cabina los miran y no les dicen nada

Ok

Si quitan los serbios nos perjudicas. A nosotros los usuarios

| Comments - general |
|--|
| too expensive and I wish it was free until covid 19 is over |
| Espero que todo mejore en el nombre de Jes s |
| Not a great idea |
| para m - es muy importante metro buss porque uno sale a trabajar a una cita con doctor o una cl nica |
| El metro necesita volver a ser igual que antes , todos los que optamos por usar este medio de transporte sabemos lo importante que es para nosotros. |
| Lo q nosotros queremos los pasajeros q abordamos la ruta T2 q nosea quitada que ppr favor siga circulando es muy nesesario esa ruta y bastante abordada gracias |
| Deverian a umentar un poco para no recortar el service |
| Esta bien que le suban una cora |
| Estoy de acuerdo |
| Buenas noches La decisi n que tomen para mi est  bien Y se los entiendo que por la lamentable Pademia deban . Tomar itras Decisiones. Gracias por dejarme saber a mi , Y a la comunidad . Qu  Dios les ayude a tomar la mejor definici n. ? |
| Es muy dif cil para todos pero el metro es muy bueno para mi porque me permite seguir trabajando en diferentes partes esas Noticias no son buenas |
| This is Antjuan Johnson, and I am loyal paying rider of the bus and subway please do not close Eisenhower station this is how I have been getting to work thanks . |
| Nice |
| Im not understanding how you are not making money when your machines keep taking peoples money just in this year metro taken \$180 dollars dollars from me |
| Reducir el servicio en horas especificas y en d as de poca afluencia de pwrsonas. |
| Eso me preocupa porque yo soy usuario del transporte metrob s i utilizo diario. Para ir a mi trabajo i eso le afectar  a mucho aqu - en fairfax va |
| Me gustar a que no recorten los servicios de horario para mi seria mejor que suban la tarifa un poquito gracias |
| Para mi k suba el precio xk a veces uno nesecita moverse y sin transporte va ser dif cil a veces es mejor pagar m js pero k haiga m js movilidad gracias x su comptencion |
| El traspor de porsi es malo el las rutas ke llo recorro y si quitan ceria pe or las tarifa cienpre a o tras a o an an mentado cienpre |
| Mi opini n es que si uno paga tarjeta mensual y el servicio no funciona fuera bueno que no pongan tarjetas de l semana para que uno no gaste porgunto el dinero |
| lamentablemente est  situaci n del covic 19 a da ado la econom a de todos, pero es muy necesario su servicio ya que yo conozco mucha gente que hutizamos y es muy necesario el servicio de metro y bus. deseo que todo se normalice lo antes posible para que no, nos afecte, de antemano agradezco sus servicios y amavilidas, Animo y deseo que pronto regresamos a la normalidad. |
| Espero qu  pasa mejor esta enfermedad tambi n usted puede ayudar m js ruta de buse sea los minor para toda lo pasajero |
| To many people not paying to pass on train why do I have to pay? Oh because social equality FU people |
| Formally I was an avid rider and support of the DC Metro subway system. However over the past 10 years, due to the consistent unreliability of the service, reduction in service hours, and overall decline in service quality and frequency has caused me to abandon Metro for other forms of transportation. Mass transit should be viewed as a necessary societal need as it improves the local economy by providing transportation to employment, entertainment and retail locations, and improves public safety by reducing cars from the streets and providing an alternative to impaired driving. Due to these significant benefits, mass transit should be subsidized as a necessary public utility and both service frequency and hours should be increased to provide a viable transportation solution. As it stands now, the Metro subway system is not such a solution. |
| No way. Ff county have mucho money. Don't understand it. We don't have enough money to taxi. |
| The metro transit is important to so many riders in the city. While it's important to realize that some stations and bus routes may never get back to normal because of work from home, ride share apps, city bikes and scooters, some of this proposal is just too drastic. Metro buses should be an alternative for people who can't afford metro-rail fair. For the rest of us who can afford the rail, having such stations that are near shopping centers, entertainment venues, movie theaters, and corporate buildings shut down permanently is not a good idea. Metro needs to try harder to safeguard its revenues. I can't believe the amount of people just walking through the gates every day. Updating the entry gates would be the first thing that needs to happen. While I have no idea how much this will cost, I know that majority of your losses come from people not paying. Metro also provides safety for those who work late at night. The city needs it's transit system. I noticed that you're planning on cutting the P6 route. I've never been on that bus and seen it empty during the day. Just stop running the bus after 11:45pm. How about skipping stations that are slow at night. What's the point of permanent closure of Eisenhower if you still go to Huntington? As for the bus routes suspend them during the slow hours or space them out as you have done. |

Comments - general

I truly understand the Fiscal Year Budget dialog, however, I am a licensed Female Security Officer, a Sr, healthy at the moment, only dealing with arthritis in my knees, which I keep them well oiled! Yes, I've maintained a positive attitude during these trying times of the Pandemic. I work many different shifts, mostly overnight. I live in the corridor of 1495 Bangor St SE, & deal with walking home the rest of the way from MLK & Morris rd now because the buses have stopped running up that strip, even when the schedule says there's 2 more trips. Towards the end of some of the drivers shifts, they do what they want to do, not all of the drivers. Now I watch the drivers tell the riders, well the ones that are paying, the machine is broke. I am compassionate for the drivers because it's rough dealing with ignorance, rudeness, just walking past the drivers not even greeting them at least. I trudge up these hills in all inclement weather, I understand that. Why does it have to be this strip between Hunter & 16th st? What I do is work, every night, 67 years, trying to put in 4 or 5 more years before I retire, probably won't. You have enforced stronger messages to these slouches before

Please keep service at Grosvenor station and maintain frequency of trains on the red line

Closing the Yellow Line Archives Station will adversely affect a lot of Nationals baseball fans who use or transfer at this station to go to the ballpark. You might consider keeping it open during and Nats home games.

I rely on REX to go to work

Please dont consider making these cuts until AFTER the Federal Government and government contractors have reopened. Only then can you have a sense of true ridership estimates. To cut metro stations will especially hurt DC businesses and DC/MD riders -- particularly those who dont have cars and cant afford Uber (if thats even available).

| Comments - general (Spanish) | Translation |
|--|--|
| No cierren east falls church , es un largo camino de tysons corner a ballston para quienes no tienen carro y usan esa ruta | Don't close East Falls Church, it's a long way from Tysons Corner to Ballston for people who don't have a car and use that route |
| Yo necesito el metro, tengo la necesidad de viajar por mi trabajo | I need the metro, I have to travel for my job |
| La eliminacion de las rutas E6 y M4 dejarian a una area importante sin ninguna clase de acceso a transporte publico. Esto resultaria en un significativo aumento en la movilidad individual, generando mayor contaminacion ambiental y gases de efecto invernadero. El plan no preve como compensar por este impacto climatico alto que tendra eliminar estas dos rutas. Adicionalmente, estas rutas de bus son utilizadas diriamiente por muchos estudiantes de Lafayette, Deal & Wilson como unico medio de transporte escolar. Si se eliminan estas rutas, como se garantizara que estos estudiantes puedan asistir a sus centros de estudio? | Eliminating routes E6 and M4 would leave a significant area without any type of access to public transport. This would result in a significant increase of individual mobility, creating more environmental pollution and greenhouse gases. The plan doesn't have a way to offset the large impact it would have on the climate to eliminate these two routes. Additionally, these bus routes are used daily by many students from Lafayette, Deal, & Wilson as the only way to get to school. If these routes are eliminated, how will you ensure those students can attend school? |
| Que. o lo cierren parquet es el transported detodo los dias | [Don't] close it because it's the only transport for every day |
| Por q los metro estan tan tardado se los dificulta mucho el poder llegar a nuestros trabajos gracias | Why is the Metro so delayed? It makes it really hard to be able to get to our jobs. Thanks |
| Ustedes de por si hacen lo que se les da su gana porque hay negros que tratan mal en el bus a la gente latina pero eso si si son negros los dejan pasar sin cobrarles el pasaje tanta descriminaci3n los morenos contra los latinos he metido tantos cumpl3s de que cuando tambi3n van manejando el bus platicando con otras personas ellos y no van poniendo atenci3n cuando vas manejando haga lo que se les de su gana | You yourselves do whatever you want because there are black people who treat Latinos poorly on the bus but if they're black you let them go without charging them for the ride. There's so much discrimination by black people against Latinos; I've made so many [unintelligible] that when they're also driving the bus and talking with other people and they're not paying attention when you're driving, do whatever you feel like |
| La verdad es algo pronto para que cobren los dos d3lares por cada vieja que uno hace | Honestly it's kind of soon to be charging two dollars for each [trip] someone makes |
| No es justo que recorten el transporte por que muchos nos beremos afectados por que es nuestro medio de transporte para yegar anuestro trabajo | It's not fair for them to cut back on transportation, because a lot of us will be affected because it's our means of transport to get to our jobs |
| Puede apagar las escaleras el3ctricas y reducir3n un poco la electricidad y poner unos minutos m3s retrasados los metros para que usen menos metros | You can turn off the escalators and decrease the electricity a bit and delay the metro a few minutes to use fewer metros |
| Entiendo q estan perdiendo dinero pero soy una persona q us9 el metro 5 dias a la semana y lo q veo todos los dias es q mucha gente hombres mujeres pasan sin pagar hasta incluso cuando voy a poner mi tarjeta para salir o entrar la otra persona se me pone atras y casi me empujan para salir atras6 de mi...sin pagar....nolea digo nada por miedo....y l a persona q esta en la cabina los miran y no les dicen nada | I understand you're losing money but I'm someone who uses the metro 5 days a week and what I see every day is that a lot of people, men and women, go through without paying. When I go to put my card in to enter or exit, another person will even get behind me and practically pushes me to get out behind me without paying... I don't say anything out of fear... and the person in the booth sees them and doesn't say anything |
| Si quitan los serbios nos perjudicas. A nosotros los usuarios | If you take away the [services] it will hurt us. Us, the users |
| Espero que todo mejore en el nombre de Jes3s | I hope everything improves in Jesus' name |
| para m3- es muy importante metro buss porque uno sale a trabajar a una cita con doctor o una cl3nica | The metro bus is very important to me because you go to work, to an appointment with a doctor or a clinic |
| El metro necesita volver a ser igual que antes , todos los que optamos por usar este medio de transporte sabemos lo importante que es para nosotros. | The metro needs to go back to being like it was before, everyone who chooses to use this mode of transportation knows how important it is for us. |
| Lo q nosotros qeremos los pasajeros q abordamos la ruta T2 q nosea quitada que ppr favor siga circulando es muy nesesario esa ruta y bastante abordada gracias | What we passengers who ride route T5 want is that it not be removed; please keep running it, this route is very needed and quite full. Thank you |

| Comments - general (Spanish) | Translation |
|--|--|
| Esta bien que le suban una cora | It's okay with me if they increase it a [unintelligible] |
| Estoy de acuerdo | I agree |
| Buenas noches La decisi3n que tomen para mi est3 bien Y se los entiendo que por la lamentable Pademia deban . Tomar itras Decisiones. Gracias por dejarme saber a mi , Y a la comunidad . Qu3 DIOS les ayude a tomar la mejor definici3n. ? | Good evening, the decision you're making is alright with me. I understand that unfortunately due to the pandemic you must make these decisions. Thank you for letting me and the community know. May God help you to make the best decision. |
| Es muy dif3cil para todos pero el metro es muy bueno para mi porque me permite seguir trabajando en diferentes partes esas Noticias no son buenas | It's very hard for everyone because the metro is very good for me, because it allows me to keep working in different places. This isn't good news |
| Reducir el servicio en horas especificas y en d3-as de poca afluencia de pwrsonas. | Reduce the service at specific times and on days with lower traffic. |
| Eso me preocupa porque yo soy usuario del transporte metrob3s i utilizo diario. Para ir a mi trabajo i eso le afectar3-a mucho aqu3- en fairfax va | This worries me because I use the metro bus transport daily. This would greatly affect me getting to work here in Fairfax VA |
| Me gustar3-a que no recorten los servicios de horario para mi seria mejor que suban la tarifa un poquito gracias | I would not like for them to cut back the service schedule; it would be better for me if they raised the fare a bit. Thank you |
| Para mi k suba el precio xk a veces uno nesecita moverse y sin transporte va ser dif3cil a veces es mejor pagar m3js pero k haiga m3js movilidad gracias x su comptencion | I think they should raise the price because people have to get around, and without transportation it's going to be hard. Sometimes it's better to pay more but have more mobility. Thanks for your understanding |
| El traspor de porsi es malo el las rutas ke llo recorro y si quitan ceria pe or las tarifa cienpre a3±o tras a3±o an an mentado cienpre | The transportation in itself is bad on the routes I take, and if they take them away it will be worse. Year after year the fare has always increased |
| Mi opini3n es que si uno paga tarjeta mensual y el servicio no funciona fuera bueno que no pongan tarjetas de l semana para que uno no gaste porgunto el dinero | My opinion is that if someone pays for a monthly card and the service doesn't work, they shouldn't give out weekly cards so you don't spend [unintelligible] the money |
| lamentablemente est3 situaci3n del covic 19 a da3±ado la econom3-a de todos, pero es muy necesario su servicio ya que yo conozco mucha gente que hutizamos y es muy necesario el servicio de metro y bus. deseo que todo se normalice lo antes posible para que no, nos afecte, de antemano agradezco sus servicios y amavilidas, Animo y deseo que pronto regresamos a la normalidad. | Unfortunately this situation with COVID-19 has hurt everyone's finances, but your service is very necessary since I know a lot of us who use it and the metro and bus service is very needed. I hope everything goes back to normal as soon as possible so it doesn't affect us. Thank you in advance for your services and kindness, good luck and I hope we return to normal soon. |
| Espero qu3 pasa mejor esta enfermedad tambi3n usted puede ayudar m3js ruta de buse sea los minor para toda lo pasajero | I hope this illness improves too, you can help more more bus routes even the minor ones for all passengers. |

| Route | 2021 proposed Metrobus service changes |
|----------|---|
| 17 | I dont care about any of those items. Its been Metros plan all along since contracting out the 17 line service to have it eliminated and youre on the way to accomplishing that. |
| 18 | Taking away the 18 bus line would be a huge loss for the Springfield and Burke communities! |
| 22 | Do not alter 22 service through Park Fairfax. |
| 22 | The 22 routes are absolutely essential for my ability to commute. |
| 22 | With the elimination of most of the 16 routes along Columbia Pike, densely populated areas would have little or no service. This is unacceptable. The buses were already quite crowded at commuter times before the pandemic. Columbia Pike is building more and more apartment housing with the idea that people will not have cars. They depend on the 16 buses as there is no Metro to service the area. The elimination of rte 22 from Ballston to Columbia Pike would make it impossible for me to get home using Metro in any reasonable time, requiring bus transfers in addition to metro. The trip would be very long! Many people use my same routes. |
| 23 | Currently only able to get to work in AMs by taking ART 41 line to Clarendon, switching at LEnfant Plaza in order to arrive at DCA airport regularly before 6:45 (7 AM clock in) in past I would take 23 route to Crystal City and catch metro one stop to airport, or walk remaining 3/4 mile to DCA via trails. Alternate was 10 line to Braddock Rd and ride metro to DCA. This no longer works due to later openings of metrorail on weekends. Im dependent on taxi service to get to work Sat/Sun until services restore to pre pandemic levels. |
| 32 | As long as I can get the 32 to and from work I will be fine with the phased service. |
| 34 | The only bus I use (or used pre-pandemic) is 34. The plan would eliminate it. I rely much more on Metro trains. If you also close Grosvenor-Strathmore, Id need to use bus 34 to get to Medical Center and back. |
| 37 | I use Route 37 |
| 39 | Please restore 39 also |
| 59 | These do not seem to be lines that I ride frequently; proposed cuts to line 59 in the detailed plan document are more disruptive for me. |
| 62 | Please bring back weekend 62 service |
| 62 | Like to open Route 62 as soon as possible |
| 62 | Keep.62 takoma bus |
| 62 | This works as long as the 62 does not get cut. |
| 63 | DO NOT GET RID OF THE 63 SERVICE |
| 63 | When in-office work begins again, I am hoping to ride the 63 bus again, or at the very least, take the 62 to the Petworth Metro station. This plan would mean that I would need to drive to work. |
| 70 | Yes but I need the 70 Silver Spring route and Archives after midnight at least till 2:00am. |
| 80 | I commute daily and the 80 bus is vital to getting around |
| 80 | I would hate to see bus access to the kennedy center eliminated (80) |
| 86 | Eliminating route 86 is very bad. I ride it frequently. |
| 87 | Please restore the 87 bus for commuters coming from south Laurel. |
| 96 | I do not like proses elimination of the 96 route to tenleytown. Modifications to 42/43, L2, H2/H4 are not great, but ok. |
| 96 | elimination of the 96 route between Union Station and Tenleytown would be a hardship to me. I use this 2-3 times a week. |
| 97 | Please restore 97 route for weekday peak times. |
| 950 | Some busses that start 6 am on weekends so run same like the weekdays. Example 950 runs from Reston to Herndon and continues to Willie metro on weekday. But on weekends when it starts 6am it doesnt go to Willie it stops at Herndon and you get stuck at Herndon. It should start the Willie same 6am. Thanks. |
| 10A | I depend on the 10A to get from Huntington Station to and from my job. If Metro eliminates the 10A, there will be no viable options. I already have to transfer once. If Metro eliminates the 10A, there seems to be no workable way to get to and from work, given the timing involved in a third transfer. It just doesnt work. The 11Y was a good option, but I dont see any signs that Metro is even thinking of restoring the 11Y. The thing is, the less service Metro provides, the fewer riders it will have. Initiating a downward spiral is not a solution. |
| 10A | This would improve services I currently use - especially the frequency of the 10A within Virginia - so it would help me. |
| 10A, 10E | The proposed future routes eliminate 10E and 10A and lave no direct route from Alexandria Old Town or Del Ray to the Pentagon. This is crucial! Please keep 10E and 10A intact! |
| 10B | Any changes to 10B are unacceptable. I have limited mobility and the next closest route is proposed for elimination. You obviously ahve never had to use Metro buses.. |
| 11Y | My office in DC plans to return to work in the Spring and the 11y is the easiest way for me to get there from Old Town Alexandria. Its faster and less expensive than my metro options. |
| 11Y | If you're gutting rail then bus service should be more restored. Restart 11Y |
| 11Y | Not reopening the 11y makes my commuting much longer and more difficult. |
| 11Y | The 11Y route is not mentioned in this plan. As was explicitly mentioned by MANY riders in the previous survey relating to bus route changes, the 11Y is essential for commuters living in the Mt Vernon/GW Parkway area. |
| 15K | Request restoration of 15K. |

| Route | 2021 proposed Metrobus service changes |
|------------|--|
| 15K | The proposal includes eliminating the 15k " which corresponds to the terrible proposal to close the East Falls Church station. |
| 15K | I don't see the 15k coming back on line or what alternative is proposed. |
| 16 G/H | Phasing out 16G/H will not work for me |
| 16, 7M | right now I ride the 16 line 7-days a week and the 7M 5-days a week and the service is acceptable. |
| 16A | While the 16A is an option for me, the 29G gets ne to the Pentagon in 20 minutes vice the 16A which takes anywhere between 45 to 30 minutes. If both are eliminated as shown in the brochure Tell us What Matters To You, I will have to start driving to work. To think after 40 plus years or using Metrobus I have now drive to work is had to comprehend. |
| 16A, 29G | 29G and 16A are buses that are routed to Pentagon from Little River Turnpike, and Columbia Pike to Pentagon. It is not acceptable to have no bus service to Pentagon to transfer to Metro line to get to work. Either 29G or 16A should be routed for people that to get to the Pentagon. |
| 16A/C/E | The 16A,C,E service is especially important to me because is the only service near me that runs on the holiday. Though I normally take the 16yit does not run holidays, after rush hour, or the weekends. At those times, the only means I have to get to the nearest metro station - and usually to get to work, is the 16ACE. Even under good conditions, the 16ACE does not run very often during rush hour. |
| 16C | Please do not stop 16C service into DC. |
| 16C | Please please do not eliminate 16c |
| 16C | please do not terminate the 16C at the Pentagon under any options or budget proposals. A one seat 16C trip from Columbia Pike (and Greenbrier) to downtown DC cuts 40 minutes off of being forced to disembark at the Pentagon Station and waiting for a metro train. |
| 16C | I would like 16c to continue operating. |
| 16G, 16H | I would be absolutely unable to access my job in DC if you eliminate the 16G and 16H. I know that I will be returning to the office at SOME point. I just dont know when because management is waiting for widespread vaccination. If I cant take the bus to the Metro, I cant get to work -- or to the ballpark, or to the Smithsonian museums, or to other DC attractions -- without paying incredibly high ride-share fees because I dont and cant drive. That means I will have to move out of VA and into DC, which means I will become poorer because I will have to pay two or three times my current rent, I will lose long-standing neighborhood ties including my house of worship, and be disenfranchised as a voter due to DCs lack of statehood. More broadly, those bus lines serve a lot of people of color, not just white commuters to office jobs, so you will be disenfranchising people of color by removing their transit access. So much for your alleged commitment to nondiscrimination. |
| 16L | Not acceptable. a) 16L is always very crowded and it should be running already b) we are already working regularly, we are just not using other bus routes or metro. Ridership is down because you dont offer a valid service, not because we dont need transportation. |
| 16Y | Please do not discontinue the weekday rush hour 16Y bus. This bus line was always packed with people and very popular for residents from Virginia commuting into DC. It was one of the reasons why I bought my house due to the great commute. |
| 16Y | For those who live on Western end of Columbia Pike, the 16Y is the best for commuting to DC. If you eliminate the 16Y there are many, many commuters who will have a more complicated commute. The 16Y is very popular along the Pike and through North Arlington. This bus is always full in both directions. |
| 16Y | 16Y bus elimination hinders quick bus access to West End of city |
| 16Y | I can take a bus to the metro and occasionally do depending on the time of my commute. The fastest commute for me is the 16Y and I use that bus if I commute to the office during its operating hours. I would like to see 16Y service restored. |
| 16Y | I'm planning on returning to the office by Aug/2021; the 16Y is my fastest and convenient bus route to go to the city. |
| 16Y | It isnt clear in the proposal when commuter lines will be added back. The most important bus for me is the 16Y and it doesn't appear in the detailed plan. |
| 16Y | I need the 16y |
| 16Y | This depends on when my office begins to encourage workers to come in again. If I'm understanding the plan correctly though, the 16Y would be shut down at least through 2022. Taking this bus to and from work essentially cuts my commute time in half (versus metro rail). It's a major advantage of living where I do. If this is paired with metro rail cuts, it would take away any convenience of me living near my workplace since my commute would likely take up over two hours of my day. I would gladly pay an increased fee to ride the metro buses and rail rather than lose the service. |
| 16Y | The 16Y bus has been a godsend for the morning commute. It is always busy and such a direct route to Downtown. I am sure it eases gridlock. please keep it. |
| 16Y, 16X/C | 16 lines, particularly express lines like 16y, 16x/c are huge for my commute. Really need the legs into DC to Farragut and Federal Triangle. |
| 17, 18 | The 17 and 18 lines are the only way for some Burke residents to get into the city. The drastic cuts have already effected our community and the VRE is not a financial option for many in this region. |
| 17G | The 17G is unaffected by the above changes from what I can tell. |
| 17G | There is no option for where I get on and off the 17G |
| 17G | At the end of 2021, I will retire from my employment and cease to ride the 17G. However, I cannot speak for other commuters in the Twinbrook Road-Pickett Road neighborhood. Before, we could walk our to Braddock, but with no 17s on Braddock, that is not an option. Perhaps there could be negotiations with Fairfax Connector. |
| 17G | I take the 17G so this would not work. However, if this was a temporary plan and Metro will restore 17G in 2023, I think it would be OK. |
| 17G | The plan eliminates the 17G. There are no buses serving Braddock road west of Lake Braddock Rd. I will literally have to buy a second car and join the traffic on 395 each morning and evening. |

| Route | 2021 proposed Metrobus service changes |
|------------------|---|
| 17G/H/K | Reinstate the 17K; keep the 17H and G. COVID-19 is the reason for the decrease in ridership. Our neighborhood needs these bus services for our daily commute. Increase fares if you must, but return/keep our services at pre-COVID levels. |
| 17G/H/K | It may work, but I prefer that the 17G route continue to operate as it currently does. |
| 17H | NO, the 17H is my bus. Please do not eliminate it!! |
| 17H, 17K | Restore 17 H and 17K |
| 17K | The 17K doesnt seem to be part of any of these plans. The 17k is pretty much the only affordable and timely travel option I had prepandemic. By eliminating it, you make my entire neighborhood unlivable for commuters. |
| 17K/H | Temporary adjustments to the 17K/H lines is acceptable, but not permanent changes. This service is critical to commuters in Kings Park West VA. |
| 17K/L | The 17K/L line needs to be restored and kept. Otherwise people in Kings Park West who commute into DC will be forced onto the unaffordable VRE or they will have to drive to the Vienna Metro and use the decreased Metro service. You can't cut all the bus lines out of a neighborhood. |
| 18G | Would like to see the 18G restored (even with limited service times) and the 18P maintained (even with limited service times). |
| 18G | Please dont eliminate the 18G route. Many of us bought our homes in the Springfield area based on having this service available to the Pentagon. |
| 18G | I ride the 18G and need a way to get home |
| 18H | You planning on bringing back the 18H, or are riders still being forced to go up to 2 miles one way to ride 18P? |
| 18H | I would like to see 18H restored |
| 18H, 1 | I accept that my normal 18H has low ridership and is currently suspended. Eliminating the 18P is an unacceptable alternative. Despite the bus - pre COVID - being almost full by the time I can get on it near my home, it goes directly to the Pentagon. the proposed alternative of the FFX 310, which only goes to Franconia Springfield would add over 45 minutes to my commute time. |
| 18P | It depends upon how route 18P would be affected, and whether or not COVID restrictions are lifted in such a way that I was required to reduce teleworking. |
| 18P | Does not seem to apply to 18p |
| 18P | In the two years Ive lived in Burke/Springfield, WMATA has cut the following bus lines in my area: 18S, 18R, 18G, 18H. Only the 18P remains. Please do not cut the 18 bus line because I depend on it to get to the Pentagon. Taking a Fairfax Connector bus to the Franconia-Springfield Metro would increase my commute significantly. There are individuals such as myself in the Burke/Springfield area who do not drive to the Pentagon/have a car. They work in West Springfield/Burke such as the Rolling Valley shopping mall. Without access to the 18P, there would be no way to get to work. |
| 18P | 18P must be fully operational |
| 18P | 18P is the main line to get military, Govt workers, and those that support us into the Pentagon and farther into DC. There are no alternatives for us in Burke Center, Burke, and Fairfax Station to this route. Its on a snow emergency route and is critical for that. With fed and Govt workers forced to telework, of course ridership is down, but only until we have to go back in. |
| 18P | This doesnt help with the 18P. To eliminate the 18P would leave an entire community without a single bus running through it. If you dont have a car, youre stuck. The 18P is rush hour only am/pm during the week. Allow this one lifeline to Rolling Valley Mall, the Pentagon, elsewhere along its route to remain - it would be a total disservice to this community and riders dependent on this bus otherwise. |
| 18P | The loss of the 18p line would be absolutely devastating for Burke military families and others who work everyday in DC |
| 18P | DO NOT ELIMINATE 18P. THERE IS LITERALLY NO OTHER SERVICE NEARBY. |
| 1A, 1B | I need EFC to stay open. If it does not stay open, I will need to take the 1A or 1B to Ballston, so I will need that line to run as often as possible. |
| 1A, 1C | Yes..please restore the schedule for the 1A and 1C |
| 1A, 3A | Unsure what changes this involves for 3A and 1AAlready very limited every 39 min and once hourOnly use on work days Monday- Friday |
| 1C, 2B | Need continued 1c and 2b service every day |
| 1C, 2B | Need more service 1c and 2b |
| 1C, 2B | 1c and 2b |
| 1C, 2B | 1c and 2b |
| 1C, 2B, 16L, 26A | 1c 2b 26a 16l |
| 21A | Bring back 21A between Alexandria VA and Pentagon Transit. |

| Route | 2021 proposed Metrobus service changes |
|----------------------|--|
| 21A, 8Z | *I strongly oppose eliminating 21A in Virginia and the changes to 8Z. People in western Alexandria have few transit options other than those bus routes to get downtown. Further, you say you are closing Van Dorn rail station which further hurts connectivity. Anyone with a car in western Alexandria is going to say goodbye to Metro and switch to driving. If you insist on eliminating those routes, at least set up a park and ride station at landmark mall like was done in the summer of 2019 for the Blue and yellow line closure to get people to the pentagon. *The bus cutbacks will make it difficult for rail ridership to recover because so many commuters use buses to get to and from metro stations. *The PDF with the bus changes is confusing.. For example, I only learned about 21A being eliminated by seeing a map of 8Z which said 21 would be cut. No ridership data is available for either 21 or 8Z. The packet appears to skip a number of lines being eliminated. Another confusion is how some service would resume and then be eliminated in 2022. Metro needs to stop playing PR games and tell people in plain English your bus route will forever be eliminated under this proposal. |
| 21A/D | If both Van Dorn and 21A/D close/cease operations, we are essentially located in a public transportation desert. |
| 21A/D | I and everyone else who relied on the 21A and 21D rush-hour bus service to and from West End Alexandria and DC need Metro to restore service to these bus lines. Period. End of story. Stop looking for service cuts or continuation of existing service cuts from the communities whose residents can least afford ride-share services or driving their own vehicles for their daily transportation. I dont own a vehicle at all, because when I moved to West End Alexandria, I had 2 Metro buses and subway service at Van Dorn Metro to get me to & from DC. Now I and plenty of my public transportation-taking neighbors have none of these. |
| 21C, 8Z | I can't tell if the proposed 21c will still stop at 5101 Duke and if I have to change busses to get to the Pentagon. Please bring back the 8z, it was always full and was a direct shot to and from the Pentagon. |
| 21D | I'm not seeing any information on route 21D so I can't comment. |
| 22A, 22F | I want to comment on the proposed 2022 changes on the 22A/22F route that would leave South Fairlington without any bus service whatsoever and would force all commuters onto area roadways. There is an implied contract when permanent bus stations are erected and tax dollars accepted that infrastructure will be maintained. |
| 22A/C | I normally ride 22A/C to Ballston Metro. Route is proposed for elimination. Best alternative is 4A/B to Rosslyn Metro, but that route is also proposed for elimination. Metro rail ridership cannot be sustained if Metrobus cant get passengers to stations. |
| 22A/C/F | Once I begin commuting to work again, I cant reach a Metrorail station without regular 22A, C, or F bus service. As I understand the current proposal service on those routes would not be restored. |
| 22A/C/F, 7A/F | I am not currently using Metrobus, but I am hoping to use it again frequently as things begin to open up again, especially the 22A/C/F and the 7A/F lines. |
| 22C | Please restore 22C |
| 22F | 22F headways could be better at 20 min rather than 30 min |
| 25B | I think eliminating the 25B is a bad idea - I have relied on this bus for almost 20 years. |
| 28A | I want 28 A come every 15 minutes and want the buses to start at 4:00A.M |
| 28A | 28 a is very important because I go to work and I want earlier 28a buses |
| 28A | I want 28A buses to work at 4:00 A.M instead 5:00a.m |
| 29K, 21A, 8Z | not sure what plan is for 29k/n because not mentioned, but 21a/8z is fine. |
| 29W | The 29W bus line is the only one that serves my neighborhood within a reasonable distance. |
| 29W | Please bring back the 29W and other commuter buses! Also, please enforce masks on buses! |
| 29W | Need to know more about the 29w replacement. This is a critical part of commuting from this neighborhood and faulty data last year jeopardized this line |
| 29W | This plan does not include restoring the 29W, a bus that many commuters rely on to get to DC. There are currently no other alternative options and no new alternatives being devised. |
| 29W/835 | Please keep the 29W (now 835) bus- it is critical for residents commuting to DC! |
| 2A | More 2A buses would be nice with the proposed metro closures. Particularly around 4 to 6 pm M-F |
| 2A | The 2A is the only option I and many others have to access Ballston and East Falls Church. This would make it much harder for people to get to stations and would overcrowd already limited parking (especially if certain stations that have parking â€” like EFC - are closed). |
| 2A | It would be really helpful if the 2A bus ran every 15 minutes during rush hour starting in September. |
| 2A | No change in service level is listed for the 2A route so Metro does not appear to plan to expand coverage to support commuter and school-based travel for this route. |
| 2A | Increase frequency of the 2A route along Washington Blvd from EFC Metro to Ballston IF the EFC Metro is closed. |
| 2A | I would like to see the 2A line have full 100% pre-covid19 service to East Falls Church. The lee highway line is desperately needed because there isnt anything between Hollywood Road and Dunn Loring. Its the only bus. |
| 2A, 2B | Need 2a. 2b some what |
| 2A, 3A, 17, 22A, 23A | These cuts would specifically hurt minorities, those with children, elderly and college students. I have personal familiarity with the bus lines I have listed below. 2A elimination in 2022 will hurt disabled people and those with children. 3A elimination in 2022 will hurt college students, elderly and those with children. 4B would hurt me, as an elderly person. Route 17 elimination will hurt low-income. 22A elimination will be a problem. 23A elimination will hurt elderly and people with children. 25B elimination will hurt college students going to NOVA. |

| Route | 2021 proposed Metrobus service changes |
|----------------|---|
| 30, D2, G2 | Please restore weekend service on the 30 line. The d2 and g2 lines are not needed. |
| 30B | bring back the b30, i want to go to arundel mills. daddy, ride. |
| 30N, 30S | You want to eliminate 30N and 30S and to change the routing of 96 and H2 buses which takes them away from my bus stop. This will present a hardship for me, a senior who relies on the buses. |
| 30N, 32 | first there is only 2 buses who go from pennsavanyia ave on to Naylor rd. one you already shut down (30N) now you limiting the other (32) the buses already run not on schedule. |
| 30N/S | You are cancelling the bus route I need to get from my home to my office -- 30N/S |
| 30N/S | The 30N/S are the only busses that can get me to the redline or anywhere downtown. Not restoring weekend service to this route would have a negative effect on many people, including myself. |
| 31, 33, E6, M4 | If the expansion coverage for school travel includes pre-pandemic schedules for buses M4, E6, 31, and 33, then yes, the plan will work for our family. |
| 32, 92 | Please, do not decrease service on the 92 or 32, both buses take me to the metro stations to get to work. |
| 38 B, 3Y, 4B | DO NOT REDUCE OR CUT SERVICE ON 38B, 4B, 3Y. Metros continuing to cut service or get rid of routes is unacceptable. NOT EVERYONE DRIVES AND WE DEPEND ON METRO BUS!!!! |
| 38B | The 38B is a major service to downtown DC. Eliminating it would harm residents of Arlington. |
| 38B | Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC. |
| 38B | This was too complicated for me to figure out.If you plan on shutting down a chunk of Orange Line stations, or making the orange line much less convenient, many of us will switch to the buses. Prepandemic it was already impossible to get on one of the most convenient buses from my home to my office due to crowds. The 38B will become a lifeline for many of us in Arlington. Dont cut that if you close most of the orange line. |
| 38B | The bus routes are a lifeline for when their is a failure on rail. 38B saved my bacon many a time when you could not provide rail service for me. Youve cut that route, now you are proposing closing the orange line stops in Arlington. You do realize the goal is to attract customers, right? |
| 38B | The 38B is necessary as an alternative to Metro when it is not operating, and for providing service to Georgetown with no transfers (from Ballston). |
| 38B | Please restore 38B! |
| 38B | Are you planning to restore the 38B or not? If youre cutting subway service along the Orange/Silver line, thats my fallback for getting in and out of the city. |
| 38B | This plan appears to eliminate the 38B route, which is the one I use. This would be particularly hard if metrorail service is reduced and/or the Clarendon metro station is closed. |
| 38B | The 38B is vital whenever there are issues or closures on the orange/silver line, and for getting to Georgetown easily. Eliminating that line remove the closest bus access to DC from the Ballston-Rosslyn corridor. |
| 38B | 38B is an essential service for connecting to Georgetown and providing access to transit. |
| 38B | Im not familiar with these other bus lines. I live on the Wisconsin Ave corridor and use the bus to get to Foggy Bottom for Orange Line service to Arlington. My main concern is that if you close the Clarendon and Virginia Sq stations (closest to my place of employment) AND you shut down or reduce service on the 38B bus, then I have no way of getting to work via public transportation. If you reduce Metro service or close a station, you need to continue with the bus line that services that area. Its inconceivable that youre considering cutting both. |
| 38B | I dont ride the buses frequently enough to fairly weigh in. But whatever metro does, KEEP THE 38B; its a lifeline in and out of DC-Arlington!! |
| 38B | Eliminations bus lines like 38B in the same area where you're closing multiple stations (VA Square and Clarendon) leaves people with no reasonable public transit options. |
| 38B | Please do not stop route 38B - it is essential to many people for work and other reasons, especially those of us who do not have cars. And especially if you are going to close metro stations along the 38B route. |
| 38B | Creo que el 38B es muy importante ya que es el Único bus que nos conecta con Arlington y DC para quienes vivimos en Arlington y trabajamos en DC y salimos tarde del trabajo ya que si el metro deja de trabajar a las 9pm y eliminan la ruta del 38B nos quedaríamos sin transporte. Gracias |
| 38B | 38B is my primary commute choice because it is more reliable and comfortable than the Orange Crush on the subway. If 38B is gone I would probably drive rather than take subway, especially if stations on Orange line are closed |
| 38B | It appears the bus I ride out often, 38B, would be eliminated. This bus is a good alternative to metro rail, serves Georgetown (along M ST), in a way that metro rail does not. |
| 38B | The HB Woodlawn school is on the 38Bs route and my daughter rides the bus to school. As a family we ride the 38B to avoid parking in Clarendon and Rosslyn, where parking is scarce. Ive noticed that the route seems to serve workers -- Im guessing English is not their first language -- who are coming from VA to serve homes in Georgetown. |
| 38B | We need the 38B! |
| 38B | If you close Metro stations at Clarendon and Virginia Sq, the 38 B line could fill the gap. |
| 38B | Since the 38B is the bus line I ride the most, I dont support this plan! |
| 38B | Until I am vaccinated, I commute by walking instead of taking the 38B |
| 38B | Alternative options to the 38b proposed termination are not practical for many people, certainly the elderly that cannot walk long distances since many bus routes fill the gap between proposed bus route termination or reduction. |
| 38B, 2A, 23 | Im only interested at this point with continuation of 38B, 2A, 23 Tysons Corner, and other buses going through Ballston hub. |
| 3A | I would need more information about the proposal to replace the 3A route. |

| Route | 2021 proposed Metrobus service changes |
|-----------|--|
| 3A | I think the 3A should be running longer than it is there are people like me that get off work later and need to get home |
| 3A | Metro really needs to think who really needs the bus service. I have a car and it's optional, except when it's out of service. It's those folks who don't have cars. For example the public and low income housing routes should be mandatory. There is no way to get to Annandale to a metro station? Metro bus is there life line. Our roommate moved because the elimination of the 3A. |
| 3Y | I ride the 3Y to DC for a Federal job. I would ride it 2x a week if we go back to work in person. |
| 3Y | If you bring back the 3Y in May, I would support this. I still cant believe youd consider keeping the 3Y out of business. |
| 3Y | 3y can stay weekday-only, but please keep it! |
| 3Y | When pandemic is more under control, wed feel much safer taking a bus with better ventilation and open windows. Busses will be critical to reducing cars on the road. I am very disappointed and will be extremely inconvenienced if the 3y permanently disappears. This change will add at least an extra 30-40 minutes to commuting times. |
| 3Y | If it includes restarting the 3Y bus then yes it works. if it doesnt then no it doesnt/ |
| 3Y | The 3Y, which is the bus I take to work, does not look like it is being considered to reopen. That said, I also have a metro station not too far from my place that I use now, since the bus no longer runs. |
| 42, 43 | You need to expand Bus 42 service at Dupont Circle for the many seniors as well as embassy employees. Bus 42 was significantly cut in August, and Bus 43 service--which does not stop at Dupont Circle, was expanded. Why in the middle of the pandemic? During the pandemic both 42 and 43 should be making all stops. |
| 42, 43 | I use the 42/43 to get to work. Neighbors/ friends depend on 62/63 to get kids to school |
| 42/43, L2 | Reduced rush hour service on the red line will lead to significant crowding for inbound passengers entering at Dupont Circle. If you also take away segments of the 42/43 lines that can also get you downtown (Metro Center, Gallery Place), this will exacerbate the situation. Also, removing the L2 and at the same time eliminating the Cleveland Park station on the red line would significantly reduce ability to reach Cleveland Park from the Dupont Circle/Kalorama neighborhoods. We rely on having at least one of these modes to reach the library, synagogue, etc. |
| 4A | I do not have any timeline to return to the office, but when I do I would ride the 4A bus. No other routes are feasible. |
| 4A | Subways have been running all over the world for decades. The problems with Metro are with leadership, and consumers - those without cars, including people with disabilities and seniors - are the ones who suffer |
| 4A | 4A bus seems to have disappeared. My office will return to the office in September 2021, and 4A was my main commute. 4B would be my backup but if that disappears, I will be unlikely to commute using metro at all. |
| 4B, 38B | The two bus lines i use would be eliminated (38B and 4B) |
| 53A/B | The 53A/B is the most convenient for getting from the Woodmont and Cherrydale neighborhoods to the closest metro stations. |
| 62, 63 | Protect lines 62/63 |
| 62, 63 | My concern is for the route 62-63. In our neighborhood, we have been without a weekend service for over a year. with all that is happening, people who were taking the bus are home now. Those who have been working through all of this had to find other means than whats right outside. It was inconvenient, and I would like for the bus to remain. Its my livelihood. Its easy. If not, ill have to walk longer to get a bus. |
| 62, 63 | Dont eliminate the 62, 63 |
| 62, 63 | I rely on the 62/63 buses!!!! |
| 62, 63 | This is a very bad service plan. I am speaking on behalf of hundreds of patrons of the 62, 63 bus line. Disbanding this line as things begin to open up is a terrible idea. This bus line is the most direct route from my area to downtown and my place of work. If individuals are expected to go to work in 2022, we should have proper transportation. This plan appears to be made in haste without considering the hundreds of employees who work and go to school and have other needs downtown. Please reconsider this plan, with respect to the 62, 63 bus line immediately. |
| 62, 63 | Dont shut down the 62/63. The neighborgood is expanding at a high rate. We need public transportation to alleviate increases traffic and traffic-related incidents from cars. Also, 100s of kids depend on that line to get to and from school! |
| 62, 63 | Need the 62/63 bus ideally all buses should be 63 |
| 62, 63 | Your proposal eliminates the line that serves my residence and the neighborhoods of Takoma, Brightwood, Manor Park, Petworth, Park View and others. I oppose this in the strongest possible terms. Our neighborhood since between two metro stations - Takoma and Petworth - but is a mile or more from both. The 62 line serves a vital role in providing transit connectivity between these stations as well as to businesses in Takoma, Kennedy St, Georgia Ave and others. Meanwhile, the 63 provides a crucial one-seat ride from our neighborhoods to downtown DC. If anything, the service should be expanded. The idea of eliminating a service line with no alternative in a transit-deprived part of the city raises significant equity and accommodation issues. I could not oppose this more strongly. |
| 62, 63 | My common relates to the elimination of the 62/63 bus line. I am totally against the removal of this line. The proposed rerouting of the 70 bus is not acceptable. I live near the 5th and Peabody stop. School kids ride this bus as there are several schools along 5th St. I am a senior citizen and having to walk extra blocks to get too and from either Takoma or Petworth stations is not acceptable. The 70 bus is a crowded bus under normal circumstances, having to ride an already crowded but is not acceptable. The proposed changes seem discriminatory toward minorities who primarily ride these buses. |
| 62, 63 | How lame that you only list the positive and we have to look up the information for cuts; youre proposing completely eliminating the 62 and 63 line and I am completely against that. |

| Route | 2021 proposed Metrobus service changes |
|--------------|---|
| 62, 63 | I have been greatly affected by the 62/63 not running on the weekends. As a handicap senior citizen I cannot often complete my shopping and other things on the weekday. Look forward to school kids returning, because that would mean increased bus service. |
| 62/63 | Please keep the 62/63 bus lines for 5th st. Kids use that to get to school. We use it to get to the metro stations and downtown. |
| 62/63 | I would like to see additional service on the 62/63 route as I rely upon that route to get to work and to get my kids to and from school. |
| 62/63, F6 | PLEASE DO NOT SHUT DOWN the 62/63 AND F6 Metrobuses and routes. I use the 62/63 and F6 on a regular basis to go to/from work and to run errands, do shopping, and go to appointments. The 62/63 serves the Petworth, Upper Petworth, and Fort Totten neighborhoods. There are many people who use public transportation in these neighborhoods, especially the elderly, K-12 students, and Latinx immigrants, who must get to work, school, and appointments. Additionally, without the 62/63, we will be cut off from Takoma Park, where we do shopping. Also, please note that K-12 students in schools along the 62/63 route use this bus on weekdays to get to and from school. Finally, the F6 is a great bus route that connects metro stations, from New Carrollton to Fort Totten. I use this bus regularly from UMD to Fort Totten. |
| 70, 79 | The bus routes 70 and 79 are not impacted that I use on my commute. |
| 7A, 25B, 28A | I only take 28A, 25B and 7A. I want them to come the buses at 4:00A.M |
| 7A, 7Y | anticipating return to office in May 2021, so will want bus routes 7A and 7Y operating at normal 2019 capacity again. |
| 7C, 7Y | I use the 7Y and 7C buses daily during normal commuting times; I would have a very difficult commute if the 7C did not run at all. |
| 7M | I use the 7M route on a daily basis for periodic meetings between Pentagon and Mark Center |
| 7Y | Keep the 7Y |
| 7Y | I ride 7Y. Please do not discontinue. |
| 7Y | it looks like there are NO Metro Buses going into DC under this new proposal? why? Some of us are not close to a metro and would prefer taking the bus, like the 7Y that goes downtown during morning and evening rush hour. Versus getting off at the pentagon or pentagon city then taking the metro which adds time to the commute especially if trains will only be running every 30 minutes. Boy this all stinks. I might as well go back to austin texas where their public transportation was pretty abysmal but they had a free trolley downtown and good bus service in most of the city and MUCH cheaper than METRO. This is pretty disgusting for the Nations Capital and one of the highest per capita places to live with one of the MOST expensive public transportation systems and then see if fall apart and not be able to serve customers properly. Then METRO should let the ARLington ART bus and, Alexandria DASH buses to go into the city and back during rush hour so employees who work downtown can get there by bus if they dont live in walking distance to a metro. |
| 7Y | Please keep Metrobus in operation. My concern is that I wouldn't be able to ride 7Y to work. |
| 7Y | The most important thing for me is that the 7Y continue to go downtown and serve the federal buildings along Constitution Ave NW. |
| 7Y, 16Y | Pre-pandemic, I took the 16Y to work each day, and I plan to do the same once my office re-opens. This route was always packed, with standing room only.I sometimes took the 7Y, which is also planned for elimination. |
| 80, P6, G8 | I would need P6, 80, or G8 for my daily commute. Not sure if those are in the plan or not, having trouble finding details |
| 83, 86 | I use busses COLLEGE PARK LINE " ROUTES 83, 86 . I would be okay with consolidating the lines but the consolidated line has to maintain or preserve coverage to the following stops College Park Metro Stop on the west side of the station, RI Avenue service from Greenbelt RD up to the shopping center(s) Moms Organic and Home Depot, and integrate stop to Greenbelt metro station. |
| 83, F4 | The 83 and F4 are essential lines that go through Hyattsville that connect to the Metro. |
| 83/86 | I need either the 83/86 line to stay or the college park station to stay open. If either, or both, of these go away, I will not be able to reliably get to work and home |
| 8S, 8W | You need to reinstate the 8W, 8S buses. When you stopped those lines in Alexandria, it forced me to take AT5 which added 40 minutes to my commute into D.C. for my job. Also, when is the King Street bus bay going to be finished? I usually get there at 6:00 pm on weekdays and the AT5 doesn't show up until 6:45pm. Also, we need more metro police patrolling the gallery place- Chinatown and king street metro. I have seen drug paraphernalia in those stations. |
| 8W, 8Z | Full service should return when schools are back in session at the very latest. Additionally, 8W/8Z service should be increased by at least once bus per hour, especially in the evening rush hour.Having regular metro bus service is one of the reasons I live in the part of Alexandria that I do. Pre-pandemic, the buses were often full if not standing room only. |
| 8W/Z/S | The 8W/8Z/8S line MUST be restored at the earliest possible convenience with continued 7Y service (which should be restored to going over the Memorial Bridge rather than Roosevelt). It is possible to combine the 8Z/8W/8S into one route. |
| 8Z | The above link doesnt allow me to see if the closest line to my house (8z) will be restored. Without that bus line, my public transit options are extremely limited. |
| 8Z | Please keep the 8z and the REX BUSES |
| 8Z | While, I dont know when I will return to the office, the continued lack of service on the 8Z, makes it difficult for me to make plans to return. The lack of service in 2022, means I may never return to Metro. |
| 8Z, 21A | Note there are pages missing from the document, but I like the consolidation of the 8Z & 21A as a clever measure. Would be nice to know what the intended level of service is (that page is missing). The proposed 7A change is an improvement for me. |
| 90, 92, R4 | Please increase frequency of service of 90, 92 and also R4. R4 currently comes only every hour and I often end up waiting a very long time in the cold just to wait for that bus. |
| 96, 97 | I understand that metro is proposing to scale back the frequency of buses on the 96/97 routes. As it is, I need to wait 20-30 minutes for a bus, and sometimes buses never arrive. Reducing the frequency of buses on this route would severely impact my commute. |

| Route | 2021 proposed Metrobus service changes |
|------------------------|--|
| 96, L2 | The 96 bus will be an important part of my commute as I return to in-person work (and is also useful for east-west travel for non-work purposes). The L2 line is important for personal errands and appointments. |
| A4 | The A4 line will be needed for school base travel, and late night service for the workforce, and kids who live in my neighborhood. |
| A4 | As I mentioned before, I use the Green and maybe the Yellow lines when I ride the train, as for the Busses well, the only one that I May ride is the A4 that runs from MLK Fr. SE to SW. but I will say this, that Red line train seems to always have problems, instead of putting a bandage on the wound, ttry finding the root cause of the problems, close down and reopair the problem than reopen. |
| A4 | On my A4 bus route, there will be a lot of kids who will need the expanded coverage to get to school on time. It will be the same on a lot of these routes |
| A9 | as long as A9 bus is back in service during rush hours |
| B2 | I think its interesting that its easy to read here about the proposed changes to rail service, but for busses, I need to download a 166-page document. If I didnt know about Ctrl+F, that would be really frustrating and I may have given up on finding my bus line. But I did find it. Cutting B2 service would not only be detrimental to students trying to get to school and back, but the optics are REALLY BAD. It looks like youre trying to keep Ward 8 folks in Ward 8, and anecdotally, this is how they feel. |
| B2, D4 | The phased in 2021 schedule is fine, however the proposed 2022 schedule is proposing to eliminate the D4 (Ivy City/McPherson Square) line which cuts off those who work/travel/live along that route, leaving them with little or no options. The closest rail station is Union Station or Stadium Armory and it appears there is talk of reducing or eliminating part of the B2 line that would take those closest to that line to Stadium Armory station |
| B21, B22, C26 | This does not address the bus line B21 or B22 that I entered at all. If you take away the Bowie buses no service will come out to Bowie at all. You comments that other buses at the Park and Ride cover Bowie or not true. YourProposal to have the C 26 come around to Gateway Plaza to serve the park-and-ride in Bowie. Does not address the fact that no buses will be going to new Carrollton Metro Station from the Park and ride. Why can't the larges town in Prince George's County have at least one boss that would make the length of the town and circle back to new Carrollton Metro Station Bay least at rush hour times or maybe just in the morning or just the afternoon. The proposal for the new C 26 that would also go back to Largo metro station is absurds that station it's not the closest station to bowie city. We got also the fourth largest city in the state of Maryland is absurd to have no bus service to our growing city. In the next few years it will be at least 500,000 more homes in an expanded area of the city. |
| B27 | I would need to know how these changes would effect the B27 which already has too limited service. |
| B30 | Need B30 bus |
| C28 | I am already stuck in Bowie with no access to bus service. The C28 was already super limited service and now it is gone. There are a number of folks who would have benefitted from that line if service had been extended throughout the day (as opposed to the tragic three hours in the morning and then three hours in the afternoon it was offered). Cutting bus service harms certain DMV residents and makes it more expensive and time-consuming for them to figure out how to get to where they need to go. |
| C8, Z2 | where i live only two buses that come near me is C8 and Z2 and they close early and i always have to get on multiple buses so it would be more helpful if the areas where there are not many buses can run longer and maybe even add more buses there |
| D2 | The D2 would affect me but I wonder if service on D1 could suffice |
| D2 | THANK YOU for including the D2 in reinstating - I feel trapped in my home on the weekends without a way to travel by bus out of the Glover Park neighborhood (requires 20 min walk to closest bus) |
| D2 | Thank for working to put that together - perhaps there's a way we could better announce those changes. The change to the D2 schedule took some time for me to learn about - perhaps it could be included in the Washington Post's DMV covid update? |
| D2 | Restoring weekend D2 service sounds great! |
| D2, 30N, 30S | D1 - eases congested busses during rush hours - D1 along with coinciding routes is standing room only at many times. Having this limited service route is necessary.30N, 30S - standing room only during rush hours - Cannot combine this with other routes! Frequently at these times busses do not stop due to overcrowding.D2 - Necessary for access from Glover Park & Georgetown for access to Metro lines. |
| D2, D6 | Keep D6 and D2 service at the pre-pandemic level at least. D6 service need increase. |
| D2, D6 | Pleased to see addition of week-end services for D-2 starting in March, but not relevant to my concerns regarding long-term plans for D-6 line. |
| D2, D6, G2 | Maybe there will be qustions later, but cutting D2, D6, and G2 turns already transit-poor neighborhoods (Georgetown, Glover Park, Burletih) into complete transit deserts. This also basically eliminates ALL public transit from the Districts largest private employer, Georgetown University. Unacceptable. |
| D2, G2 | The addition of weekend service on the G2 and D2 would greatly benefit me. |
| D3, N3 | More buses are better. We need the D3 and the N3 routes back, among others. |
| D31/32/33 | PLEASE DO NOT eliminate the school bus routes D31, 32, 33!! These are imperative for thousands of kids to get to Deal and Wilson. What in the world are you thinking by getting rid of them. Please dont!!! |
| D4, 42, 63, 64, S2, X2 | Will need D4 (Deal bus) 63, 64, X2, S2, 42 |
| D4, D8 | You cannot cut the Trinidad neighborhood off from easy metro access by eliminating the D4 or D8 - those bus lines are already so unreliable they need to be improved not eliminated. Otherwise you're forcing women to walk more than a mile from a metro station on poorly lit streets to get home. |
| D4, D8 | Where is the D4 & D8 lines? Are you all eliminating them & if so what would the Ivy-City, Trinidad, Galludet community do about getting around? |

| Route | 2021 proposed Metrobus service changes |
|------------|--|
| D4, D8 | You are proposing to eliminate the D8 & D4 buses. They run through Trinidad and would leave many people without transportation. Prior to the pandemic I took the bus every day to and from my office. |
| D4, D8, X2 | I am not currently riding the bus because I work from home due to the pandemic. But when I return to work, I will take the bus again (D4, D8, and X2) |
| D5 | The D5 is an important link between the far west neighborhoods and downtown and I ride it whenever possible to go to work downtown. Please restore the D5 service! |
| D5 | We live on the 4500 block of MacArthur across from the bus stop at MacArthur and Elliott. I take the D6 and used to take the D5 to and from work getting off at the K and 19 stop. My Hardy teen takes the D6 to and from school. Next year she will be at Wilson and will take the D6 to Arizona Ave or Wisconsin Ave to catch a bus to Tenley. On the weekends we use the D6 to get downtown to restaurants, shops, sporting events and concerts. |
| D5, D6 | I am very concerned about when the D5 will come back into service. I am also very concerned about the proposed cutting of the D6 line for January-June 2022. |
| D5, D6 | If schools are back in the fall - especially Georgetown University - I will need to ride the D6 or D5 to get to work daily and the current service level will not be enough. |
| D5, D6 | I need a D5 or D6 service to get me into work |
| D5, D6 | I live at MacArthur and Q streets and the D6/D5 lines are our only options for mass transit. |
| D5, D6 | I live in Foxhall village and the only 2 bus lines that served my area, the D5 and D6 are both disappearing. I understand that during the pandemic ridership fell. But if all adults will be vaccinated by the end of May as promised by the Biden administration and in-person work resumes, we will need a way to get downtown. One of these two bus lines. |
| D5, D6 | The phased service increase plan apparently does not include the D5 or D6 bus routes, which are the only two bus routes accessible to me. These are the routes I use to attend meetings at Georgetown University, appointments at my doctor at Georgetown Hospital, and appointments at my orthopedic doctor on 18th St. |
| D5, D6 | I fear that eliminating D5 and D6 is shutting off a part of DC which has only access to buses and no rail transportation. It is unthinkable that there would be no public transportation west of Georgetown. Pre pandemic my husband and I both used these services to get to work or go downtown on weekends. |
| D5, D6 | My problem is the removal of the D6 line, which is essential for patients and staff to reach Sibley and Georgetown Hospitals and to return home. It is also very convenient to reach GW Hospital and places like the Pan American Health Organization / World Health Organization. For thousands of people this is the only public transportation available now that the D5 is defunct. We depend on this bus. Some of our seniors are too old to drive and they don't have enough money to pay taxis or alternate private means. To remove the D6 would jeopardize all these people... It seems SO WRONG! |
| D5, D6, M4 | Not clear to me how these changes affect the service in my neighborhood -- D5, D6, and M4 |
| D5, D6, M4 | PLEASE do not cut M4/D6/D5 bus lines. These lines are critical for access to Sibley Hospital and access throughout the city. Perhaps scale back the frequency of these buses but DO NOT cut them entirely. I commute on these for work daily and the traffic on MacArthur Blvd is bad enough, without the extra cars on the road. These are also essential for children to commute to the only HS and MS in the Palisades. |
| D5, M4 | I understand there is a plan to eliminate the D6 and M4. I, and my entire family, use both of these routes regularly and it would be very challenging if they were eliminated. We use the M4 to get to the metro and our children have taken the D6 to school. |
| D6 | Im concerned with the proposed elimination of the D6 line. Im currently working from home, but when my office re-opens I frequently use the line to get to work. |
| D6 | We were told D6 will be cut. This will not work for us. |
| D6 | My children relied on D6 to get to Hardy Middle School and M4 to get to Wilson. At 2-3 miles away, it is too far to walk. If service is discontinued, will the city provide school bus service? |
| D6 | The phased approach makes sense b/c of COVID. The plan however excludes D6, which is totally unacceptable. |
| D6 | D6 is critical for riders to Georgetown University Hospital, Duke Ellington School for the Arts, Hardy Middle School, Wilson High School, BASIS DC and is the only bus line near our neighborhood (Foxhall Village) and there is no metro near us. Ridership has been down during Covid because of covid. As people become vaccinated and schools move to in person, ridership will definitely increase. It is critical to keep the D6. |
| D6 | I heard they were thinking of eliminating the D6 personally I take it school although I am in walking distance this works better for me some of my classmates and neighbors have no other way of getting to school/work besides this bus. |
| D6 | The D-6 bus is indispensable to so many who live in the Palisades neighborhood - from hospital workers to school children to older people and others who work downtown. Please, please do not eliminate this service. We don't have other options except driving, if we drive! |
| D6 | Please do not eliminate the d6. It is the most convenient way for people in Palisades to get downtown for work. |
| D6 | D6 is necessary for Fall 2021 |
| D6 | My family uses the D6 bus and does not have a viable alternative |
| D6 | There are stops currently served only by D6 and they need to stay |
| D6 | Elimination of the D6 bus route will devastate the children, adults and senior citizens of the Palisades! |
| D6 | Please DO NOT eliminate D6 bus, which serves an important crosstown route for seniors, health care workers, and at the west end, people using the trails and river. I know this route is underutilized during the pandemic, but it provides critical access to Metro and downtown as well. If it's not available, traffic congestion will just get worse and the far west end of the city will continue to tilt toward rich people only, which is making the rest of us 50+ year residents a little sick. |
| D6 | I rely on D6 route to get to work daily. Once my office reopens I will have to walk pretty far to get to a bus stop (Wisconsin Ave). |

| Route | 2021 proposed Metrobus service changes |
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| D6 | If you cut the D6 bus line, I hope you have good lawyer because I fully intend to organize a lawsuit against WMATA with the other residents of my neighborhood in NW to stop you. Now that WMATA has foolishly eliminated the D5, the D6 is the only way that people in my neighborhood in the Palisades/Foxhall area have to get into the center of the city using public transport. Youll be cutting off an entire section of the citys access, including kids who use the bus to get to Hardy Middle School, the large number of seniors in the area and the large number of people who use the D6 to get to Sibley Hospital. YOU CANNOT END THE D6!!!!!!Personally, Ill have to walk half a mile to Key Bridge every morning or as much as 1.5 miles to Wisconsin Ave just to commute. I bought an apartment in DC, as opposed to VA, because there was readily available transport access in my neighborhood. Without the D6, there no longer will be. You have a duty as public servants to ensure transport access in every neighborhood and if you eliminate the D6, you will have failed in that duty entirely. This is not a joke and idle threat, Im already talking with others in the community about the potential for legal action. Do your job. Keep the D6. Or Ill see you in court. |
| D6 | D6 is an essential and ONLY public transportation service for citizens who work and go to school in the area and in downtown DC. The Palisades, Foxhall Village have many families with student children and renters/family members that use the bus to get to Metro trains or downtown areas. |
| D6 | Please do not stop buses that service public schools. The D6 services Key ES and Hardy MS. Kids will be lost without this bus. It also services Georgetown and Sibley hospitals. This is an essential bus route. |
| D6 | We use the D6 |
| D6 | I selected not sure because with the proposed elimination of the D6 (after already losing the D5) it is unclear how kids from the Palisades along the MacArthur Boulevard corridor will get to school (Hardy MS and Wilson HS) starting in September, unless Expand coverage to support commuter and school-based travel will encompass those needs. |
| D6 | Please do not eliminate the D6 Bus Route. It is literally the only public transportation that runs through Kent/Palisades/Foxhall. We do not have access to Metro, so the bus is our only option. I think it is telling that this survey doesnt even mention the proposed elimination of this route, and you have to go through several links to even find it in the proposed route changes. The D6 route is essential in our neighborhood for students, workers, and everyone who doesnt have access to a private vehicle. |
| D6 | D6 is the only bus that goes to MedStar Georgetown Hospital and Johns Hopkins Sibley Memorial hospital. It is used by both employees and patients as many as it is their only mode of transportation. Your proposal leaves me without a way to get to work and home or to get anywhere else in the city since I live on MacArthur Blvd and your proposal eliminates all service for a huge portion of this section of NW DC. You cannot possibly mean to cut me as well as all of the other people who utilize this route without any form of public transportation. |
| D6 | Do not cancel the D6 bus. |
| D6 | We need D6 route to continue!! |
| D6 | As schools reopen the D6 bus line needs to be restored. This line also serves 2 hospitals - Georgetown Medstar and Sibley Hospital. |
| D6 | D6 is the only route taking you to downtown or the metro from Palisades |
| D6 | The D6 is my lifeline from the Palisades neighborhood to the city. Please do NOT cut or reduce service for D6. I have no car or other transport and the bus service for the D6 literally connects me to the city and under normal circumstances my life downtown. |
| D6 | Need the D6 to remain in service. It is critical. |
| D6 | D6 bus is very much needed in my neighborhood. Many elderly live on this route and take the D6 bus to get to medical appointments and the grocery store. |
| D6 | The plan includes cutting the D6 line, which is I am strongly opposed to. The phasing proposed here seems fine with me, but not cutting the D6. |
| D6 | I use/need the D6 bus route to go to/from work. I have not been using Metrobus during the pandemic but will rely on it to go to work once the pandemic lifts. |
| D6 | Elimination of the D6 route along Reservoir, Foxhall and MacArthur would leave my neighborhood (Foxhall Village) without any access to public transportation. |
| D6 | Eliminating D6 would mean no public transportation near my home. I had previously relied primarily on D5 commuting during peak hours, and D6 for weekend travel to downtown. I would need similar service once my company office reopens. |
| D6 | How can you eliminate the D6 which brings patients, workers, visitors to TWO hospitals? |
| D6, H8, H9 | Eliminating the D6 and adjusting other routes as proposed is insufficient. The proposed plan leaves a gap in service between MacArthur Blvd NW & Arizona Ave NW and Reservoir Rd NW & 37th St NW. This would adversely effect my commute and negatively impact schools / residential areas. Eliminating the H8/H9 would leave Harewood Rd NE and school /residential areas along the route unserved. Rerouting the H2/H4, and Tenleytown leg would also negatively impact residential and school areas along the route, particularly in the stretch between Connecticut Ave NW & Wisconsin Ave NW as well as along Adams Mill Rd NW. |
| D6, M4 | Children in our neighborhood (Palisades) use the D6 and M4 to get to our neighborhood schools (Hardy MS and Wilson HS). Please do not take away these bus routes. |
| D6, M4 | My children will use the D6 and M4 to get to Hardy Middle School and Wilson High School. If you eliminate these routes, they will have no way to get to school! |
| D6, M4 | I have ready your proposed service plan. We NEED the D6 and the M4! I have kids who go to Hardy and Basis for school, they get there by the D6! I get to work via the M4. |
| D6, M4 | My school age children will need the M4 and D6 to get to their schools; Wilson and Hardy |

| Route | 2021 proposed Metrobus service changes |
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| D6, M4 | The M4 and D6 line are essentially school bus routes for the everyone living in the Palisades, Kent and along MacArthur Blvd. While you propose the N6 as an alternate route to the D6, it still eliminates all riders who access the D6 on MacArthur Blvd from Dana Place NW to past the reservoir. Basing decisions on ridership numbers while schools are closed makes no sense. All of the students that rely on the D6 to get to school obviously havent been riding during that time. Total elimination of the M4, again, the only bus that takes students from this area to Wilson High School and Tenleytown is also problematic. Once again, you reference ridership numbers for a period of time when students who ride on that bus to get to school werent going to school. I notice that you dont even bother to offer an alternative to the M4! Unless the city plans to provide school bus service to Hardy Middle School and Wilson High School, this plan does not work for a large portion of the 20016 area code. |
| D6, M4 | D6 is my connection to the 30 buses on Wisconsin Avenue. I really need the D6 bus as do many along the Palisades corridor. Please dont delete the D6 bus route. |
| D6, M4 | Plan does not include continuing service on the D6 or M4. |
| D6, M4 | I totally agree with improving and supporting commuter and school-based travel, but if you are planning to eliminate the D6 and the M4 buses this decision will not help at all, the students or the commuters. You are contradicting your own plans. |
| D6, M4 | The list above says nothing about the buses I use. Being redirected to another website and onto a 166 page document does not help either. I use the D6 and soon my kids will be using the M4 to return to school. Ive heard BOTH were being eliminated. That does NOT work for me. |
| D6, M4 | Cancelling the D6 route would TOTALLY isolate us from the rest of the city, whatever adjustments are done to other lines.Cancelling the M4 route would COMPLETELY block us from the Metrorail service. Better close the entire Metrorail then! |
| D8 | Increased service on the d8 line would be beneficial. |
| D8, H8, H9 | Phased service increase plan sounds good (and is absolutely necessary for greater school reopening in the fall). I'm deeply concerned about proposed cuts in January 2022, however"especially the elimination of entire lines in Ward 7, Ward 8, and in Carver Terrace and Trinidad with no proposed replacement. Also concerned about the proposed elimination of the H8, H9, and D8 routes, which were a lifeline during the 5 years my family lived in Brookland. |
| E2 | the E2 bus is the main cross town bus for so many low income workers - I suggest making that a more frequent route |
| E2 | E2 service on Sunday would be fine |
| E4 | my grandchildren will benefit from taking the E4 bus to high school/ middle school |
| E4 | Eliminating E4 would make my commute more difficult. |
| E4 | I'm not sure how this impacts the E4 bus route. This route is critical for my neighbors and I. The hill upon which Ft Totten metro station site is daunting and the bus makes our trip to the station manageable. It also provides an essential route across town. |
| E4, K2, K6, R1, R2 | This question is not clear. When you look at the detailed proposed service plan, there is a lot of bus route elimination, but this question implies increased Metrobus service. I am against taking away bus service especially for the poor. I am especially against any changes to bus routes for my neighborhood the E4, R1, R2, K2, K6 |
| E4, L8, J2 | The detailed description lists significant cuts to many bus lines, including eliminating the L8 in the second half of the year. It also cuts the E4 at that time. The J1/2 route seems to be combined, but there is no map to show what the real service will be. Is the J2 preserved? Will I be able to get to and from Chevy Chase to Bethesda Naval Medical Center by bus? |
| E6 | BRING BACK E6!!! We need it! |
| E6 | E6 line has been suspended and the proposal to restore services doesnt include it. If not restored, at a minimum merge with M4 so large sections of Chevy Chase and Barnaby Woods have access to metrobus. |
| E6 | Chevy Chase DC needs the E6 bus. It is the only means of transportation for thousands of residents to have access to Connecticut and Wisconsin Avenues for many services including doctors, dentists, banking, grocery shopping, access to Metro Rail and other amenities. Please restore this service as quickly as possible. We pay high property taxes in Chevy Chase, DC. We should get priority bus service. Thank you. |
| E6, M4 | You need to restore the E6 and M4 bus lines so our kids can get to school!!! |
| E6, M4 | I use the E6 to get to my office and M4 as a backup. |
| E6, M4 | The E6 and M4 are needed for my son to get to and from school |
| E6, M4 | I need E6 or M4 to get to school |
| E6, M4 | Sept 2021 plans seem sufficient but current plans to eliminate M4 and E6 routes would impact me a well as my children who rely on these buses to commute to public school and work. Need to keep M4 and E6 routes. |
| E6, M4 | You need to bring back E6 bus service, which was also unimaginably terrible even before the pandemic. The poor service without a doubt contributed to ridership being well below what it could have been. The E6 ran only every hour, not after 9pm, and not on weekends at all! Moreover a large part of Barnaby Woods (e.g. along Aberfoyle Place) is nearly inaccessible by bus in any way. This has partly to do with the fact that the E6 bus was very difficult to catch as it ran south on Western Avenue, owing to the absence of stops and on the western side of the road. If reducing automobile dependency and increasing ridership is a goal of the city and WMATA, there should be a route running through or nearer to the rest of Barnaby Woods, and service should be more frequent. The neighborhood is indisputably one of the worst served by transit in the entire city, a fact curiously at odds with the high tax revenues paid by the neighborhood. Also if you eliminate the M4 there literally will be no service at all. |
| F4 | I am not sure of current F4 levels. Also once flying becomes possible again Id like to see the B30 restored |

| Route | 2021 proposed Metrobus service changes |
|------------|---|
| F4 | This plan is missing an important priority: increase service on the F4 metrobus. That route has consistently high ridership and demand (often crush loads or at least seats full) and needs better headways. |
| F6 | Discontinuing the F6 bus line would exponentially increase my difficulties in commuting to the UMD campus. Also, it is frequented by students of the PG County School System. My morning bus is often crowded with high school students who will require the line to get to school. If the F6 bus is discontinued, AND the College Park Station is closed, my difficulties in getting to UMD campus when we return will be extremely difficult. I usually take the MARC to New Carrollton station and then the F6 bus to campus. If I miss the bus, I usually take MARC to Union Station and then metro to College Park station. If both are closed, my only option is to pay extra for private transportation between New Carrollton and campus. |
| F6 | The F6 bus provides an essential link between the UMD campus and New Carrollton Metro and Amtrak stations. This link needs to be maintained. |
| F8 | If you're going to decrease rail, at least increase bus. We need more frequent F8 busses in the evening after work. |
| G12 | The G12 provide important access for myself and members of my community in Greenbelt, and removing it would have serious negative implications on people's ability to get out and access the things they need. Additionally, the B30 access to BWI has been a fantastic resource! |
| G12 | What is the plan for G12? Heavy and for many, only, usage through Greenbelt to Metro. |
| G12 | I only take the G12. The G14 stops are too far to use. I use the G12 for all transit- to work, activities, shopping, etc. The G14 will not be sufficient. Please keep the G12 |
| G12 | G12 Route MUST be maintained. I use this route regularly and it is only one that stops near my house. (The other one of two within Old Greenbelt is G14, its closest stop is 1 mile from me.) I am elderly and have no car so I depend on G12 to get me where I need to go! |
| G12 | In many ways the metro bus is what makes the ends of each of the metro rail lines so important. Without a reliable way to reach the outer stations, the metro becomes irrelevant to those commuters. The G-12 in particular is important for riders not well served by the G-14, or to provide a more timely option. |
| G12 | Don't recall the best numbers to use near Grosvenor park |
| G12 | I ride on the G12 Greenbelt-New Carrollton route exclusively. The previous changes to the G14 route makes it hard for me to catch that bus in a timely manner. |
| G12, G14 | Greenbelt needs G12 and G14 full service as it was before and not eliminated or reduced. |
| G12/G14 | Elimination of the G12/G14 route is an absolute killer for people who live in Greenbelt and Greenbelt Homes Incorporated. GHI is a community of people of all ages, including senior citizens. G12 service to Greenbelt & New Carrollton Stations is critical to Greenbelters' use of the entire Metro System. It's how many, many people get to the Greenbelt and New Carrollton MetroRail stations and then get to work or to appointments. |
| G14 | I see that you all are updating most bus routes but my bus route has been the same and apparently will remain to be the same. I'm an essential worker and I know I'm not more important than any other worker or employee but I take the G14 to get back and forth to work and it's stressful. Where I'm located the G14 is the only nearby bus that I can take to get to a train station. Ever since the pandemic my bus schedule has been on a fixed schedule during the start of the pandemic you all cancelled the route altogether it's back and now only runs by the hour and half of the time I would wait for that hour bus for it to never arrive and I'm forced to wait for the next bus it's been difficult and has been even more difficult during the winter time. Luckily it's beginning to get hot but I'm hoping that more buses are being added onto my route soon or a better ETA of the buses. |
| G2 | Don't bother restoring service for G2. Almost nobody is ever on it and there is already bus service on M St and Q St taking people through Georgetown. |
| G2 | Nearest route is G2 so approve restoring service |
| G2 | I am very glad that G2 service is being restored on the weekend, since I used the G2 a lot on the weekends before the pandemic. |
| G2 | The G2 bus is critical for getting groceries to residents living in LeDroit senior apartment building. |
| G2 | The G2 is vital for me and the proposals to change service or get rid of it are very frustrating for me. As someone who needs to get to Georgetown from Logan Circle the bus is my only option without having to walk nearly the whole way. |
| G2, L1 | At the moment I have had to change my preferred bus routes from G2&L1 to the Wisconsin lines (30s/n, 33, 31 which are typically very crowded) and add in a lot more walking to the route due to the current service cuts. I only travel to work 3/7 days a week but my employer has indicated return to full operations in the fall. I would like to see the L1 return to normal and G2 frequency increase later in fall 2021. As it stands the way the G2 is running does not sync well with the L1 alternative (L2) which leads to long wait times. Preference would be for the return of the L1 or an increase of service times for the Wisconsin buses. |
| G8, G9 | Pre-pandemic I used the G8/G9 twice a day. I also used the P6, which was helpful in transporting groceries from the RI metro to home. |
| G8, G9, G2 | In normal times I would use the G8 (would have preferred the G9 most of the time), G9 (fantastic route - changed my life! makes so much sense for travel along Rhode Island Ave. NW/NE - should be continued with expanded service hours... PLEASE!) & the G2 (do not cancel - this is a great route and WMATA makes it so friggin' difficult to bus across the city) |
| G9 | With no or limited train service the G9 is more important than ever. We need this bus all the time, not just at limited rush hour on weekdays. |
| G9 | Restoring service to G9 bus by July is what is important to me for my daily commute. |
| H1, S1 | I use the H1 to commute to work. With both the S1 and H1 closed I have to walk an hour to work in each direction. It's brutal. I need these bus lines back. If these bus lines don't return I won't be able to use the bus and WMATA won't get any of my money that I used to spend every day. |
| H12 | Absolutely. The H-12 is my neighborhood route. Sunday service has been eliminated, with nothing to replace it directly in the neighborhood. The bus doesn't run on Sundays, and the D bus is located approximately 1/2 mile from my area. |

| Route | 2021 proposed Metrobus service changes |
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| H2, H3, H4 | H2, H3, H4: to be able to safely transport students to Wilson HS & Deal MS, it seems like we will need increased service (compared with pre-pandemic crowding levels) as opposed to the proposed decreases. |
| H2, H4, L2 | I use the L2 and H2/H4 buses most frequently. The elimination of the L2 bus would be inconvenient. The revised plan for H2 service would not make up for this. |
| H3/4, 30N/S | The changes to the H3/H4 would make it much harder for me to get from my home to the metro. I would also lose the 30N/30S as my route to work, which is an important option if metro services are changing |
| H8, H9 | The H8 and H9 are the only buses that go by my office. If you eliminate them, it would leave me with no bus service. |
| J1 | Mostly this would work for me except I want to keep J1 buses to reduce crowding on the route |
| J12 | J12 running straight through to Capitol metro from Larchmont Ave. Earlier runs on Saturday and Sunday on the Marlboro Pike. |
| J12 | The J12 bus is the only bus that travels straight down Marlboro Pike to pick people up and take them directly to the mall, post office, and Bank. Taking the J12 away will force people to either walk or get a cab if they do not have a car. The V12 picks up close to peoples homes in District Heights to take them directly to Suitland metro or Addison Road. Eliminating the J12 and V12 will be a big inconvenience!! This is bad for the elderly people who depend on not having to travel far to get to a bus stop. :(|
| J2 | Need J2 route |
| J2 | Current uncertainty in arrival of J2 bus is the most significant contributor to my commute |
| K2 | Need k2 |
| K6, K9 | I depend on the Metrobus service (K6 and K9) for commuting. Any service cuts would discourage me from using buses. |
| L1 | I have been riding the L1 to and from work for 25 years. If it is not brought back I will not be able to take the bus to work. There are no other viable options. Please bring it back. |
| L1 | Please restore L1 service! |
| L1 | Recommend restoring L1 line |
| L1, L2 | L1/L2 is one of the only buses that go up Connecticut Ave. |
| L1, L2 | YOU CANNOT ELIMINATE L1,L2. What is wrong with you people?! Do you never want DC residents to give up their cars and adopt public transport? Are you being paid by the auto industry to keep undermining public transportation???? |
| L1, L2 | It appears that you are proposing to eliminate the L1, L2 line. This is the line that I use most often. |
| L1, L2 | L1 and L2 are crucial for us. Important to take the L2 to get to GW Hospital |
| L1, L2 | Pre pandemic I use to use the L1/L2 not only to get downtown or to DuPont circle area, but also to go up towards Chevy Chase, which would no longer have any bus service on Connecticut past a certain point. The L lines were the only ones I used with any frequency. Would in effect almost never use the bus routes otherwise if these were eliminated. |
| L1, L2 | This plan would completely destroy my ability to use the bus on Connecticut Avenue. I take the L1 to work at GWU and to doctors appointments near the GWU Hospital. In non-rush hours I take the L2 to Farragut Square and walk across on H street in nice weather. The proposed changes would give me no access to the GWU Hospital area and would require at least one transfer to get home at night. This plan would effectively prevent me from taking the bus, a service which I rely on heavily. |
| L1, M4 | Both the L1 and the M4 lines areVital! |
| L1/L2 | Couldnt find L1-2 |
| L1/L2, M4 | Removing the M4, L1/L2 would be taking away access for school based travel and other things you need the transportation for. |
| L1/L2, M4 | You need to retain the M4 and L1,L2 lines if we are to maintain school-based services. |
| L2 | We depend upon the L2 every morning to get up to Chevy Chase. Additionally, we live next to Cleveland Park Station and closure would mean walking one mile to Woodley and .5 mile to Van Ness. Either way we would have a steep uphill climb either coming or going with each of them. Both L2 and the Cleveland Park station get lots of travelers once Covid is over. |
| L2 | Its not clear why you would kill the L2; a route that travels through an apartment-heavy area. Are you punishing people without cars? What about all the people who ride the L2 all the way from Farragut to Chevy Chase Circle? What about the zoo service? |
| L2 | Please keep L2 service in Cleveland Park |
| L2 | L2 should be kept and maintained as that is the only bus route from that area to go to the metro or anywhere else in the city! |
| L2 | I am disturbed to see that the L2 would no longer go all the way downtown. For example, when I broke my shoulder by falling on a Metro escalator, I was able to start taking the bus before I could take the subway and was very dependent on the L2. I still use it to go to the Farragut area. I use the L2 frequently to go north on Conn. Ave. and the H buses to go to and from the Tenley area. The combined loss of service on these routes would be very inconvenient. |
| L2 | I rely mostly on the L2 bus whenever I ride the bus. Having to make a change would eliminate that option for me and force me to rely on other mode of transportation. |
| L2 | I use the L2. If it ran more frequently, more peolpe would use it. Please dont elimiate this route. |
| L8 | Eliminating L8 would leave me without transit access. |
| M4 | We need the M4! Our students depend on it. |
| M4 | Once schools and offices are open, we will desperately need the M4 again, especially in the AM rush and from 3:15 pm- end of PM rush.All the kids in our neighborhood use this to ride to Wilson & Deal--there is no other way to get to school. And parents use it to get out of this neighborhood--wed be completely cut off from public transportation!! |

| Route | 2021 proposed Metrobus service changes |
|-------|---|
| M4 | Please bring back the M4 to take our children to Deal and Wilson |
| M4 | Need M4 for Deal and Wilson students |
| M4 | Students who live in Barnaby Woods depend on the M4 to get to and from Deal and Wilson. Will the M4 be on of the routes expanded for school-based travel? If so, what would be the schedule--it need to accommodate times for students to attend before-school and after-school activities. |
| M4 | I need the M4 to run in the school year for my children to get to school. My husband and I are essential employees and leave before our children leave for school. They rely on the M4 to get to Deal. |
| M4 | Why do you not talk about elimination of the M4 bus? The kids who go to Deal and Wilson will be totally screwed. Already we have to wait for several full buses to get on in the morning or afternoon. |
| M4 | Kids need the M4 line to get to the largest middle and high schools in the city and the neighborhood needs the connection to Tenleytown metro station |
| M4 | Your plan eliminates the M4 line completely in the second half of FY22. This is how many Deal and Wilson students get to school. There do not appear to be acceptable alternatives. |
| M4 | M4 necessary for child to get to school! |
| M4 | The M4 bus is the only way my children get to school every day. There is NO OTHER OPTION for them to get to Middle and High school. Please make sure to support the M4 line. |
| M4 | The M4 line is necessary for our neighborhood, particularly for school children attending Deal and Wilson |
| M4 | Service needs to be restored on M4 |
| M4 | Do not Phase out the M4 -- it is literally the route that thousands of children in upper northwest use to get to Alice Deal Middle School and Wilson High School. |
| M4 | Concerned about the phase out of M4 bus which is used by students to get to and from Wilson High School and commuters to the Tenleytown metro. There is no Metro in my neighborhood, the Palisades. |
| M4 | DO NOT CUT the M4. That is how a ton of kids get to Deal and Wilson high school. Why would you shut that down, how will they get to school??? |
| M4 | DO NOT ELIMINATE THE M4 BUS LINE. IT IS CRITICAL FOR COMMUTERS AND KIDS ATTENDING TENLEYTOWN SCHOOLS (DEAL, WILSON, AND OTHER SCHOOLS VIA METRO). WARD 4 WEST OF THE PARK WOULD ESSENTIALLY LOSE BUS SERVICE IF THE M4 LINE IS ELIMINATED. |
| M4 | Need the M4 for school commute for kids and commute to metro |
| M4 | WMATAs proposal to eliminate the M4 is incredibly short-sighted. This is THE bus that most students in the Barnaby Woods/ Hawthorne/ Chevy Chase neighborhood take to Deal and Wilson. Neighborhood students who go to Duke Ellington, School Without Walls, St Johns, and other schools also rely on the M4. We are talking about literally thousands of students. When school is in-person, the morning and afternoon buses are jam-packed. My children have had 1, 2, 3, even 4 buses blow by them at a bus stop, because the buses had no room to let them board. Meanwhile, school populations are exploding... Deal had 800 students 10 years ago and now has 1700, with forecasts for 2200 students in a few years. WMATA is citing the low ridership figures in Fall 2020 --- when schools and many offices were closed -- as justification for eliminating the routes. If anything, with enrollment projections in Wilson and its feeder schools increasing, we could use almost double the M4 buses in the morning and afternoon. |
| M4 | Why is the M4 being eliminated? I live in Chevy chase and my children go to Deal Middle School and Wilson High School. Without the M4 they will have no way to get to school or to get home. They are already sometimes late because the busses are so crowded and the driver cannot stop. I do not understand the reasoning here. In addition, my neighbors and I often take the M4 to the tenleytown metro station to commute to work. There does not seem to be a alternative way for those in Chevy chase to get to the metro. |
| M4 | Do not cancel the M4. It's how my daughter gets to school. Do not cancel the E6. It's the only bus that services my neighborhood. |
| M4 | Keep m4 service as it is vital to kids and seniors |
| M4 | As long as the M4 is not eliminated, and is phased back in for the start of school in August, a phased approach would work. |
| M4 | I heard you are cancelling M4. This is the only bus my family uses. It is how the kids get to school and sometimes I use it to get to metro. I cannot imagine what all the kids are going to do without the bus especially in winter. It's too far to walk. |
| M4 | Please do not cancel M4 which is critical to our neighborhood (as is E4) |
| M4 | The M4 is a school based metro bus line as well as one used by commuters and students working in Chevy chase. Eliminating this line is inconsistent with expanding school-based travel when in-person schooling resumes. |
| M4 | Eliminating the M4 in FY22 would seriously impact members of the American University community commuting from the metro station to the campus as AUs shuttle can be unreliable at times, especially during the pandemic. If changes must be made to this line, then it should be done in consultation with the AU community. |
| M4 | It makes no sense to eliminate the M4 route. This is the way that a number of students reach Deal and Wilson from places that are serviced ONLY by the M4. At the very least, keep the service before school starts and after it ends. |
| M4 | M4 is critical to cross-town traffic for students and workers. There is no other way except by car and that isnt an option for many people, especially students and lower income workers. |
| M4 | You should expand school-based bus service in September, but you are planning to cut the M4 service that takes children from my neighborhood to school. |

| Route | 2021 proposed Metrobus service changes |
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| M4 | The M4 is critical to the resumption of school for kids from the neighborhood as middle and high schoolers rely on this for transport to school; it is also critical for students and workers withtransferring from the cross town Military Road bus to get to Deal and Wilson and Georgetown Day and jobs in the neighborhood. For working adults and seniors. It is also critical for access to Chevy Chase dc and Tenleytown commercial zones as well as the connection to the metro station at Tenleytown. It also brings child care and elder care workers to and from their jobs in the neighborhood. Ridership during the pandemic is understandably low given that many of these users are not traveling at this time. However, by the fall of 2021 and certainly by 2022 that will change.. |
| M4 | Service on Nebraska Avenue NW north of Massachusetts Avenue, Military Road NW, 30thPlace NW, Utah Avenue NW and the Pinehurst Circle is eliminated and will not be replaced byother services ... Are you serious??? Do you have any idea how many residents and students RELY on the M4 to get to school locally as well as to Tenleytown Metro? I am so disgusted by this suggestion. Perhaps your ridership figures are horribly skewed because Kids Ride Free. What exactly is the method for determining Ridership on the M4 bus line? I am just disgusted by this incredibly short-sighted plan that WMATA has decided to put forth, taking advantage of a horrible pandemic and its affects to push an agenda that literally does not serve the people of DC. You should be ashamed of yourselves. |
| M4, D6 | my neighborhoods already stranded on weekends when the M4 does not run. and the D6 is our lifeline |
| M6 | The M6 is an essential bus service for those in the Penn Branch community. If this service were to be eliminated my spouse and I would sell our house and move. |
| M6 | M6 needs to be maintained for that corridor of the city. |
| M6 | I have relied on the buses traveling on Pennsylvania Avenue (M6, 30 buses [traveling on Branch Ave. and Pennsylvania Ave.) for travel into the city. Although I do own a vehicle, it is more economical for me to use public transportation (Metro). However, there are many in the community who do not have personal transportation and desperately rely on the services of Metro. Please continue these lines. |
| M6 | Please do not take the m6 off line. It is imperative that the seniors have access to work & to get to the grocery store! We do not drive so will we get around. Thank you |
| M6 | The M6 Route is a lifeline PREDOMINANTLY for seniors and low-income riders between Southern Avenue SE, Pennsylvania Avenue SE and Potomac Avenue, especially since the F14 runs later and sporadically on Saturdays to the Naylor Road Station and does not run at all on Sundays. The W4 transfer to a 30 bus at Branch Avenue SE & Alabama Avenue SE is not coordinated and is overloaded, resulting in buses passing-by the intersection. |
| M6 | the M6 is crucial to those of us who must travel along Pennsylvania Ave SE |
| M6 | It is very important that you restore Sat. and Sunday service on the M6 line. |
| M6 | I answered no because I checked the proposed service plan and noticed eliminating M6 service. This would be sorely missed and crucial to those that of us that do not live near the branch/penn aves stop for the 36 bus. The M6 provides a needed service for our Penn Branch/Hillcrest community and it became especially clear during the pandemic. |
| M6 | I would ask that you strongly consider not discontinuing the M6 bus line. My neighborhood has already lost the M2 and V5 bus lines. It seems that for Metro/WMATA, its all about money. Cant someone consider whats needed, as opposed to how much money isnt being made for your company? This line is needed.. The 39 bus line that was added (it only runs during rush hour), and really does nothing for those of us who need the M6. Why is this neighborhood constantly being targeted? Then theres the other bus lines that have been added (the 30s North & South). First of all we have to get to them. This takes one out of their way, when youre simply trying to get to the Potomac Avenue station. It just doesnt make sense to me. I know that my concern isnt going to make a difference. Nothing that I write will sway whats going to happen. I know that the decision has already been made and this is just a matter of formality. When I voiced my opinion about the M2 & V5, it didnt make a difference, and I know that it wont make a difference this time either. I attended the hearing, and for what, when it was all said and done, Metro/WMATA just did what they wanted to do, so that they could save some pennies. It should be about the needs of people, but its all about how much money you can make. Congratulations on being on top of your game. Money over needs. I guess thats just how it goes, especially if its concerning certain neighborhoods. Metro should provide quality service regardless of ridership. |
| M6 | Im very grateful that the M6 is going to be operational on Saturday and Sunday, this bus gets me to the grocery store on Pennsylvania Avenue SE. As a elder it benefits the community. |
| M6, 30 | I interstate the impact of the pandemic on metro ridership. My primary concern is metro not discontinue the M6 bus route which is used by alot of people in this area who much rather prefer going to Potomac Ave station to transfer to trains and 30 bus line. |
| M6, 39 | M6 is important to my neighborhood to get us to Potomac Ave Metro station. It is the only way we have to get there. The 39 is needed when we return to work because it will take us all the way downtown and is an express rush-hour option. On weekends, it is extremely important to have the M6 running because the 39 wont be available. The M6 is our connection to the rest of the city |
| MetroAccess | As long as coverage for service of Metro Access is not affected negatively. Disabled folks are disproportionately low income & are less able to avail ourselves of other transportation options - especially those who rely on Metro Access. |
| MW1 | Eliminate the Metroway/BRT line in Alexandria/Arlington. I see the buses for this line daily and I rarely see more than 2 people using it. It's a complete waste of money. Stop any future planning for more of these idiotic BRT lanes. People don't want them and won't take them. |
| MW1 | Do not end the Metroway line!! |
| MW1 | The main bus I catch in VA is the Metroway. |
| MW1 | Questions: What would be other public transportation options to travel from South Glebe Rd, Arlington/Potomac Yard to Crystal City Station or Pentagon City Station if MW1 is completely eliminated? Will the Potomac Yard Station be completed by FY 2022 as an alternative? |
| MW1 | The MW1 hasn't had any negative effect on me as it's been running |

| Route | 2021 proposed Metrobus service changes |
|---------------|--|
| N | We need the N buses back. Our part of NW has the most limited options of any ward. |
| N2 | Entire N2 route needed |
| N2 | Bring back the N2! |
| N2, N4 | N2 and N4 are vital to get to/from downtown from Wesley Height. N2 even more than N4, as N4 does not do the New Mexico Ave leg. You have already eliminated some bus stops - but I thought this was temporary. Now you propose to scrap the entire route. And there is no good alternative, with Tenleytown metro a good 25 minutes walk away. Moreover, pre-COVID, the busses I took in morning and evening rush were almost always completely full, with standing room only. It hence makes no sense to cut this service. I strongly object to eliminating N2/4 or reducing their frequency. |
| N2, N4 | need N2 and N4 back asap :(|
| N4, N6 | These are the increases to service. None of these increases impact me. The list doesnt list the HORRIBLE elimination of the N4 and N6 service (the new N6 service is a replacement of the old M service). |
| N6 | Eliminating N6 service to Friendship Heights is ridiculous. For a lot of people who live in this area this bus route is the only way to get to Friendship Heights. There are a lot of elderly people in this area who rely on this bus route as well as students and this change is making it very difficult to get around. |
| N6, M4 | this doesnt work because coverage is NOT being proposed to be expanded in 9/21 and beyond. This means my son will not be able to ride the D6 with his friends to Hardy middle school (or duke ellington, international school nor the several other schools right in georgetown)! The propsed N6 change will only come every 35min and take much longer to get to the same destination. It means practically that he will need to be driven to school unless DC provides school buses for the kids that will be stranded by this proposal. Further since the M4 no longer be in service there will NO way to get to tenleytown and wilson high school nor deal middle school. WMATA should partner with American to provide bus service to AU using the M4 instead of their own buses. Keep in mind that Hardy is still virtual so ridership hasnt been captured since the kids were physically in school early last year. |
| NH2 | Given this, I might ride the NH2 again to go to the MGM Grand Hotel. |
| NH2 | I am especially happy to see the NH2 return on weekends |
| NH2 | Nh2 people do travel to mall , Also we need B30 from Greenbelt to BWI Airport back in Service |
| P18 | Does not apply to my bus P18 as it never ran on the weekend even though that is when most people and families go out to enjoy themselves. The bus stops going north on the weekdays at 630pm. |
| P18, P19, W14 | The FY proposal will eliminate both the W14 and the closest alternatives (P18/19), thus eliminating all Fort Washington and many Oxon Hill residents from any MetroBus service. I understand the need to make cuts, but to eliminate all possibilities for us is not acceptable. Alternative: Keep the P18 or P19, with reduced service from the FTW Park & Ride (once an hour, 6am, 7am, 8am) for 3 months then decide if it is economical. People will need your service after the Time of the Virus, and, children return to school. Thank you. |
| P6 | The P6 is an essential bus route that travels throughout the city that the G8 does not. |
| P6, X2, 60 | If the train service is limited and/or station close at 9p, then MetroBuses should run much later til 2a, especially on crosstown routes like the P6, X2, 60 line, etc |
| R1 | Given the plans to eliminate the R1 as of January 2022, I do not believe this is appropriate. As of today, there is a good amount of crowding on the R1 and R2 northbound during rush hour, with the social distancing option limited given my option to Riggs/Chillum Roads. If the R1 needs to be eliminated, R2 service should increase to accommodate the additional rush hour load. I am glad the E4 service will be retained fully through 2021 and 2022. |
| R12 | Since I have not used the R-12 route recently, I see no need for restoring Saturday service. |
| R2 | Que la ruta R2 corra hasta las 11 pm los sÁbados y domingos |
| REX | The REX bus from the King Street station and Ft. Belvoir needs to continue to run so those in Alexandria and Ft. Belvoir can get back and forth. |
| REX | I take the REX to work if I miss the train. KEEP the REX buses. |
| REX | FEMA should also provide disaster assistance in the pandemic...the overcrowded buses on lines is unacceptable due to the pandemic there the masks are worthless |
| REX, 29K/N | Do not eliminate the REX Bus at Eisenhower Station. Do not eliminate the 29K/N bus. |
| S | We need the s buses back to post covid leveles once things reopen |
| S | As an S-line rider primarily, the proposed changes do not affect me. |
| S | None of the lines I will be using in 2022 (the S buses) would be included in the expansion of coverage, as far as I see. |
| S | I take the S bus on my commute (take it to Farragut West to commute from DC to VA). The line suffers from overcrowding, so it is crucial to run enough buses to meet demand. Otherwise, it will compound upon the reduced train service--especially for people like me that commute bus to train. If I have to wait 15 minutes for a bus and then 30 minutes for a train, that is completely untenable. |
| S | The S lines will be my primary foul-weather transit to work (plan to bike, as before, when the weather is ok). Getting those to pre-pandemic levels by the time I need them is important. |
| S1 | Do not eliminate the S1 line. Do not cut service on other lines. |
| S1 | Being back the S1 line! |

| Route | 2021 proposed Metrobus service changes |
|----------------|---|
| S1, S2, S4, S9 | This plans seems to work on the face of it, but Im not sure how it affects me exactly in detail. Its worth noting that since the pandemic started I moved from the high-serviced S1, S2, S4, S9 corridor to a home in Petworth serviced by the 62/63 route. I havent ridden the bus from here yet, but part of the appeal for buying this home was the easy commute on the bus to the downtown area. |
| S9 | The reduction in frequency of S9 buses could easily cause a big problem. Those buses are always extremely crowded as it is (or was, pre-pandemic). |
| T14 | Es bueno por que t14 habeces no pasa y no informan |
| T2 | This should be fine. My main concern is the T2 bus. |
| U4 | The U4 bus is need as we have 70 percent seniors that utilize this bus in order to go to work ,doctor church among other things |
| U5, U6 | I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus |
| V12 | It will be helpful for me to have the V12 Sunday service restored. |
| V14 | I am employed and to discontinue the V-14 to Deanwood and Penn Mar would create a hardship for me and many other riders that use this service weekly. |
| W14 | BOCK ROAD LINE “ ROUTE W14 taking this line away for South County would be a major impact for riders that need to get to Southern Avenue station for work, medical appointments, bad weather. There is no other bus service available to us. Once again we folks in South County will be impacted and it appears that no one whether it is Metro or P.G. County what happens to it citizens. |
| W2 | Please change the scheduled times of the W2, currently does not show at 6: 10 am on the %th Mellon St SE stop |
| W4 | Truly would appreciate if M6 is restored Saturday and Sundays. This bus is a great asset for Fairfax Village for the residence that do not have a car. I look forward to this bus not being taken away from our community. This is my transportation. It is tooo hilly to be walking up to the W4; it is an inconvenience. Thanks |
| X2 | This would work for me. My only issue is ensuring that the app is updated correctly with the schedule and any changes. For example the X2 hasn't been able to go to stops along H in northwest (layfette, 14th, 13th) for a long time. The app still show the busses going to the stops even in realtime. Many times after working late I've waited for a bus that never came at 13th St stop only to see it drive by on 13th and turn without stopping While I'm standing at H st stop. It is very very frustrating. |
| X8 | Although its a small ridership on the X8, its not fair to remove the Saturday and Sunday schedule for those who live along Maryland Ave in Carver-Langston. A lot of elderly people live there and need adequate transportation. |
| X8 | I rely on the X8 to get to work. Removing that line cuts Carver-Langston off from the rest of the City. The X2 and Streetcar are not replacements because of location, congestion, and the speed at which the X2 moves down H St. the X8 is a much more efficient and faster way to get to Union Station. |
| X8 | I used to catch the x8 on the weekends, as well as the b8 and be weekly which was taken out of circulation. |
| Y | Restoring the Y buses is going to be critical once people begin returning to the office. |
| Z1 | Please bring back the Z11 please I love that bus I havent ride that bus since last year March and I miss riding that bus |
| Z8 | The “Z8” get crowded and is never on time especially at night leaving from Silver Spring going northbound. Although it is a pandemic, more buses should be added to ease overcrowding and promote social distancing. |
| Other | The plan doesn't adequately consider and address auxiliary lines that, whileThey may have lower ridership numbers, serve as the only bus service for certain areas. |
| Other | Hourly bus service is a problem as its difficult to coordinate rail to bus transfers. |
| Other | I dont take the bus anymore |
| Other | Ramp back up to 100% by May. |
| Other | I would like to ensure that metro bus users are consulted. I don't think this format makes it possible when the burden to participate for the most likelyDependent bus riders is impossible to mitigate. |
| Other | Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| Other | No |
| Other | This seems appropriate to the current commuter situation. |
| Other | It is essential to ensure adequate levels of service for communities where residents rely on public transport to commute to work and to schools. Longer term, the transport authority needs to plan for levels of service that encourage public transit and lower the appeal of private vehicles that congestion downtown districts and contribute to environmental pollution. |
| Other | Should restore everything immediately |
| Other | The proposed changes in bus routes exacerbate the already bad east-west transit options. In addition, they fail to take into account the needs of school children and seniors, e.g., the senior housing being built on MacArthur Blvd. which would have not bus service. |
| Other | no need to increase bus service |
| Other | This sounds great! |
| Other | Build more bus lanes so buses travel faster, increasing frequency at zero cost |
| Other | Expanding bus service is a great idea |
| Other | It would work for me, but I am privileged enough to work from home. Metro should consider the opinions of service workers above all else. |
| Other | cut the bus! |

| Route | 2021 proposed Metrobus service changes |
|-------|---|
| Other | Adding early morning busses would also be a help |
| Other | Reduce bus service that overlaps with metro and increase bus service on lines not well served by metro, e.g. H St NE |
| Other | All bus routes in the Palisades are slated to be eliminated. We will have no public transportation available in the neighborhood. That is not acceptable. |
| Other | Yay increases in service! |
| Other | do it now, not later |
| Other | So many people are only able to get to their jobs using buses. |
| Other | This is fine for 2021 since many people haven't returned to the office yet. |
| Other | I only ride the bus occasionally, so I can't give feedback on regular travel |
| Other | This seems reasonable. |
| Other | I dont really see any need to increase. |
| Other | Discounts for students |
| Other | Metrobus service should adapt to use during the pandemic reducing frequency on frequent lines but not eliminating any line. Again, you provide a necessary public service for many low-income service workers. These are essential workers that depend on metrobus. Serve them. |
| Other | Prior to the pandemic, I saw a lot of empty or mostly empty Metro busses. Those people still need transportation. Is there a better alternative? Smaller, more fuel-efficient vehicles? |
| Other | Dont mess with the buses. Period. |
| Other | Get tax.mpney from road projects |
| Other | I didnt take Metrobus frequently enough pre-pandemic for any of this to matter, |
| Other | My point is that many people need public transportation. Dont leave them out in the cold with no transportation. |
| Other | Need to know the May 2021 changes |
| Other | I use metrobus to get to work so any increase in coverage will be helpful. |
| Other | Expand the commuter and school support routes in August. |
| Other | If there are no buses Imwould walk or take taxis/uberetc |
| Other | Run more busses. Bus service should be at 125% of pre-pandemic |
| Other | Save money by stopping all current and former WAMATA employees from riding for free or with a discount. |
| Other | Reducing transit access, frequency, and reliability reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself. |
| Other | Im glad to see it explicitly take school-based travel into consideration. |
| Other | More service is better; personally Im not directly impacted but feel it critical that we need to provide MORE service to ensure a viable future. |
| Other | I do not use metrobus |
| Other | Phased increase needs to be in synch with more employees not teleworking, but reporting to work. Once that happens, demand will increase, probably gradually. |
| Other | Metro service increases should reflect the impact of COVID-19. |
| Other | Bus service has been ok in the pandemic, I ride the bus often and havent had issues. Some routes are crowded but overall the bus is more reliable for me than rail. |
| Other | In general I would like to see *more* his & rail service during a pandemic for social distancing (see: sydney) but understanding cost this is fine. |
| Other | See response to question 2 |
| Other | None |
| Other | Dont use Metrobus on weekends, and there is no planned service increase to affect my commute |
| Other | Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office. |
| Other | My bus is not impacted |
| Other | phased increases make sense. |
| Other | As mentioned before, all proposals must take into account current ridership and the fact there will be fewer commuters as working remotely is expanding. |
| Other | Im unclear on how these changes will impact my daily commute in the context of expand coverage to support commuter. . .travel.. |
| Other | This is very, very poorly phrased and confusing. What will it return to AFTER the end of 2021? |
| Other | I dont ride the bus. I am afraid to ride the bus so I take the train to work at Morgan |
| Other | No, the expansion comes at the cost of my line, and your report lists no alternative for the neighborhood in which I live. |
| Other | The buses are pretty empty, why not decrease the frequency more, we dont mind waiting. |
| Other | Plan would work, but no need for late night service on 34 lines. |
| Other | Please keep bus service, especially ones that serve students across the city. |

| Route | 2021 proposed Metrobus service changes |
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| Other | Prefer reductions to Metro busses instead of rail service. Far fewer people rely on them and they are in areas where parking and car ownership costs are significantly lower. |
| Other | I think the number one priority is NOT to decrease options related to school based travel as it always hurt poor children the most |
| Other | Eliminate the service I actually use, leaving no Metrobus service in my neighborhood. |
| Other | No comment. |
| Other | Service must be restored to pre-pandemic levels as quickly as possible. |
| Other | More late night options wouldMake commuting home by bus an option for me |
| Other | I dont take the bus. |
| Other | Use smaller shuttles perhaps. The bus capacity can be reduced but cutting routes and frequency will cause hardship and inaccessibility for those who don't drive |
| Other | Id appreciate covering school-based travel from Columbia Heights to Georgetown. |
| Other | You do understand that the purpose of public transit is to help people get to where they need to be, when they need to be there, don't you? |
| Other | The number of school kids, and commuters will require more busses than are currently being serviced. There is not enough parking, and despite that, people dont have cars. There is no transportation available for kids getting to either the middle school or Wilson high school from the Chevy Chase area. |
| Other | I dont currently use the bus, but might later this year |
| Other | We need more public transportation options |
| Other | Still missing my routes. |
| Other | The managing partner sent us an email last month stating that he hopes that we can all start coming in to the office regularly in the fall. I usually take the bus to work (and this will not change even though I moved from one side of Alexandria to the other). At the moment, I drive when I have to go in. |
| Other | Metrobus is an adequate one time substitute, but is not feasible as a permanent substitute to metrorail. |
| Other | The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming. |
| Other | I do not plan to ride MetroBus until September 2021 |
| Other | Yes. Please expand bus service. But also, please reduce fares for children between 6 and 18 riding with an adult. |
| Other | Resume all in may |
| Other | I am all for increasing service on various lines throughout the city and extending operating hours. But not at the expense of some of the proposed cuts!!! |
| Other | Eliminating bus routes would be insane, given the huge number of people who rely on them. |
| Other | Need bus from Grosvenor or down Rockville pike to DC/ Farragot North |
| Other | Its hard to weigh in without knowing the 10 additional lines and the 34 lines |
| Other | Prioritize increases in service to Wards 5, 7, and 8. |
| Other | I am currently unable to access the main bus line I use and do not live close enough to a Metro station to make up for it. |
| Other | Taking away bus service impacts low income communities. This is unacceptable |
| Other | It is critical to the city to have reliable frequent bus service |
| Other | We need 100 percent metro service to return sooner for communities east of the river that only have bus Access to get downtown for work, healthcare trips, and grocery shopping. |
| Other | This doesnt deal with all the bus lines youre threatening to close. |
| Other | I dont use the bus |
| Other | Please not, these dont affect my commute but I hope you consider those in those areas. A lot of people work on weekends, I imagine this would be hard, given the train changes as well |
| Other | Eliminates bus service at my house. Would require a 1.3 mile walk to West Hyattsville where headways will be 30 minutes. Cannot travel to Cheverly as an alternate. Only bus left in my area would be 83, so I would have to travel by bus to RI Ave where there will be overcrowded trains and reduced headways. |
| Other | Late night service should be expanded by an additional hour or two to accommodate service workers. |
| Other | Nuts. How can a transit org not provide transit? |
| Other | These arent my lines |
| Other | Its impossible to maintain any semblance of social distancing under such conditions. |
| Other | Metrobus fares should be higher. |
| Other | Brilliant. How could this possibly be from the same people as the Metrorail plan? |
| Other | I do not currently use any of these routes. |
| Other | Probably not the time to ask for new bus routes but it would be great if there were a route from kingman park down North Carolina to eastern market station. |
| Other | Thanks for taking care of the bus riders! They need help getting around the area. |
| Other | I do not use those busses. |

| Route | 2021 proposed Metrobus service changes |
|-------|---|
| Other | People depend on the bus to get to and from places they need to be. I used the bus often when I didn't have a car and would hate to see it's services reduced. |
| Other | Metro trains are more important than Metro buses so any necessary budget cutting should be directed to cutting bus service, not train service. |
| Other | We need a break from Lyft. Metro is essential for bars and people who need transit to their jobs. Some people can't drive. |
| Other | I dont use these bus routes. |
| Other | Bus lines are already so long and the buses overcrowded; there needs to be more buses and shorter waiting times |
| Other | Metrobus services down Van Dorn St into Fairfax County would be excellent. |
| Other | It would be great to expand Metrobus service. DC needs a totally reimagined bus system. |
| Other | Why would Metro spend money on late night service? Why not use those funds to restore service to buses during rush hour and weekdays? |
| Other | Full service should be restored soon as vaccination rates will continue to increase. |
| Other | Increase late night service |
| Other | I work at Pentagon City and rely on the bus service to get to work. I dont live near a metro station and would not be able to get to work. |
| Other | Please provide actual routes, acronyms are not know by riders. |
| Other | Not environmentally friendly to add more buses to make up for missing metro |
| Other | Expand service everywhere. |
| Other | I never use the particular routes listed. |
| Other | Increasing bus service covers the gaps that are not accessible by metro and provides an easy and affordable way to travel around the region. |
| Other | Buses don't make it out past friendship heights and I like far |
| Other | Expand service as much as possible. |
| Other | We likely won't be using the bus until we are vaccinated. That means a few more weeks for my husband and who knows how long til the kids are. |
| Other | I'm happy to hear this! More access to buses is very good and helpful for me and many others |
| Other | Keeping routes to schools is important for summer school and the fall |
| Other | Great idea |
| Other | more trains, more buses |
| Other | Most of people work from home now and thats why numbers of riders decreased. With everyone getting vaccinated and getting back on track to work in person, closing of metro wont work! |
| Other | increasing service is the correct idea. Stop cutting lines and remember you are a public service. |
| Other | changes are too difficult to determine... documentation is unclear... try again... |
| Other | Offices are starting to require more in office presence due to increasing levels of vaccination. Support commuter bus lines by late Spring. |
| Other | Speaking of siloed budgets, is there any consideration of cost- and use-sharing with Fairfax County school buses? |
| Other | This cuts my bus, I think. But not really clear from your description? |
| Other | What are the additional 10 lines? |
| Other | These changes do not need to be implemented until people start going back into the office. |
| Other | HOW MANY ROUTES ARE YOU CUTTING? you want us to become peasants with ox carts trying to get from Point A to Point B???? |
| Other | Metrobus returning to full service (aka full bus open, no COVID considerations) has been a pandemic nightmare -- people not wearing masks, windows closed, people sitting next to eah other. Im in favor of more buses running *AND* windows open, max # of riders, bus driver protections,etc |
| Other | I do not use any of these services |
| Other | Planned elimination of 16G has been contemplated for many months or years, but always canceled due to riders demands. I see no change in the demand for this and relying on ART 41 as a connection is downgrading overall service, a highly undesirable end. |
| Other | Bus lines not convenient to my neighborhood. |
| Other | My main concern is that buses run on schedule. |
| Other | Seriously? Combine all the bus routes along Columbia Pike into one? And have no service into DC? Were an area of the Arlington Country with NO DIRECT ACCESS to Metro. The 16C into the city is our direct access. Cant you structure this so that every other bus or every third bus goes all the way into DC? Why is it our end of the county gets treated this poorly? |
| Other | Most people have cars or bikes so eliminating bus service on MacArthur Blvd is OK. |
| Other | I live along the Wisconsin Ave corridor. Buses are already fuller again. We have no alternative (ie we can't choose bus OR metro, it is only bus for us). Reduced service is going to cut off many neighborhoods from getting to and from work and errands in a timely manner. |
| Other | Late night service is critical if rail is closing at the absurdly early hour of 9 pm |
| Other | If the Metro rail returns to close to normal operating schedule (not trains every 30 minutes), then a more limited bus service would work. |

| Route | 2021 proposed Metrobus service changes |
|-------|---|
| Other | So glad to hear about an increase. Will tune in on March 8 |
| Other | Expanded service is great!!! |
| Other | It's hard to say, of course, given that I don't know when I'll be returning to work in person. However, I would expect it to be July or later. |
| Other | The bus routes are not applicable to my own needs but good bus service is essential to a functioning city -- for workers and for socializing. Car ownership should be discouraged. |
| Other | I usually take Arlingtons bus to Rosslyn and then take the Metro to the Mall. Im not sure if Ill be able to do that, given the phased service plan. |
| Other | It would be great if expanded service was restored in summer, not September. |
| Other | Suggest for the final phase to be moved to August since many schools will be beginning normal schedule in August. |
| Other | i am not sure what the route numbers are but I am in favor of leaving both Virginia square and clarendon open even at limited high peak hoursMany people in our neighborhoods have selected living at Virginia Square and Clarendon for convenience. Many do not even have cars. its an unfair burden to close these stops |
| Other | never take these buses, so dont really give a crap about them, but i do wish them well |
| Other | This bus line is the primary mode of transportation for families and children that live in the heart of Marshall Heights. Its unacceptable to remove this line and leave an entire community without access to transportation options. Additionally, there are several schools on/near these lines, the disruption in bus service would also adversely impact attendance. |
| Other | I feel buses do not provide enough frequency and connective tissue between things. Anything additional is helpful |
| Other | Not acceptable. If we dont have a bus stop in the neighborhood, dont think we are going to walk to another one, we just dont use your services. |
| Other | Expanding hours of service is more important than adding buses on Sunday |
| Other | My main concern is the lines in upper NW east of the park. Its not clear to me how these will be affected. |
| Other | Just keep the metro train lines running. |
| Other | Again, essential workers depend on late night bus service more than anything |
| Other | The reason that I don't take the bus is because they come too infrequently. That stresses me out. |
| Other | Really pleased with expanded and invested in metro bus service. If metro train has to close please improve buses |
| Other | Again open up as many bus stations again as you can. We're beginning to come out of this thing and it's going to be difficult as more people come back and y'all keep scraping everything back |
| Other | Would this option be re-evaluated if the pandemic affect lessened? |
| Other | Apoyar a las personas con necesidades economicas, pidiendole al gobierno federal y a la reserva federal por mas recursos economicos, gracias |
| Other | WMATA needs to address weekday daytime reliability and headways before weekend service expands. |
| Other | More transportation reduces having to drive a car |
| Other | Please dont cut bus service! I need buses to get around! |
| Other | My metro bus use depends on when and where I need to go. Buses going to fort totten are important in this area. |
| Other | Makes sense |
| Other | The quicker expansion, the better. |
| Other | People bought in Shirlington and Fairlington with the expectation of public transport- our tax dollars are an implied contract!!!! |
| Other | Again, METRO must continue with service and not decrease service. I already see more traffic on the road, but not more people in DC |
| Other | I would encourage more bus use over metro rail. Many people I am in contact with, including myself, feel more comfortable riding the bus because often the windows are open to circulate the air. While it is not easy to distance on the bus as it is on metro, I believe the air ventilation is a significant factor in reducing COVID transmission. I would also encourage a mandatory open window policy on the bus. Increased bus options and bus only lanes may encourage more ridership as well. |
| Other | Unknown when I would return to working in my office (as opposed to working from home) on a regular basis. |
| Other | Please assure that underserved areas receive metro service first |
| Other | Coverage and headways need to be made better by actually making shorter headways and being back all the lines. |
| Other | People in my neighborhood and so many others rely on the bus to get to Metro. Reducing blood flow in the capillaries leads to heart failure. Don't do it. |
| Other | Increasing service on the bus lines is essential. You should be doing the same thing with the metro! |
| Other | I am still unemployed and unsure of my upcoming needs |
| Other | Service needs to return to 100%. |
| Other | Bus service is a lifeline in my neighborhood |
| Other | These changes would not impact the routes I use. |
| Other | Im not sure if busses will be frequent enough on my route |
| Other | I seldom use the bus, but people who do are often those that need this transportation most. You need to make sure that the bus riders get the best service possible. Use smaller vehicles for smaller ridership, but keep service. |

| Route | 2021 proposed Metrobus service changes |
|-------|--|
| Other | Why are you keeping the buses running at such low levels when ridership is still fairly solid, while the trains are empty but you keep them running anyway? Oh, sorry, of course, the trains have a few rich, white people, and the buses are full of poor, brown people. |
| Other | dont ride those buses on the weekend, not in my AOR |
| Other | Metrobus is a critical link in our community. Frequency of buses should be increased as appropriate so that Metrobus remains usable. Lines with infrequent service should have service increased, or be re-evaluated. |
| Other | Please provide transit to Great Falls, VA and even Fair Oaks Mall |
| Other | With expanded service in the fall, please remember many school programs operate on Saturdays as well as M-F |
| Other | The metro bus is very convenient and I prefer using this to get around the city for work, leisure, appointments, etc. I would like to see more frequency in areas that are predominately black and other poc. |
| Other | If you add bus routes as ridership increases it will work |
| Other | If you're going to close stations, provide more bus options. People still need to get to work and get around the region due to these changes. |
| Other | Bus rapid transit is critical to connecting residents in Virginia suburbs to places of work, school, worship, recreation and ensuring connection to the Metro stations that open opportunity to new jobs. Living in Herndon - it can take up to 61 minutes to get to a shift at Dulles Airport - which is 1.6 miles away. Low-income working families are least likely to be able to afford reliable transportation and need the assurance of bus, rail and other options to ensure they get to work on time and can support their families. |
| Other | I had started before, but got off page one way or another, so sorry if repeatingThe plan for the first half of FY2022 seems intriguing, but the second half stark and desperate, lets hope not to need that.Which is to say, that the first part, looks fairly tenable. |
| Other | I like that the bus services are becoming expanded in many ways, but I hate to think this expansion is coming at the cost of the metro rail, where I think the drastic cuts in service are far worse than the changes to the bus system. I think the money would be better spent on the metro rail. |
| Other | Why cant you expand rail service instead of all these bus routes |
| Other | Having lived years in DC, and ridden buses often during that time, this all seems reasonable to me. |
| Other | I have recently returned to the area, but the bus was my neighborhoods primary means to access public transit. |
| Other | Restore full 100% bus service |
| Other | This seems reasonable. |
| Other | Not seeing any bus (or metro) within 20min walking of my house that commutes to Pentagon area |
| Other | The more service, the more convenient, the more ridership - people will tell others how easy and convenient, instead of they use it because it is their only option |
| Other | I feel the metro service is more necessary than the bus service |
| Other | The bus has been very unreliable and slow |
| Other | Add/maintain service to closed stations to compensate for closure. |
| Other | depends when federal offices reopen full time. |
| Other | I recommend full service be restored by the end of summer and the start of school in the fall. |
| Other | I like this plan because it shows a way to return to normal service hours and people including myself rely on the bus. Wish this could be done for metro. |
| Other | Prioritize re-establishing line service in areas where bus is the only essential form of travel |
| Other | Need 7 bus service to continue downtown and 22 crosstown service to be maintained. |
| Other | More service |
| Other | In general, the Metro Lines serve as an economic engine to the DMV. There will be cause and effect if you close stations and close them early. This will affect outlying businesses and tourism and other important cultural access for people in the DMV. It may especially effect the carbon levels and the congestion in the DMV. |
| Other | need more frequencies and late night service for essential workers. |
| Other | Collaborating with PGCPs so middle and high school students could ride Metrobus for free would greatly reduce pressure on the broken school bus system in the county. |
| Other | If trains will be affected, the buses will have to be the other option, as long as they are more and with open windows! |
| Other | Buses are slower and I would be unlikely user versus Metro train. |
| Other | I support phasing in additional service. However, none of these lines have any impact on me. |
| Other | Busses are most effective as a form of travel when wait times are less than 15 minutes, particularly/especially at night. |
| Other | I don't use metrobus regularly enough to have an opinion |
| Other | Its not enough - lets run more frequent buses on more routes, and have WMATA publicly pressure DDOT and the DC Council into expanding dedicated bus lanes. |
| Other | I think 75% of pre pandemic levels is too high too soon. I think that if they are going to save funds they should do it now and wait a few months to return to 75% |
| Other | Any increase in bus service is positive. It is the transit option most used by lower-income riders and essential workers, and should be the beating heart of the regions transit network. |
| Other | Esta bien |

| Route | 2021 proposed Metrobus service changes |
|-------|--|
| Other | I've seen far too many low occupancy buses pass me on the road. Larger buses are too expensive in terms of cost, resources used, accident prevalence and impact, and maintenance/driver skill. Smaller vehicles (short commuter buses, need to be more widely applied to the service. |
| Other | Im concerned about changes on the Anacostia lines affecting up to 10% of riders. Isnt this where constituents are *most* likely to lack alternatives? |
| Other | These are not routs I usually take, so it's not appropriate for me to comment. |
| Other | An old transit professional told me the when tampering with schedules, never fool with the first and last runs. This looks like worse than that. |
| Other | It needs to scale to the riders, not to your cost cutting measures |
| Other | I don't take the bus too much other than if I'm in the DC and need to get somewhere because I don't Drive. |
| Other | I want to acknowledge how grateful I am that metro has kept as much service as it has. |
| Other | It does not affect the routes that I use but it does affect routes that serve a lot of workers in the retail and food service industries who are reliant on public transportation. |
| Other | Turn more routes over to the local MD or VA county or Virginia City bus lines |
| Other | The more the better, especially if metro rail will be less useful. |
| Other | I dont use the bus regularly, but if the proposed changes were to happen with the metro I anticipate Id have to rely on MetroBus more. |
| Other | I don't ride metro bus as much as rail, but with how many lines are being eliminated this would be hard |
| Other | I would likely not return to commuting until after service has increased, so its fine. |
| Other | I think it will be wonderful to have a way to get home safely on the weekends again. |
| Other | More frequent buses are needed. When I commute somewhere, if my bus is running early and I miss it, then it can be up to 30 minutes until the next one. This gap is not acceptable and leaves people without transportation. |
| Other | We are still not sure when we will begin to use bus and subway again |
| Other | I like the option to expand coverage... While I dont take the metro bus, my children have frequently and it is an important and safe way for them to get around the city. |
| Other | I dont personally use the Metrobus often however I have seen and know that people of lower socioeconomic status heavily rely on the Metrobus to cost-effectively and easily get to places. I wouldnt want to remove these resources from those who may need it. Some people dont have the luxury of getting a car and the bus may be the only want to get around different parts of the DMV. |
| Other | I dont know enough about the metrobus service. |
| Other | Metro bus is the worst run bus system I have ever seen, and I have lived in Los Angeles, San Francisco, and New York City. It is never on time, it is never regular, and I have been stranded more times than I count. It is an abomination. |
| Other | I dont ride any of these bus routes. |
| Other | Make bus routes convenient and reliable and people will ride. |
| Other | I am not riding the bus now and dont anticipate riding it regularly for the foreseeable future. In any case, none of these bus lines are ones that I would ride. |
| Other | There are many people that rely on Metrobus services that would benefit from increased routes. |
| Other | Uncertain of employers plans over the next 18 months. |
| Other | I take the bus often to different parts of the city |
| Other | If I have to sacrifice rail service, I expect Metro to make up for it by improving bus service to cover the loss of the trains. |
| Other | Bus service is needed to make up for reduced Metrorail |
| Other | Very concerned about many eliminated routes second half FY22. |
| Other | Please control bus fare increases if possible. |
| Other | Phasing service back in as we start to creep toward normalcy seems like a good idea. |
| Other | The metro bus schedule should reflect the openings times of the restaurants and bars in the city. If opening times get pushed back, metro bus should also extend service later to accommodate those people out spending money and stimulating the economy, along with those working in those establishments. |
| Other | It is our fervent hope that Metrobus service and Metro keep all services at all hours as before the pandemic. There MUST be expanded overage for commuter and school-based travel. |
| Other | If you shut down Archives metro, there is absolutely no reason for me to get on this unreliable bus route that takes me no where else, and drops off over a mile from where I live with no nearby parking. |
| Other | Not necessary for me to provide expanded service |
| Other | does not replace Metro service from East Falls Church Station |
| Other | I am happy with phased service increases, I am in favor of increasing metrobus and rail services |
| Other | Bus service should be expanded. I live a mile from the nearest Metro, and I so seldom see any buses that I have no option but to walk. |
| Other | Me nuevo en Virginia uso diferentes lineas y la unica propuesta que veo es que van a cancelar las rutas y no me conviene por mi trabajo |
| Other | I dont use any of those routes |

| Route | 2021 proposed Metrobus service changes |
|-------|---|
| Other | I also use the Circulator from Woodley Park to the theater district along 14th Street. |
| Other | Bus service from poorest areas is very important. Bus service to all public High Schools & Middle Schools is important, since school busses don't allow for all before & after school events. |
| Other | Ridership should increase post-pandemic. Why would you cut service then? |
| Other | Does not help NOVA at all. |
| Other | I do not commute or run errands by bus regularly. I do try to use the bus as a non-car alternative for discretionary trips, like going out for dining, entertainment, and socializing. A regularly available network of bus routes extending into downtown and out to more residential neighborhoods helps me to want to use the bus when I can. |
| Other | I don't have a car so any expanded access on public transit would be fantastic |
| Other | I would walk because I have time and patience, but that's cutting you guys out of the equation so. |
| Other | It's critical that service be restored to low and moderate income communities and for school age kids |
| Other | Continue to ensure masks and social distancing since vaccination rollout has been slower than anticipated - we won't have a critical mass of vaccines until at least July, and a critical mass of people vaccinated until September at the earliest, according to Fauci. |
| Other | Metrobus has seen a much less steep dropoff in ridership compared to Metrorail as it actually connects essential workers to where they need to go. There's no reason this service should not be at pre-pandemic levels ASAP. |
| Other | What are the 10 additional lines? |
| Other | buses do not replace trains I need safety while traveling late at night and waiting outside for 30 minutes at a signpost is not safe. |
| Other | I find many metro bus routes redundant to metro trains and those should be eliminated. |
| Other | No comment. |
| Other | Thank you |
| Other | Why is it so critical to take away from riders? I have a car and do not ride a metro bus. Even so, I want that service to be available should I need it and for others who do rely on Metro bus. Good Public transportation is a big plus in this area and a great selling point. |
| Other | Affects workers, fixed income groups the most |
| Other | Metrobus should return to 100% capacity immediately. Ask for federal money for your budget shortfall - ask the President, ask anyone - this is really important and the federal government needs to know what is happening with Metrorail and Metrobus. |
| Other | Please don't cut ward 8 buses or green line ride every day to work |
| Other | I have always preferred metro over bus because it is more reliable, but this does impact those people who do rely on these forms of transportation and have no other means to travel. |
| Other | Our poorest fellow citizens are most dependent on Metrobus service; that service should be there for them, for DC visitors, and for the rest of us who may need the bus on occasion. Washington is a world capital; we ought to have world-class service. In other countries, buses are available, although smaller vehicles may be used on some routes. Perhaps Metro needs to look at diversifying its fleet. |
| Other | LOL. unless survey takers recognize any --- C14, D2, E2, G2, M6, NH2, R12, X8 or D2, E2, G2, H12, M6, NH2, T14, V12, X8 the question is useless. Restore full or partial service to 10 additional lines so which ones? What research has been conducted to determine where people go to and from reliably and most often and when? Are you willing to close all the Amazon-friendly stations and bus routes when all the Amazonians drive cars instead of taking metro. |
| Other | Service frequency needs to be increased as much as possible as soon as possible. Many metro busses have been overcrowded during the pandemic due to lower travel frequencies. Those who have cars will only ride transit if it is convenient. Please treat all your riders with respect by providing regular and frequent service so that traveling by bus is more convenient than traveling by car. |
| Other | Given there is no concrete information on frequency and expansion, it is hard to accept on good faith something that WMATA states, given that WMATA prefers service cuts before any other budget reconciliation measures. |
| Other | Yes, this is good! |
| Other | I am supportive of expanding bus service, generally speaking, to allow people to live car-free |
| Other | I am not planning on breaking quarantine any time soon. So for the immediate future, it is not important that metrobus run at all. |
| Other | It is important that we have a Metro Riders advisory Council like the one we had in Pittsburgh PA. They worked closely with the Port Authority of Allegheny County. |
| Other | This seems fine. |
| Other | work for the Federal Government and teleworking until we return to work post pandemic |
| Other | This seems reasonable, as long as the plan is to ramp up service back to normal levels by the end of the year. |
| Other | Metro is proposing to eliminate service ENTIRELY on the North Van Dorn corridor to King Street. This is a densely populated residential area containing many seniors and people with no other form of transportation. Eliminating this service will mean the only option would be to walk up to King Street to the DASH bus. Full time service on this line was suspended in 2015, and now, we will have no service *at all*. |

| Route | 2021 proposed Metrobus service changes |
|-------|--|
| Other | Clearly you do not see the importance of Metrobus routes which are not Metrorail aligned or which operate where there is no metro service. Obviously, your proposal accommodates your need, and disinterest in providing local bus service. You seem to remove the needs of the transit dependent, in favor of those more affluent. Those financially able to do so have shown they will find non-metro alternatives and may never return. The transit dependent-sustain metrobus and will continue to do so until you finish your social engineering plan to eliminate them completely. |
| Other | Bus frequency needs to ramp up much more quickly. |
| Other | Make sure Bethesda has a direct Metrobus service to Washington. |
| Other | My primary commute was on Metro rather than by bus. |
| Other | I am in favor of any expansion to transit services. |
| Other | No comment |
| Other | Please increase safety and compliance of mask wearing on buses |
| Other | This looks like minimal service increases compared with the proposed reductions. |
| Other | The late night service would be a huge benefit. |
| Other | Please consider most heavily travelled routes AND routes servicing low income neighborhoods dependent on public transportation, especially those without metro available to them. |
| Other | Good idea to announce in advance when service will increase. I'm sure I'm not alone in my belief that I need to know when Metro will have reasonably frequent service (at least once every 15 minutes) in order to be able to commit to a commute again. |
| Other | Look at this time as an opportunity to permanently discontinue routes that mimic metrorail or have low ridership. Much easier now than when buses are being used...even at low levels |
| Other | Planning to restore and increase bus routes generally sounds like heading in the right direction |
| Other | School kids use the metro bus as an alternative to school bus - we also find that it is important going up and down Rockville Pike for the Montgomery College. lots of routes For example from Rockville Pike to College park. |
| Other | Please consider keeping Metrobus fares reduced, or providing fare waivers for low income DMV residents. People are more financially strapped now than ever due to the ongoing economic damage of covid. They shouldn't have to lose out on transportation to jobs, medical appointments, or family because of a bus fare. |
| Other | I don't like to take the bus. I prefer metro. The bus system is very unreliable, uncomfortable, and terrible to wait for in bad weather conditions. Please invest funds to metro instead of bus. |
| Other | The key impediment to use of metro is concern over the virus. When vaccination increases, ridership will increase. Weekend use is important for being able to get downtown to monuments and museums when open |
| Other | We have moved from Clarendon to Alexandria and use the bus way less, but see it as an essential service. Society needs a viable mass transit plan |
| Other | With proposed plans to cut back metro rail I feel as though increasing metro bus services is essential |
| Other | I am concerned that I will not have a viable way to commute from Fairfax/Burke to the Pentagon. |
| Other | Service should be returned first, only by actually running services can we see a return of ridership. Otherwise you are playing a game of chicken & egg that is destined to end in a death spiral of services. |
| Other | get to school on time |
| Other | STOP letting people just Hang Out at the bus stops and metro stations |
| Other | We would probably use the buses if they ran more frequently than at present. |
| Other | I do not own a car and I depend on the bus to get me to the train station |
| Other | Probably the wisest choice |
| Other | The most important point is to have the buses really running, running on time, and let people on. Many complaints were sent about how many drivers do not care for people and even do not stop for people to get on. |
| Other | My new work location in Ballston is not conducive to riding Metrobus to the Pentagon. I will have to drive to an orange line station or directly to my office. |
| Other | Metro is my main transportation service and buses complete the service |
| Other | Im glad to see increased metro service and the important expansion of coverage in September 2021 for commuter and school travel. |
| Other | I would like to see a detailed plan of the May schedule improvements to be able to determine if that plan works |
| Other | I would rely heavily on the bus to get to work, especially if there are cuts to metro service. But I don't know when I will be called back into the office, although I don't expect it will be before July 2021 |
| Other | Metro needs to stop being so effing racist; People of color need the bus to get to and from their jobs especially the east west lines since metro rail doesn't help on east west movements to get to jobs |
| Other | There's curfew not allowed out between midnight and five am I obey that rule |
| Other | I support the phased increase of service to match travel patterns. |

| Route | 2021 proposed Metrobus service changes |
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| Other | Again, METRO needs the Federal government, the States or the local governments to make up for the deficit. If not, closing stations and reducing service is the only other viable option |
| Other | That late night service would need some safety features. People are getting more rude, more immoral, etc |
| Other | But these should be in addition to rail. Metro rail should not be cut in favor of bus. |
| Other | I support plans to increase bus service and make it as efficient and convenient as possible. and I support lanes for busses only to keep buses moving. Give people incentive to take the bus instead of driving |
| Other | NA |
| Other | The metro buses are subject to road conditions such as traffic and signals. They do not carry as many passengers as trains and are not as effective as trains. |
| Other | During 2020 I rode many bus lines and I was entirely dependent on those buses to get to/from work on a daily basis. Without them I would not have had access to income. Asking which bus is closest and which bus I rode the most does not give WMATA anything near an understanding of the bus usage. Many people ride multiple routes, and transfer at least once if not more, to get to/from home and work. You need to ask this entirely differently. |
| Other | I support a phased re-introduction of service, but urge WMATA to do so as quickly as possible, especially given new federal funding for transit agencies. Bus riders are already deprioritized, but we can and should offer excellent service on the bus. |
| Other | I live in the Palisades and do not use these routes |
| Other | The sooner you can phase in a return to service the better. Once folks start switching to driving in by cars you may not get them back as riders. |
| Other | I basically use the bus to go up and down Wisconsin Ave -- between Friendship Heights and Downtown. As long as those buses run and you don't have to wait too long between buses, I'm good. |
| Other | Too many changes to adequately assess. |
| Other | Service should not be cut period regardless of ridership. A lot of essential workers and the elderly rely on Metro as their only mode of transportation. |
| Other | This timeline makes sense with the return of trips |
| Other | At this point, I'm working from home as my employer has shut down our DC office because of the COVID-19 pandemic). Once life gets back to normal (when the pandemic is over), whenever that is, employees in my office are likely to be expected to go into the office again, so while a schedule like this may work now (i.e., in 2021 while the pandemic is still going on), it's not likely to work once the pandemic is over and other workers like me go back to working in the office. |
| Other | Eliminating the bus line in my community leaves us to walk farther to obtain a bus line which will also cause for multiple transfers. What are the seniors or the disabled supposed to do. |
| Other | Metrobus service is vital and having it back to pre-pandemic levels should be expected. |
| Other | Improved bus service will be very positive. |
| Other | Please don't reduce the number of buses running |
| Other | Don't use metro system during the weekend |
| Other | Cutting the hours and every interval is the best solution for the 2021 budget. Closing down ANY metro station is very devastating as the economy is starting up, passengers are going back to work as COVID reduces and vaccinations for everyone increase. |
| Other | These make sense. |
| Other | Not really that sure as I'm not a frequent bus rider. Happy that there's a plan for restoring service as people come back. |
| Other | My teleworking is currently through the end of June so the proposed plan works well for me |
| Other | N/A |
| Other | Metrobuses are an essential piece of the metro system for many DC residents. |
| Other | This makes sense, increase service as people return to in-person work. |
| Other | I do not use metrobus frequently |
| Other | Increase fares IAW data on peak hours and peak stations / routes, in order to flatten peak demand and to increase revenues, as a first resort, before reducing service, as a second resort. |
| Other | You are eliminating the bus route in my neighborhood (south Fairlington). Walking to other routes is not always feasible and the bus routes are quite crowded, especially during rush hour. Eliminating the bus route also harms residents who rely on the bus to go to Shirlington (a longer walk with a significant hill that is almost impossible for people who are elderly, disabled, pregnant, or traveling with infants and young children). |
| Other | Many of us now have made three fundamental life changes over the past couple years. These life changes essentially allow WMATA to go forward with the proposed service reductions for the following reasons and because of the following life changes: 1.) We moved from far out suburbs such as Springfield to Arlington so that we could be walking distance from high traffic Metrorail stations such as Courthouse and Rosslyn. 2.) Our income is derived from SSDI partly because we are incapable of getting the good jobs barely remaining after our occupations were outsourced, automated, or otherwise eliminated altogether. 3.) We now reside in Section 8 apartments which are walking distance from the aforementioned high traffic subway stations. |

| Route | 2021 proposed Metrobus service changes |
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| Other | I guess I dont understand why all the proposals for bus service are around restoring or adding service, but all the metro proposals are around cutting services. I personally avoid the bus because it takes forever to get somewhere; the metro is much better. |
| Other | I think this makes sense to account for increased riders post pandemic |
| Other | Sounds OK, but not positive; thus, not sure. |
| Other | Buses get into traffic and stop frequently. It is not as convenient as Metro train. |
| Other | I know how critical Metrobus and county bus services are for so many so to me, as a fellow citizen in this region, better bus service is much more important than better Metro train service for me. |
| Other | My primary route for commuting directly into DC via the bus would be eliminated. Reducing service on Columbia Pike also impacts those who need to take a bus to get to a metro system. |
| Other | I stopped riding the bus due to the poor schedule written to schedule a trip. |
| Other | I think it sounds good, but I am not familiar with all the routes mentioned. |
| Other | Are you trying to drive more people to riding the bus rather than the Metro? |
| Other | Preferably that budget would go to the metro rail lines |
| Other | None of these increases would affect areas where I use the bus, though adding service seems generally like a good idea |
| Other | I'm always in favor of late-night bus routes. They are absolutely needed. I put "unsure" because you didn't say which routes. |
| Other | This appears to be reasonable to me. |
| Other | I currently telecommute but will likely be going back to work this summer or fall. |
| Other | I need more frequent rides |
| Other | Do everything possible to provide extensive and efficient MetroBus service as many residents depend on it. |
| Other | The bus section of the budget plan linked in this question is very confusing. It is difficult to tell the frequency at which buses in various lines would run. |
| Other | I appreciate the focus on restoring/expanding service as demand increases. |
| Other | This seems reasonable and sensible, unlike several of the rail proposals. |
| Other | Please restore bus service as soon as possible to all areas! |
| Other | Please do this. The bus is a lifeline, especially if you close more metro services. |
| Other | I currently work from home but will return to the office post pandemic and will need the bus. |
| Other | Enforce fare payments!! Many ppl walk on the bus without paying. |
| Other | too bad it is so inefficient to open the windows (too bad one cant open the windows at all!) |
| Other | hopefully, the subway will stay open past 9pm |
| Other | People work and NEED convenient access to public transportation |
| Other | This plan would completely eliminate the bus route I use to get to work. It would add a significant amount of time onto my travel as id have to walk further than I already do to catch the correct bus. |
| Other | I like the idea that Metro will offer to restore full or partial service to 10 additional lines to add more access across the region. |
| Other | This does not include increased service for buses that service my neighborhood. |
| Other | If trains are decreased might need nus |
| Other | I take the train not the bus |
| Other | People that ride the bus, especially where not near metro rely on this service and dont have options. Need reliable bus service |
| Other | There seem to be no bus connection from VA to DC |
| Other | More options for lower cost transportation helps everyone, especially late riders who are likely service industry/ lower salaries workers. |
| Other | Night and weekend service is key |
| Other | I dont think this plan affects me really since I expect to be continuing to telework over the next months and I mainly commute by metro rail. |
| Other | Need more data to fully answer this question. Equity and wealth gap balanced services should be key in these decisions. |
| Other | This plan does not describe how these service levels compare to pre-pandemic service. |
| Other | I really hope Metro can secure additional funding. I fear this will really hurt those that have all ready been hurt the most. |
| Other | Im in favor of increasing bus service as quickly as possible, since many people, most especially low-income residents or those who lack other transportation options, depend heavily on bus service. I would be strongly opposed to any decreases in existing bus service. |
| Other | If possible, I prefer reductions in bus service rather than train service, because there are more alternates available for bus services. |
| Other | I dont use any of these stations but Im sure it will help a lot of people |
| Other | why should virginia give metro any money when metro will cut lifelines to workplaces? |

| Route | 2021 proposed Metrobus service changes |
|-------|--|
| Other | I think its important to provide regular, frequent, and affordable buses. I dont understand why Circulator bus service is mostly free (so far as I can tell, it is designed to make it easy for rich people to get to restaurants), but working people must scrounge up the funds to pay for getting to work. |
| Other | Believe bus service is more important than rail; spend budget on more bus lines, vs more rail service. |
| Other | Most important consideration for bus service is to make sure there is adequate service where Metro trains are NOT a good alternative. |
| Other | I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies. I moved to the Grosvenor area because of the metro being right there, am i supposed to see my home and move ? |
| Other | I support expanding bus service, particularly in areas that are less served by Metrorail. While I often rely on Metrorail for my daily commute, I occasionally use the bus as well (particularly early in the morning/late in the evening when there is less traffic). |
| Other | I would focus on commuters and school-based travel and make deeper cuts elsewhere. |
| Other | This seems fine. |
| Other | It is hard to predict what life would look like starting this summer when most have been vaccinated. If expectation is for folks to go back to work, then transport needs to up its services accordingly. |
| Other | this makes sense as people start to return to work for the fall, but may not work if things start to open up sooner. |
| Other | Appreciate the increased service! |
| Other | With current vaccination efforts, many in the workforce are expected to return to the office on a more frequent basis. 75% does not meet these demands, and ultimately leads WMATA customers to search other methods of transportation (such as renting parking spaces in urban areas) that will decrease WMATA ridership in the long run. |
| Other | Metro bus must prioritize bus services for frontline workers traveling from SE to NW medical and nursing faculties " these services have always been inadequate and the pandemic has made it much worse! |
| Other | I cannot find the specific lines that will be added, so the above is just a guess. |
| Other | If metro rail service is drastically reduced, bus lines and bus service hours will need to be drastically expanded. Much of what would need to happen to the bus routes depends on whether metro rail carries out the drastic cuts in rail service and metro station closings. |
| Other | Many seniors and disabled people in the area cannot drive and are stranded without bus service. All bus lines should be run throughout the day, and more lines should be added so every neighborhood is covered. I dont care about your budget, you are providing a need for the public and all groups matter. You dont want seniors who shouldnt drive any more to be reluctant to give up their keys, and you dont want to have them homebound, with substantially reduced lives. Providing public transportation to all groups at all reasonable hours should be part of your public charge. |
| Other | September expansion if it is effective will make a big difference for people in the community |
| Other | I live about a mile from rail, so even when I take rail, I get to the station on the bus. I have concerns about "30-minute" frequency. When bud or rail are currently off-schedule, I can plan to wait another 15 minutes. Having to build in an extra 30 minutes for each trip is untenable. |
| Other | Adding late night service would accommodate my schedule. |
| Other | Housing was chosen based on bus routes and their service. Post Covid now that they closed it makes commuting to work almost impossible! Please bring back more bus routes. |
| Other | Reducing train service is not acceptable. Does the Metro Board even ride the Metro? This proposal is not worth considering for the Nations Capital. |
| Other | Please restore bus service as soon as possible to all areas! |
| Other | It seems that WMATA is intent on ending bus service to sections of NW DC. If this is the strategic or long-range plan just do it now rather than making these interim cuts that just degrade service for the purpose of causing people to not ride the buses. While degrading service in the hope of lowering ridership is a strategy before cutting services yet again, there should be a more efficient way to eliminate bus service to this part of the city more quickly and using fewer resources to accomplish this goal. On time arrival is very poor, buses not showing up is very common; route consolidations to improve service, as the reasons for cutbacks as expressed over the past 8 years at least, have never been accomplished. All the ridership in this part of the city gets is more inconvenient routes, fewer arrival times, increased times buses just dont show up. The only benefit to these new strategies is to decrease ridership because the system is increasingly unreliable. |
| Other | Im still trying to find your bus map. |
| Other | As I (and most people in our region) expect to begin using public transit again in the latter part of 2021, for commuting and other activities, increases to bus service would be beneficial. |
| Other | This is a reasonable plan to safely expand capacity on the bus lines and grow service as people get ready to return to their previous ways of traveling |
| Other | The link you provided doesnt link to a plan-- it sends me to a page with lots of options, and I dont know where to click to get the proposed service plan |
| Other | Whatever brings the buses back to full, my friends. |
| Other | THAT PROPOSAL WILL DEFINITELY WORK!!!!!! THAT IS SOMETHING THAT DC RESIDENTS AND MARYLAND RESIDENTS ARE MOST IN NEED OF RIGHT NOW!! |
| Other | Do not cut any addition service east of the river where I live. This continues to further racial inequities. |
| Other | This is great - the more routes operating at full capacity the better for the city. |
| Other | Bus deals with Traffic and not reliable as form of transportation. less buses more metro and more environmentally friendly |

| Route | 2021 proposed Metrobus service changes |
|-------|--|
| Other | Yes yes yes to all this. With buses in DC free people rely so much more on buses Ive noticed, I definitely ride more frequently |
| Other | Skip every other stop downtown. You do not need a stop EVERY BLOCK. You're willing to shut down metro stations because another is nearby; why not bus stops?! |
| Other | There should be better coverage in Southern Prince Georges County!!! |
| Other | I am in favor of any changes that would increase bus service in the region. |
| Other | Im all for expanded service both geographically and around the clock. One of the many challenges of living in this region is that the public transit doesnt go where you need it to, or if it does, it doesnt go WHEN you need it to. Try having a job in the city with a shift that ends after 7PM on a Saturday and then try to get back to your home in Fairfax. Youre going to have a bad time of it. |
| Other | If this is 75%, what are you planning to cut? |
| Other | Any plan to increase bus service and frequency is a step in the right direction. |
| Other | Sounds very realistic--a sensible approach to unknowable future levels of ridership. |
| Other | To reduce harmful pollution, we need far more public transportation not less. |
| Other | Metrobus service should be eliminated on Sundays unless there is current data to show that buses/ridership is warranted. |
| Other | As a shift worker, late night bus service is essential, esp with plans to end metro rail service at 11 pm |
| Other | I expect for my transportation needs to change this year and it is difficult to anticipate what my future needs will be. |
| Other | concerned that people who live farther from dense transit areas will have a much harder time with this than i do |
| Other | This is the way it should be. Novchanges |
| Other | Seems to limit 16th Street bus travel from Alaska Avenue north to the circle at Colesville Road |
| Other | Expanding service is what should be done, especially since the people who depend on bus transportation live in the most disconnected parts of the city and have the fewest economic opportunities close to home. |
| Other | Phased increases are logical. |
| Other | I support increases and bus service, just like with the metro. Anything we do to make it more convenient well increase the ridership and make the whole system stronger |
| Other | I am relatively new to the area. I am very concerned that the Metro changes are failing to consider the expected growth in traffic. Seems this is the time to invest in public transportation intelligently |
| Other | Why is there no Metrobus service connecting the Wisconsin Avenue buses from Georgetown to Rosslyn????? |
| Other | Restoring late night service should happen ASAP. |
| Other | It depends on if the close the metro. Without the blue line from Van Dorn to DC Im screwed |
| Other | Please ensure evening and late night service to as many areas as possible. Please do your best to ensure that no one in DC must walk more than 1 mile to reach a bus route. |
| Other | the changes for March 2021 have no bearing on my daily commute. Overall some additional late not bus services is needed. |
| Other | As MCPS schools start to reopen this spring, I am concerned that students wont have bus service for this school year. |
| Other | I use more than one buses every day. |
| Other | Phasing in seems right if you can really assess the levels of need as they increase and decrease. |
| Other | to protect passengers and riders it makes more sense to increase frequency faster - more busses=more spaces=more space between riders and drivers. Also people who use the bus are highly likely to be essential - they need frequent transit throughout the pandemic |
| Other | There should be bus service as late as the train service, to provide service to customers who arrive at stations on the last train. |
| Other | I dont really live on these lines. |
| Other | Phased service increase is a great plan and it is what we like to see, as people are returning to work and are now able to visit their families. |
| Other | Rush hour schedule should continue. Commuters need this. I need this. My community needs this. Congress appropriated 1.9 trillion. Only 9% is going to covid. Get Congress to give more money |
| Other | This phased service plan seems reasonable. |
| Other | As long as its increasing. |
| Other | I dont see how I can get to the Pentagon to catch bus service. |
| Other | I am worried after reading the last bit about rail what you guys have planned for the buses |
| Other | I can't tell what the impact will be on those off who rely on metrobus |
| Other | Why are we talking about reducing Metrorail service and increasing bus service? This will result in dramatically more emissions and will bring serious environmental consequences to the region -- which we must avoid at all costs (as everyone should be well aware of in this day and age!). I do not take buses late at night and dont take many buses on weekends. Keep the Metrorail open on weekends and at night (and do not shut stations) to keep our environment clean and provide the services that people need and use. |
| Other | I mean, if theres no more metro after 9pm then we need massive increase in metrobus late night services (i.e. frequency). |
| Other | I cannot remember the bus route numbers for all of the buses I ride on, and I cannot find them easily. Given that, I tentatively say that the plan would work for me. |

| Route | 2021 proposed Metrobus service changes |
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| Other | Public transport is needed for people who work to take care of their responsibility for the economy and more... |
| Other | Basically I have to switch my ride from metro to Fairfax connector if I don't want to drive. Or, Metro is forcing me to drive to the nearest station to take a metro rail. Have to pay gas and parking. Not economical for customers. |
| Other | Impossible to get to work without walking a long distance, and impossible to get around for social activities and appointments on the weekend. More and more people are opting to buy cars -- exactly what a large city like Washington should be trying to discourage. |
| Other | I don't ride the bus, but this is a public service that people rely on. |
| Other | The full service needs to be restored by the time most people are vaccinated, which seems to be June 2021. |
| Other | I live where I live because of the bus routes. I need them to get to my medical appointments and church. There aren't enough East-West routes in this plan at this north in the city (Cleveland park). I need the bus that goes on Porter st across Connecticut, especially if you close the metro stop in Cleveland park. How am I or anyone at this north in the city supposed to get to Wisconsin? It is too steep to walk up Porter from Connecticut. |
| Other | ANY expansion of Metrobus is a good thing--if they actually show up. If folks can count on reliable, timely service, something Metro struggled with LONG before the pandemic, then expand away. |
| Other | WMATA should not be wasting scarce sources on things it does not do well. It is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA. |
| Other | Please please please make bus travel more reliable (ie more frequent buses). The only way you are going to increase bus ridership is by ensuring people don't have to wait 30 minutes for a bus - which is not a valid option for people carry heavy, refrigerated groceries, for example. |
| Other | I am in favor of more service. We need more public transit options, and more frequent trips to increase the appeal, reduce crowding. Having good and effective public transit is an equity and environmental issue. We need to make it more appealing and easier to use public transit, so I am in favor of service increases. |
| Other | I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else. Nevertheless, if there are cuts to Metrorail service, bus service is my only sensible alternative. |
| Other | Maintaining the status-quo is fine. Service cuts is not. |
| Other | This is exactly what service should be doing - increasing as people go back to work. That this is polar opposite from the train budget proposal is baffling. |
| Other | Adding more service always sounds like a fine idea to me. Who would complain about it? |
| Other | Metro needs to restore full service now and go back to a regular weekday schedules. It's been a whole year now Sunday schedules need to be just for Sundays |
| Other | Reducing bus service has the same impact as reducing train service. It causes excessive crowded, which means that there arent disabled seats available for riders like me who need a seat in order to ride safely. It will also mean that buses and trains are very crowded, which I cant imagine being safe at all, consider Covid will still be circulating. Even with vaccinations, there are mutant strains, and it may become a seasonal disease like the flu that we have to contend with every year. Crowded buses arent safe. Crowded buses that dont have disabled seating render the system inaccessible for riders with disabilities. |
| Other | I do not not plan to use Metrobus before the end of 2021, but this sounds acceptable to me. |
| Other | i use these buses to transfer to the Pentagon so my commute would be impacted in both ways just to get to the office. |
| Other | If federal agencies return to the office after June this will result in overcrowding. |
| Other | Weekends, then late night sounds like the right order. Please dont expand service between 12-2AM if bars are open and virus transmission is still high, because we dont need disorderly people spreading disease. September 2021 is important for schools; cant tell yet if commuters will return by then. |
| Other | Metro bus is not as vital as Metro rail, Metro bus ridership is very low, but Metro rail is a MASS transaction, it can carry hundreds thousands passengers per ride. |
| Other | It is not clear to me that there would be any public transportation available from DC to Virginia after 9:00pmâ€”a real problem for people who work evenings! |
| Other | Yes I support restoring more metrobus service to serve the communities that need it |
| Other | A lot of the stations that are being considered lowridership are the stations that a lot of us working need. I work at night and I do take metro to and from work its foster I save money and its very convenient for me. I work in Arlington near Clarendon Station my commute isnt long at all and I dont have to worry about a lot of transferring from station to metro bus but if Clarendon gets closed Ill have to change up my whole routine. |
| Other | I am all for increasing service and getting things back to how they were as someone who uses Metro as their main form of transportation due to not having my license due to my disabilities. |
| Other | I have no clue what this means for commuting from Burke/Fairfax |
| Other | - |
| Other | Focus bus service to replace reduced rail service. |
| Other | I use the Fairfax connector to get to the Vienna Metro station. I dont know how these changes would affect me. |
| Other | I was riding the bus pretty rarely before the pandemic, but as I look at other job opportunities, I am considering taking the bus for work. |
| Other | I dont know what those lines are. Service seems curtailed on the lines I use but I am not riding right now due to coronavirus. |
| Other | Does not address the discontinuation of the D6 bus line |

| Route | 2021 proposed Metrobus service changes |
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| Other | will have to wait and see |
| Other | Restore service soonest to routes serving low-income communities and those with fewer overall transportation options |
| Other | I rode ART buses more than Metrobus, but still used Metrobus on occasion. Whether or not the plan would work for me would depend on the details re. additional bus routes and hours. |
| Other | To the extent Metro rail service is cut or stations closed, restoring all bus service to normal, or increasing service, will be important. |
| Other | Do you know how much car service costs? |
| Other | Adding late night service is an amazing addition, and the phased plan seems like it is attempting to support as many riders as possible. Good plan |
| Other | I dont know enough about bus routes to know whether I can get from my home to work without a transfer. Id consider switching to the bus if I could get from home to work with only one transfer. |
| Other | While I understand the stop of bus from Edsall Rd and Indian Run Parkway during the pandemic, it is important to have a route from that area to Pentagon for military and government employees who work in Pentagon and DC. |
| Other | I agree. These schedules would make it easy to go to and from destinations. |
| Other | We know that Metro route metro bus will increase by metro bus is going to increase even more after September 2021 and then more frequently than not January 1, 2022 so I think we should increase more frequent train more if we could bus to every 5 to 10 minutes at all stops so and then they should close at 2 AM Sunday through Thursday and 3 AM Friday and Saturday they had the buses, in the metro rail run 24 hours a day |
| Other | I am on board with expanding access for students across the area. |
| Other | I do not take buses covered by these routes. |
| Other | Im unsure if this will work for me. Im happy to hear that service will be expanding in general, but I know that several routes in my area (Hyattsville) will be stopped altogether. |
| Other | Please dont restore service on routes that continue to suffer low ridership and where theres competition from Uber, connector buses, etc. |
| Other | Adding late night service is a nice idea but I do not feel safe waiting for a bus late at night so I would only use this when traveling with others--this would be a rare occasion |
| Other | It looks like you want to generally expand bus service around the city. Buses are an efficient and flexible way to get around the city and I am very in favor of expanding bus service in any way. |
| Other | Our limitations to using the buses are mainly how far the nearest bus stop is from our residence and how much longer it takes to get to places by bus, as well as difficulty carrying things like groceries. |
| Other | More Metrobus please. The bus connects neighborhoods more than the Metro. |
| Other | Restoring full bus service as soon as possible is essential to the recovery of the local economy. Bus service is especially important for low-income residents who depend on public transportation to get to work. Their contribution to the health of the private sector and dependable delivery of public services is vitally important to all of us. |
| Other | I know the stations closing at 9:00pm would impact me and the Smithsonian being closed impacts me too. Im on the orange line and that would also impact me, especially if theyre one of the lines where the train would come every 30 minutes. |
| Other | march is fine, may should be a bit more robust, sept should also expand more lines to near pre-pandemic levels beyond whats given above/on the proposal |
| Other | For Metro employees who have lost wages due to the pandemic, for extra hours and wages, acceptable. Also for the employees, during the pandemic, who still work in small businesses, around the region, to make sure they get to their destination would definitely help this current crisis for employment and transportation. |
| Other | M6 bus is a great asset to the homeowners that do not have a car. It is convenient and helps the Fairfax village community. Quick turnaround. History can show you this community had over Seven buses to assist this neighborhood and now there is one bus to come around Fairfax village community. It is needed so much. |
| Other | Definitely a great idea, especially as more people return to in-person work and more students return to in-person classes.Increasing bus service would bring in far more money for Metro, especially from those who work late at night and from those areas where Metrorail service is limited.Many people in the city do not drive, especially those with disabilities and the elderly and cabs are too expensive for many of the elderly and for those with disabilities. |
| Other | Please dont cut routes that service Alice Deal Middle School or other schools. |
| Other | None of these bus routes run near my home or workplace. |
| Other | The reason that I put - not sure - is because I couldnt find my normal route on your drop-down boxes, but I normally use the busline that goes down Clopper Road, to Shady Grove. I may have mistaken you for ride-on. Obviously, all the routes are important, and to be without bus service makes us worse than a third-world country, as their bus service is prevalent, and a necessary staple. I wish Metro the best, and I wish you to be profitable as well. I wish that you would spell out how much profit that you need and nail it down to a number, and then charge accordingly, so as to stay in business. I know, if only it were that simple. |
| Other | I do not regularly take the bus although I would if it were convenient my work. But anything to increase bus service I think is good. |
| Other | Im not a regular on any particular metrobus route. It provides the last mile on my journeys. |
| Other | The late night service needs to include the Silver Line, especially Dulles Airport. |
| Other | Looks like my main bus is unaffected but certainly seems like lots of other folks will suffer. |
| Other | It does not mention my bus, but: If you want to grow ridership, increase the frequency and convenient service. |

| Route | 2021 proposed Metrobus service changes |
|-------|---|
| Other | Yes, this plan would work for me as a late-night essential-healthcare worker. I depend on three (3) buses to get me from work to home every night. It would be great having not to depend on an over-priced Uber/Lyft/cab to pick me up from a stop where the next bus isn't servicing because it's midnight. Looking forward to May 2021! |
| Other | By January 2022, workers will likely have returned to the office. Moreover, bus ridership has not decreased nearly as much as rail ridership during the pandemic. Therefore, bus service should be restored to maximum levels expeditiously. |
| Other | Would cause Crowding and increases travel time |
| Other | horrible on Sundays and on week-ends. Late night service not going to help most who will not feel safe riding at that time. Better to keep metro open later! If screwing up train service, then bring back transfers from metro to bus---if close off Cleveland Park, folks will take bus back to get to that neighborhood. same with other stations you proposed insanely to close. And i cant ever get to juror service again. |
| Other | I dont know - late night service and frequency is critical. |
| Other | Covid-exception for telework expected until at least Fall2021. |
| Other | I often use the service on Nebraska Avenue NW north of Massachusetts Avenue, Military Road NW, 30th Place NW, Utah Avenue NW and the Pinehurst Circle. |
| Other | The best thing about this plan is that it does not reduce bus service from what I can tell. I question how many people will ride the bus at 2am, but there are definitely people who work shifts that would utilize the service. |
| Other | You seem to be keeping early- and late- run commuters better in mind. I rely occasionally on buses, but I'm acutely aware they are a lifeline for many. Will you consider adding late night bus ribs to parallel metro like ones after 9 pm, if that is the cut you choose? Nurses,, orderlies, police, fire, custodians, restaurant workers all need late (post 11 pm) transit options; add teachers grocery store and shop workers and health aides to the early morning version of that list.All the same price I urge you to remember in your planning. |
| Other | Too early to restore full services. That is where you can do cost saving temporarily. |
| Other | I ride the metro every day. I need transportation to my doctors appointment, grocery store, checking on my family, and the most important is my job. |
| Other | As COVID-19 Vaccinations and health and treatment opportunities continue to improve, I am more willing to include various Metro Bus routes into my daily travel requirements. Since COVID-19 Pandemic, last February 2020, I have eliminated certain aspects of my daily routines, and prioritized my daily travel requirements based on access to Metro Rail, allowing for greater health and safety requirements and social distancing. |
| Other | Dont need late night service! |
| Other | I have not ridden the bus because it was always crowded, dirty and very often late which caused me to be late or miss appointments. |
| Other | Extending Metrobus service along these routes is a good start, but Metrorail service MUST be extended as well. |
| Other | The buses from Friendship Heights to downtown are the ones that I use but this suggestion is a major and surgical cut for many people and they are probably the ones who need it the most. I understand that you need to make some very hard decisions but I feel for those people who use Metro bus for their livelihood. and depend on getting back and forth. |
| Other | I work at Georgetown University and, while no announcements have been made, I am assuming (hoping) that we will not return to campus until Fall 2021 at the earliest so this timeline sounds great. Well, August 2021 would be better as, traditionally, students return to campus and things ramp up in late August, but September is ok, too. |
| Other | Restoring and adding service is wonderful, but it's very difficult to weigh in on bus lines I don't use, the naming system of Metrobus lines is so opaque most people have no idea where most of these lines go/if they'll ever need to rely on them (and anyway even if I don't need to rely on them I'm sure other people do!!). |
| Other | While I don't ride the bus as much as I did when I lived in and/or worked in DC, it is a critical service for many, so increasing/restoring service sounds good to me. |
| Other | These routes do not affect me, but in general I am in favor of restoring weekday and weekend service on most routes unless alternate service exists. Bus routes should operate at least every 30 minutes. Look at creating trunk lines for areas not served by Metro and service local stops and trunk lines with local service if areas are not served by other routes. |
| Other | If metro closes EFC metro station, I will have to take metro bus for at least part of commute to Federal Center SW during the week during work hours (M-F). |
| Other | I like the plan, but please don't cancel the bus line D6 because I need that bus to go to my school. |
| Other | Please just keep it as it is :(I don't have a car, and I really rely on Metro Rail & Metro Bus to get everywhere I need. Without it, I cannot walk every distance (too far) and I cannot afford to pay for ubers everywhere I need to go, especially work everyday... |
| Other | I will be working on Capitol Hill in 2021 and hope to return to Metrobus commuting when it's safe. |
| Other | I will save me a lot of money if I can take a bus during the weekends that goes to the National Harbor and take a taxi from there instead of taking a taxi from Branch Avenue train station or Southern Avenue train station as I have to do now since there is no bus service in weekends to Fort Washington, Maryland. |
| Other | Half-hour wait times during rush hour commute could kill desire to use buses. |
| Other | Try and cut as few lines as possible |
| Other | As an employee on the I66 project, we have noted the current traffic volume only 5% below pre COVID volume. Airlines are calling back their furloughed employees. Improving public transportation will benefit the metro. Limiting schedules will drive travelers to other means in advance of recovery. People are ready to move and are making plans now. Don't miss the surge. |
| Other | This plan is good let's keep in mind that everyone wishes to get out more in warm weather. |
| Other | I have not taken the bus since March 2020 but when I am vaccinated and return to the office I will be taking it every day. I haven't kept track of what the current service is, as I am not using it, so I don't know how well it will meet my needs then. |

| Route | 2021 proposed Metrobus service changes |
|-------|--|
| Other | People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around—especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinated, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around. The hours listed above also create a hardship on riders. If you miss a train, you have to wait a considerable amount of time for the next train to arrive. This can impact riders dependent on Metro to get to and from work. This is too limiting for people who are dependent on Metro. |
| Other | Im unsure how often the buses in my area would be running, to complement my route from Tenleytown to Farragut North. |
| Other | We need more mass transit in this region, not less. Improvements are good. Cuts are bad. |
| Other | Please think of the workers of low economic means that depend on public transportation to get to and from work |
| Other | None of the are on my route |
| Other | I'm an essential worker and I live nowhere near those lines |
| Other | Buses are already becoming overcrowded given CDC guidelines and mask mandates are not being enforced as it is. |
| Other | Reducing Metrobus ridership on certain bus lines would only increase ridership on other bus lines as well as deter people from using the Metro bus and seek alternatives. |
| Other | Only M-F peak hrs traveler |
| Other | Need late night service throughout the region. |
| Other | Buses fill gaps where Metro does not run, and as such, expanded service frequency and hours of operation are hugely important. The faster you can get it done, the better. |
| Other | Any expansion is good |
| Other | The bus routes I've used in the past two years and may continue to use are not majorly affected (70, 30SN/31/33 between Friendship and Foggy Bottom area, 96, 38B) so I think this would be fine. |
| Other | Please increase late night service on bus lines. |
| Other | Good to see increased coordination. Please coordinate more closely with local transit services such as The Bus and Ride On. Service would be vastly improved with simple small changes in timing |
| Other | I believe in Public Transportation. I believe restoration of these lines give people more options to travel around our great city and as more people use them it may even reduce our collective carbon footprint by reducing the need for cars. |
| Other | Just that I have so many friends who use Metrobus as well. Im not sure what works the best for them |
| Other | Keep all stations open. |
| Other | I personally don't ride the busses, but I have two disabled family members who live with me that use the bus extensively to get from Cheverly to get to many different places. They know the routes; I do not. |
| Other | I watch with great curiosity as Metro buses travel in Virginia. Metrobus is a reliable staple that, understandably, could factor in to budget needs. Please consider those patrons who may find it impossible to comment on this forum or attend virtual or public hearings. I am also concerned that many in that audience of patrons may have poor grasp of English and might therefore, never be heard. |
| Other | I ride metrobus to access the metro. The bus service availability that will work for me is contingent on specific rail stations being open. So it is difficult to say whether this would work for me or not given the other concepts under consideration. |
| Other | We must always have affordable transportation for anyone who needs it. It's sad that we have replaced basic bus service with expensive UBER and Lyft. Bus services should be affordable and reliable with regular schedules |
| Other | I depend on public service for all travel. A bad plan. |
| Other | This sounds great! I've often used the late night service pre-pandemic, and I'm really glad it's coming back. |
| Other | This looks really good to me |
| Other | Do not eliminate bus routes if at all possible |
| Other | Metro bus shouldn't be reopening of metro rail is looking at cuts. |
| Other | I like the increase plan but adding more money for people to pay I don't agree with people haven't been working |
| Other | none |
| Other | More service is always good. The issue with late night service is safety. Rail stations are just more secure than outdoor bus stops. People traveling to and from work at those hours are often some of our most economically vulnerable neighbors. |
| Other | Please extend bus service until 3 am |
| Other | There needs to be flex between the proposed Metro changes and the proposed metrobus changes to ensure that community is being supported with means to travel home that doesn't contribute to adverse effects. |

| Route | 2021 proposed Metrobus service changes |
|-------|---|
| Other | Yes, this works for me but I need for frequent buses now. Because this 20 - 40 minutes are a massive inconvenience; Especially when I have to take multiple to reach my desk |
| Other | Si es muy buena la propuesta de agregar más horas de servicio porque muchas veces uno sale y necesita tomar el bus demasiado tarde |
| Other | The plans for September 2021 will help the most |
| Other | People without cars need to be able to get around. |
| Other | All good, just education the bus drivers, that when they pick up passengers, they shouldnt be stopping on the way to make up time. I have to get to where Im going. Please look into this. Thank you |
| Other | It sucks because not only do the routes change we still have to pay during this pandemic and theres no safety to ensure your safe |
| Other | No suelo tomar metros sábados y domingos, ni tampoco después de las 12 am |
| Other | If you shut them down, youll hurt business all over. |
| Other | Which 34 lines. I have no context to answer this question |
| Other | Many lines are already crowded again. There needs to be better service on priority corridors. |
| Other | I hope this moves faster than scheduled So I can stop taking \$15 uber rides to work every day |
| Other | I have a proposal on digital pay mandatory on buses like the technology base system structured in New York City. It's effective and can be efficient for everyone instead of just tapping and inserting coins. |
| Other | To do this proposal in my honest opinion, will hurt the ridership even more. You want improvement yet, to shut the stations down and close the metrorail early will be a damper to everyone's plans. Especially the ones who have to work at the late night or getting off work late. If You can bring your prices down at this period of time, you will see progress tenfold. Although we are responsible for our well being, you do need to maintain your stations, keep drivers more courteous and we will continue to show our patronage. I frankly disagree strongly with the proposition. It is a business suicide if you decide to do this and if Covid-19 gets treated before Jan. 2022, where will the workers go if they dont want to get stuck in traffic? |
| Other | Its fair and manageable |
| Other | I think this plan is a good one. Especially the later hours |
| Other | This schedule would accommodate myself and family who work late night hours. |
| Other | sounds good |
| Other | Restoring weekend service is great for when we are able to return to events inside. Thank goodness the Circulator has been operating these days to take up some of the slack into Georgetown on the weekends. |
| Other | expanded bus routes and timing would be fantastic |
| Other | I am pleased with Metro increased bus service |
| Other | I dont use the bus for my commute anymore. |
| Other | Bus need to be on time always |
| Other | I dont ride the bus often. I prefer the metrorail |
| Other | MetroBus has been unreliable and unpredictable lately. Buses do not appear on time or with regularity - if metro trains operate less often (30 min between trains) and with less stations, the buses MUST maintain a predictable timetable for riders to utilize metrobus in lieu of/addition to metro train. One of my favorite parts of visiting, and now living in, the DC area is accessibility via affordable, safe, clean public transportation. It will be devastating to see this great city lose that amenity. |
| Other | buses will be needed to bridge gap if metro closes early or closes station |
| Other | Will be easier for me to get to work |
| Other | Adding late night bus service would not compensate for stopping Metro service at 9:00 PM. |
| Other | Theres nothing worse than riding a WMATA bus. |
| Other | The current 75% of pre pandemic levels works adequately for me. |
| Other | Due to the Pandemic (COVID 19) how do you suppose to keep buses and trains from over crowding? |
| Other | I do not have a problem with the above question regarding increase services; however, I do have a problem with the proposed service plan changes with College Park-U of Md and 89M. |
| Other | It seems like Metro is throwing in the towel, especially when we are on the threshold of mass COVID vaccines |
| Other | All of the buses of those of the circulator have such convoluted and incomprehensible routes I avoid them. |
| Other | I love the fact That night schedule will be open until 2am again |
| Other | How does this improve or provide opportunities for the commuters that would normally ride trains? |
| Other | If these changes are implemented and have a negative impact on low income neighborhoods, I hope Metro will reconsider its plans. As you know, low income neighborhoods NEED Metro and we hope that Metro will not overlook US in time of need! |
| Other | Expanding anything is a plus |

| Route | 2021 proposed Metrobus service changes |
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| Other | Yes |
| Other | Do the people who are proposing these changes ride metrobus and/or metro-rail on a daily basis |
| Other | No thoughts at this time. |
| Other | The service plan seems to be fair |
| Other | We need a lot more buses |
| Other | I use buses as hoc and not for commuting |
| Other | Thanks for not decreasing metrobus services!:)) |
| Other | I wasn't really aware that it wasn't back to normal! Doing well :) |
| Other | With limited metro train operations, enhanced bus schedule makes sense. |
| Other | Closing metro-stops while running more busses would alleviate many short term issues with transportation. I'd like to see a better pay option for commuters vice tourists and residents. That could help to offset some costs and expenses. Night trains could run for extended runs from stations with large parking areas to areas with high entertainment, like Navy Yard, Metro Center, and Union Station. Busses could run from those stations |
| Other | The 2am time is feasible, however, once again it does not help me get all the way home |
| Other | No comment |
| Other | accurate schedules and next bus arriving would help navigate the changes. |
| Other | I don't ride these bus lines. |
| Other | I think it's important to restore late night bus service for those who work in the evenings in DC. Additionally if the metro closes at 9 or 11 PM, it's much more difficult to go out in the evenings and spend time with friends knowing you have to pay for an Uber home. |
| Other | I can understand this but I am not happy about it. Also with the cost goes up, I can drive and the cost will be about the same and to my benefits for time and comfort. |
| Other | The bus gets stuck in traffic just like cars. Taking the bus takes me 30 mins more to drop my kid at daycare |
| Other | Just run at full service towards. |
| Other | I don't ride those routes often |
| Other | This seems excessive, keep the number of buses low. |
| Other | I ride rail more than ride the bus because I commute across the city to work at a hospital. I'd rather not increase bus if the rail can remain the same. |
| Other | I moved back to the neighborhood where I am because the BLUE line used to be excellent - due to the new high density buildings in the neighborhood and the increase in population and the number of times the BLUE line was down (pre pandemic), I had to cobble together Arlington bus service, occasional use of METRO with a sketchy idea of where the stops were and in what order, and METRO. You could do better just by figuring out where your riders start and where they want to end up and what time they need to come back - it feels like no one has ever done that adequately after you built and opened your first track. |
| Other | Me parece bien bajar el precio de la tarifa de autobus y del tren. Pues con los ahorros generados se puede bajar el costo del ticket y contratar mas personal de seguridad y de limpieza. |
| Other | I understand that the L2 bus maybe canceled. It is a wonderful commuting route, and any low ridership numbers are only attributable to Covid, as it was very full pre-Covid. I expect when Covid is over, the ridership will be back where it was. This is a necessary route. |
| Other | Great plan to bring back more busses and increase hours. |
| Other | Love bus service. Please keep it available |
| Other | We need MORE public transportation- not less: to help curb Global warming & for seniors like myself who cannot afford OR want a car |
| Other | Great |
| Other | If Metro has a budget issue why are buses being run into 2am in the morning? Especially if most businesses in the region is still under occupancy restrictions |
| Other | Ásnicamente que los conductores cumplan con el horario , ya que si no son puntuales los pasajeros optan por usar Uber |
| Other | There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy |
| Other | What are the safety measures put in place,since the virus is still spreading and cases not reducing? |

| 2021 proposed Metrobus service changes (Spanish) | Translation |
|---|--|
| Apoyar a las personas con necesidades economicas, pidiendole al gobierno federal y a la reserva federal por mas recursos economicos, gracias | Support people with financial needs, asking the federal government and federal reserve for more financial resources, thank you |
| Esta bien | It's good |
| Me muevo en Virginia uso diferentes lineas y la unica propuesta que veo es que van a cancelar las rutas y no me conviene por mi trabajo | I get around in Virginia using different lines and the only proposal I see is that they're going to cancel the routes and that's not good for me due to my work |
| Creo que el 38B es muy importante ya que es el Único bus que nos conecta con Arlington y DC para quienes vivimos en Arlington y trabajamos en DC y salimos tarde del trabajo ya que si el metro deja de trabajar a las 9pm y eliminan la ruta del 38B nos quedaríamos sin transporte. Gracias | I think 38B is very important since it's the only bus that connects us to Arlington and DC for those of us who live in Arlington and work in DC, and we leave work late, so if the metro stops running at 9pm and they eliminate route 38B we would be without transportation. Thank you |
| Si es muy buena la propuesta de agregar más horas de servicio porque muchas veces uno sale y necesita tomar el bus demasiado tarde | The proposal to add more service hours is really good because a lot of times you go out and need to take the bus too late |
| Es bueno por que t14 habeces no pasa y no informan | It's good because T14 sometimes doesn't come and they don't report it |
| No suelo tomar metros sábados y domingos, ni tampoco después de las 12 am | I don't usually take the metro on Saturday and Sunday, or after 12am |
| Que la ruta R2 corra hasta las 11 pm los sábados y domingos | Route R2 should run until 11pm on Saturdays and Sundays |
| Me parece bien bajar el precio de la tarifa de autobus y del tren. Pues con los ahorros generados se puede bajar el costo del ticket y contratar mas personal de seguridad y de limpieza. | I think it would be good to lower the fare for the bus and train. The savings generated could be used to decrease the cost of the ticket and hire more security and cleaning people. |
| Únicamente que los conductores cumplan con el horario , ya que si no son puntuales los pasajeros optan por usar Uber | Just for the drivers to follow the schedule, since if they're not punctual passengers choose Uber instead |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| 16 | Reduction of the 16 line into downtown DC is detrimental to my commuting needs. |
| 17 | The bus 17 bus routes servicing the Burke area along Braddock Road is vital for the many Pentagon military and civilian workers. Additionally, the 17 routes provide greater services for those that use the route to transfer to MetroRail at the Pentagon. |
| 17 | The description of proposed service plan eliminates the #17 busses. That will not work for me. I use this bus to get into DC. My son used it every day to go to work, and was anxiously awaiting it starting back up again in the pandemic. He was even able to catch an early afternoon ride home on the bus when let out early. We are the envy of many who visit because we have readily available public transportation - what a delight it is, being in community with friends all around the DC area because of the bus that is so convenient to get to. Going into DC is so handy using the bus, by eliminating all things associated with driving (traffic, parking). It is a real draw for other close neighborhoods whose residents come to ours to catch the bus. It is a money-saver, time-saver, stress-reducer, happy-maker! It is truly the life-blood of our neighborhood, Please keep the #17 busses rolling!! |
| 17 | Its been Metros plan all along since contracting out the 17 line service to have it eliminated and youre on the way to accomplishing that. Give the DC people allergic to work more bus options. |
| 18 | So far as I can tell Metro plans to eliminate all the 18 bus lines, which seems ridiculous, as the document I read seemed to indicate that Metro knows there are no good alternatives to these bus lines. |
| 22 | The 22 line goes directly to the Pentagon. That is essential work! How can you consider eliminating that. Fairlington is full of people who need to get to the Pentagon and Constitution, and we should not have to walk a mile to the bus stop. If we lived in Centreville, I can see walking a mile. Not in a densely populated area of south Arlington. |
| 22 | I use the 22 bus through Fairlington often. Eliminating that route does not provide options for South Fairlington residents. |
| 22 | The 22 route is essential for my commute |
| 22 | Eliminating all the 22 buses eliminates all service to the South Fairlington neighborhood. Those routes are heavily used pre-pandemic and ridership would increase as workers return to downtown. Eliminating the 22 will increase traffic congestion on 395 |
| 22 | The 3 proposed bus routes (22***) that serve my neighborhood are all being eliminated, with no proposal that I can see to provide any replacement service. My neighborhood alone houses about 6,000 people who largely rely on the bus to get to the metro station as it is not possible to walk to one (and we are only a small portion of the route). I cant imagine how Metro thinks all of the people served by this route are going to get to and from their jobs every day (especially in rush hour traffic when ride shares are neither affordable nor time efficient) without access to the bus and metro. Some type of rush hour bus service for these routes at least needs to be maintained (and will be financially profitable as it is packed during this time period), even if off-hours service is discontinued. |
| 23 | The plan would eliminate the 23 series routes, which are the only routes near my home. |
| 23 | The 23 routes are eliminated, leaving no service in the McLean N. Arlington area. This is not acceptable. How do people who this route supposed to get around? |
| 23 | I use the 23 line to head north in Arlington beyond Ballston. I like having frequent service along Columbia Pike (16 lines). |
| 23 | Reducing bus service/routes is counterproductive. Losing route 23 would make it harder for those of us in S. Arlington to get to N. Arlington and the Orange/Silver lines, perpetuating and deepening the segregation of the County. |
| 23 | I have young adult twin sons aged 26. They are both on the autism spectrum and have used metro bus 23 for ten years, to Tysons, to downtown McLean, and to ballston. They love it. One son, Ben, rides it at least 8 times a week to and from our house on Linway terrace to McLean metro station for his job at Wegmans. We cannot imagine life without bus 23 on old dominion drive. It would be a huge inconvenience/hardship for the sons and also for my own plans to give up driving locally at age 68 to ride bus 23 for many of my own needs. |
| 32 | Again if the 32 bus is will still be operating then this plan will also be great for me and anyone that need to get out of the neighborhood. |
| 33 | Wisconsin corridor cannot be cut to one route. Pre-pandemic, buses were often overfilled and stops were skipped during rush hour. The 33 cannot meet morning and evening demand on its own. |
| 37 | I use route 37 |
| 42 | Eliminating the portion of 42 that runs from Farragut Square to Gallery Place will slow down commutes and lead to more crowding on the Red Line between those locations. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| 42 | I use the circulator and the 42 most often but I don't own a car, so the bus (which is rather use) needs to be fast and convenient to be worth it over an Uber. This plan doesn't contain enough info to let me know if that's the case |
| 46 | Please keep the 46 bus line! I love taking it between Grosvenor and NIH/suburban hospital where I work as a nurse. |
| 50 | They should not slow up or lessen the amount of buses serving 50 buses at Columbia Heights. |
| 51 | Of course I could make it work - I can use the 51 Bus, but that is going to get very crowded. I dont understand why plan isnt switched, that is less service in latter half of 2021, more service starting in Jan 2022. |
| 54 | The 54 is already extremely crowded and does not come frequently enough. |
| 59 | METRO MUST keep Bus 59. The 14th Street corridor has dreadfully slow service, particularly with the bottleneck in Columbia Heights. Bus 59 is the only way to get N/S on 14th St. in a timely manner. |
| 59 | I use the 59 bus to get to work |
| 62 | You need to also focus on students! The 62 bus serves 5 schools! How is this even on the chopping block at all? |
| 62 | I am against getting rid of the 62 altogether. It serves many schools and connects Manor Park to Petworth/Takoma. Otherwise there will be no transit options and my commute would become significantly more difficult. |
| 62 | Please dont eliminate the 62 route. I am working from home now, but when I worked in the office I depended on that bus to get to the metro and then to work. When I go back into the office when the pandemic ends I will continue to use that bus. The closest metro station to my house is 1.3 miles. We bought a house where we did because we knew that there was a bus route that could get me to the metro. Without that bus, it will be much harder for me to use public transportation. |
| 62 | Please do not discontinue route 62 in particular. It provides a fast and safe mode of transit to get to and from Takoma station. I'm not aware of another line convenient to Kennedy St/Brightwood Park that goes through Takoma station. This provides a critical connection to rail in the neighborhood. I frequently took it to get to and from the red line while commuting, and often took it down to Petworth to get to businesses on lower GA Ave. |
| 62 | I dont see any reference to Route 62 which has been out of service since last March. I hope it will be restored at some point. |
| 62 | Combining lines actually means that some routes are getting cut. The 62 should run through federal triangle otherwise the bus no longer goes past my house. |
| 63 | Please don't cut the 63 bus. I depend on it for commuting to work and daycare from my home, as do many of my Petworth neighbors. |
| 63 | The 63/63 bus line is critical. Pre-pandemic it was frequently full (or over capacity) during rush hours, and provides essential service to a large number of DC residents. It also serves, stopping just outside, a short-term family housing facility on the corner of Kennedy and 5th Street NW. It is imperative that this bus line not be eliminated. |
| 64 | I need route 64 to stay in service as it is. |
| 64 | I use the 64 Line to take my grandchildren to school (in Fort Totten). Please dont eliminate the 64 Line in the U Street area. We take the bus from Columbia Heights area. |
| 64 | No. It would be challenging to have the 64 rerouted from going down 11th to going down 7th Street. There are already the Georgia Ave buses that go down 7th but nothing that goes on a diagonal to get closer to Dupont and downtown from the Petworth neighborhood. If you are going to reroute, it would be more useful to have it go all way diagonal across the city down New Hampshire than the propose change to having it go down 7th (which is also redundant with where metro goes). |
| 64 | Ending the 64 going downtownâ€”I would get stranded with no way to get home. Its a lifeline to me that has saved me before, and you would cut off my lifeline. The 70 isnt a viable alternative. I would no longer be able to access Capitol Hillâ€”I need the 30 buses. The 50 buses are a vital artery and shouldnt be cut. |
| 74 | The 74 is the only bus that services Syphax Gardens all the way down to Buzzard Point, which is also an area not immediately serviced by a Metro stop. |
| 74 | Eliminating the entire 74 route leaves an entire new & growing area (plus many established residents) without convenient access to public transportation. It's a bad idea to eliminate the whole 74 line with no replacement or alternative south of M street SW. |
| 74 | There are many low income, elderly, and disabled persons who live in SW who need the 74 route. |
| 74 | The service plan proposes eliminating the 74 route during the second half of the fiscal year. This is one of the few services to my neighborhood and is often used by people with limited mobility. The proposed substitutions are inadequate replacements, especially as the Wharf shuttle only makes one stop south of the freeway, at the Wharf and nowhere near a large portion of the 74's route. |

| Route | Proposed 2022 Metrobus service changes |
|-----------------|--|
| 74 | Buzzard Point is a developing area that, prior to COVID, had no residences. Since then, a condo and two large apartments have opened, with more on the way. Because there is no retail in Buzzard Point, residents rely more on public transportation than most. Route 74, slated for elimination, is Buzzard Points only bus service. There is no metro service within a 20-minute walk. While ridership on 74 may be historically low (due to all residences having opened in the last 6 months, and COVID decreasing numbers), once COVID ends, WMATA will see increased ridership on route 74. Buzzard Point needs this route, as it is isolated from not just all public transportation, but local retail as well. |
| 80 | The 80 bus route is being completely altered. I currently ride it to and from work, from North Cap and Randolph to GW. This is the most direct and requires no transfer for my commute. |
| 80 | I dont know what yall are planning but the 80 bus should come more often than every 20 minutes. |
| 83 | I ride the 83 bus every day for my commute. With small children at home, my timing can vary a bit each day, and missing one bus could mean waiting as long as an hour until the next. This is unacceptable. |
| 86 | Reduction on the 86 would be problematic for my area. |
| 86 | I ride the 86 bus so I would want that route to be available. |
| 86 | Getting rid of the 86 would impact me as well |
| 96 | Route 96 is the only route to connect from Florida ave NE to American U. and the surrounding medical facilities. |
| 96 | Do not support eliminating 96 service between Tenleytown and Union Station in second half of fiscal year 2022 |
| 10A | I am shocked that you are claiming to focus on underserved communities and allow them access to Metro rail stations while cutting service from the poorest Alexandrians. Your own proposal admits that the 10A is the only way to get from North Alexandria to the Pentagon. By cutting this bus route you are forcing people to either travel almost 30 minutes to Ballston or the wrong direction to find a metro line into the city. Cutting this line is completely anathema to your above statement. |
| 10A, 10E | This absolutely would not work for me. I take the 10A (or previously either the 10A or 10E) from Del Ray to Crystal City as my commute to work every day. If 10A/E are unavailable, I have the alternative of taking Metroway from Crystal City to Potomac Yard. This plan proposes eliminating both of these bus lines, leaving no bus options for my commute or to be able to get to a metro station. While the Potomac Yard metro station is scheduled to open in 2022, it will not be open by January 2022 and could easily be delayed, leaving an undetermined period of no public transit options in this area. Further, the metro station will be quite a distance from many locations currently on the 10A/E bus lines, leaving these people without a viable option (the walk would be too long for some people to physically do). Also of note, the plan indicates a focus on providing service to areas with low-income riders, but the 10A/E line is heavily utilized by low-income residents in the Arlandria neighborhood who would lose public transit access if these lines are completely eliminated. |
| 10A, 16, 231 | I take the 10A, 16, 23A, and MetroWay buses. Please do not stop them in January 22202! I would have limited options for getting around. |
| 10A, 42, 52, 87 | This would reduce or eliminate access to medical appointments and groceries for me - I use the 87, 42, and 52 for medical, and the 10A for groceries. |
| 10A, MW1 | 10A and Metroway are key to keeping down traffic and expanding access to del Rey and surrounding neighborhoods, and access to Potomac yard shopping. |
| 10B | I would have no way of knowing because nothing is said about what routes are affected. If youre considering re-routing the 10B to Glebe Rd. instead of Walter Reed/Fillmore (which keeps getting suggested), then DO NOT DO IT. My bus stop is on Walter Reed, and I do not want to have to go a half mile out of my way to get a bus. |
| 10B | people need the 10b to get to work and buy food all times of the day and weekends not just rush hour!! |
| 10B | The proposed service adjustments to the 10B and 16 lines in Virginia will harm access for lower-income individuals on some of the more frequently used lines in an area with no direct Metrorail access. Please do not make these cuts. |
| 10B | I am in favor of the 10B route changes but I am concerned for many other folks who rely on the bus network |
| 10B | Unless there will be more buses, just having 10B to Ballston will be way crowded. How often will it run? Right now it is often too crowded to board and this is pandemic time. |
| 10B, 11Y | Between eliminating the 11y and eliminating the 10b through hunting point, you will completely eliminate all mass transit access to hunting point!!! This is terrible!!! |
| 10E, 10A | Please do not eliminate 10E and 10A. Communities in Old Town, Del Ray and Chirilagua need direct access to Pentagon |
| 11Y | Why is the 11Y being eliminated when it is convenient for the hundreds of people that ride it to and from work? Without the bus, I will plan on teleworking full-time, since metro rail is not convenient, especially running every 15 minutes?!?!? |
| 11Y | It is not convenient or practical for many of us to have cars in this area or to use them for daily commutes. The bus system now covers so much more area than the Metro lines do and are important to my daily work commute as well as many others. The 11y is a valuable mode of transportation to many of us in Alexandria. |

| Route | Proposed 2022 Metrobus service changes |
|-------------------------|--|
| 11Y | I dont even see the 11y mentioned |
| 11Y | The 11Y route is not mentioned in this plan. As was explicitly mentioned by MANY riders in the previous survey relating to bus route changes, the 11Y is essential for commuters living in the Mt Vernon/GW Parkway area. |
| 16A | Hay rutas como el 16 A que son necesarios |
| 16A, 16B, 16C | Regarding the 16 bus routes, if the 16A,B,C to Pentagon took Army-Navy Drive to pentagon (similar to ART 42 bus) riders could get off at different bus stops near to Pentagon Row/Pentagon City. |
| 16A, 16C | Stagger departure times of 16 A/C with Art 42. Part of the route is shared, and if times are staggered, riders on the shared route have more frequent buses arrivals. |
| 16A, 16H, 25B, 28A, 38B | My main source of transportation for me is Metrobus to get to work, doctors appointments, shopping, etc. I do not drive so cutting back or eliminating any of the bus lines will hugely impact the way I can get around as well as many other riders.. I rely on the 16A, 16H, 25B, 28A, 38B and some other lines. |
| 16A, 29G | Not acceptable to eliminate both 16A and 29G that accommodate services to Pentagon. |
| 16C | Do not cut route 16C. |
| 16C | Please do not eliminate 16c |
| 16C | Do not eliminate 16c |
| 16C | please do not terminate the 16C at the Pentagon under any options or budget proposals. A one seat 16C trip from Columbia Pike (and Greenbrier) to downtown DC cuts 40 minutes off of being forced to disembark at the Pentagon Station and waiting for a metro train. |
| 16C | Many of us use 16C to get downtown to USDA and Federal Triangle from the Baileys Crossroads area in Virginia. This is an important route and before the pandemic it had maximum ridership. Usually the bus is full all the way to the Pentagon and then is refilled at the Pentagon for the trip into D.C. In the evenings, this same bus provides cost efficient and safe transportation back into VA, all the way along the Columbia Pike corridor. The underserved and low income communities in Baileys Crossroads need this bus (16C) to travel into D.C. Please dont cut this busline. The cost to transfer to Metrorail (both in terms of \$money and Time) is far greater of an impact and burden on the riders who need the 16C bus into D.C. Please maintain this bus line after the pandemic and vaccines are widely available. It is important to know that anything Metro does to cut service in the coming years will be undermined by increased needs from riders after the pandemic lessens. Buses are critical to avoid the higher cost of trains. Buses are quicker than trains. Buses are more reliable than trains, and allow more flexibility along the routes for entrance and exit. |
| 16C, 16Y | This only works if 16C and 16Y are continued |
| 16E | The 16E bus service from Pentagon to DC 14th St is an important method of travel to and from DC during rush hour. It is important to have that service as metro rail is dangerous and unreliable. |
| 16G | people along columbia pike use 16G to go to Pentagon or Pentagon City and to return home from the metro. ART 41 is NOT a substitute because it turns on Glebe Road and goes to Ballston after a long ride. 16G is important to continue operating |
| 16G, 16H | If you eliminate the 16 G and 16 H buses on Columbia Pike I would literally have to move. Offering one bus to everybody would be unbearable. The crowding would be horrendous. I don't know how anybody who's ever ridden this line would even consider making such a change. |
| 16G, 16H | DO NOT ELIMINATE 16G & 16H. I RIDE THIS ROUTE EVERYDAY |
| 16G, 16H | I can only access ANYWHERE -- my job in DC, which WILL at some point have in-office requirements again, the Metro stations nearest me, grocery shopping, the mall, my house of worship -- via the 16G or H lines. I SPECIFICALLY moved to my apartment YEARS ago -- because Im not rich and cant afford a house OR a car unlike all you rich Metro managers -- BASED ON THIS BUS ROUTE BEING SO CONVENIENT TO THE METRO AND NECESSITIES OF LIFE. I guess I dont count and all the money Ive forked over to Metro over the years doesnt count because I dont have a healthcare or social services job, huh? On top of the personal ruining of my life, you will cripple businesses up and down Columbia Pike, but you dont care, do you? Do you even realize how full these bus routes will be again? What about the Amazon employees coming in? Do you care? I will be writing my Congressional representatives to demand they take action to stop this. |
| 16G, 16H | Your manipulation of data in this proposal is unethical and unprofessional because you assume no one will come back to Metrobus after the pandemic and are reducing service by 50% based on what, fantasy? Your alleged proposal to provide service actually creates hardship for the 16G and 16H riders, many of whom rely on Metrobus to travel to medical appointments, to shop for groceries, who are essential workers, and so forth. |
| 16G, 16H | Elimination of 16G/H will not work for me |
| 16H, 16C | I note the elimination of 16H and the route changes to 16C, which would give almost the same service to Skyline and South Jefferson Street. |

| Route | Proposed 2022 Metrobus service changes |
|---------------|---|
| 16H, 16G | My route, as well as the Pentagon City routes (16H/16G) already experience significant crowding even with low ridership, primarily during rush hour. Eliminating half the routes down Columbia Pike is going to make it significantly harder to even attempt distancing on the bus. Those routes pre-pandemic we're heavily crowded during rush hour as well, and that was with all buses running. Ridership is increasing, and removing those bus routes, even with a duplicate route is going to cause a crowding nightmare. Even with vaccine roll out, who's to say we'll be safe in January? |
| 16Y | Please do not discontinue the weekday rush hour 16Y bus. This bus line was always packed with people and very popular for residents from Virginia commuting into DC. It was one of the reasons why I bought my house due to the great commute. |
| 16Y | Pre-pandemic I relied on 16Y to get to and from work in DC Mon thru Friday around 6:30 to 7 am and around 3:30 or 4 in the afternoon. My office will likely reopen and executives will expect staff to return to the office after most adults can be vaccinated. |
| 16Y | If the 16Y line is cut, I give up on metro and will drive. |
| 16Y | The 16y bus is how I get downtown. It was always full in prepandemic days. It's a vital route to me. |
| 16Y | If I'm understanding the plan correctly, the 16Y would be shut down at least through 2022. Taking this bus to and from work essentially cuts my commute time in half (versus metro rail). It's a major advantage of living where I do. If this is paired with metro rail cuts, it would take away any convenience of me living near my workplace since my commute would likely take up over two hours of my day. I would gladly pay an increased fee to ride the metro buses and rail rather than lose the service. |
| 16Y, A16, 23 | I use the 16Y direct to DC or a 16 line to Pentagon City or the 23 to Ballston. I cannot tell from the description if service would be decreased for those routes which are critical to the Columbia Pike corridor. |
| 17, 18 | Do NOT cut more 17 and 18 bus lines. The current ones that have been cut are already seriously damaging the community. |
| 17, 18 | Eliminating 17 and 18 Express Bus routes effectively eliminates service to the Pentagon for a large swath of Northern VA. Assuming pre-pandemic levels, parking is not available at the Pentagon and this proposal doubles commuting time if you drive from these areas to rail service. Reducing service on the 17 and 18 is logical, eliminating it is not. |
| 17G | I use the 17G rush hour metro bus service to get to the Pentagon and then into D.C. And I take the reverse service in the evening. There is no other nearby alternative. This line is very important to me and to others in my neighborhood. PLEASE keep this line in service. Thank you!!! |
| 17G | I would be needing 17G morning and evening once COVID restrictions are lifted. |
| 17G | I rely on the 17G bus line and need this service to continue in 2022. |
| 17G | 17G is the only bus route to service my neighborhood |
| 17G | the proposed discontinuation of the 17g metrobus route is unacceptable, as this is the only bus service I take that service my address. |
| 17G | PLEASE DO NOT ELIMINATE THE 17G BUS LINE |
| 17G | Request to keep the 17G running on Twinbrook to the Pentagon. |
| 17G | I am 86 and driving less and less and depend on the 17G bus. |
| 17G | The elimination of the 17G would greatly increase my commute to the Pentagon. It would require driving to a metro rail or alternative bus stop and then fighting for parking. |
| 17G | 17G is the only bus route available for our neighborhood. There are several military families who use it to get to the Pentagon |
| 17G | 17 G riders use the Metro bus to and from the Pentagon. |
| 17G | Why not retain routes but reduce the buses to the busiest times in the morning and evening. The bus to the Pentagon 17G and others on Braddock Road west of Rolling Road are almost always busy (pre-pandemic) with people heading to the Pentagon. Buses from Northern Virginia to the Pentagon seems like a good plan. After this plan, people will have an easier commute from Woodbridge to the Pentagon than from Burke. |
| 17G | Please retain the 17G service in the upcoming fiscal years. It is valuable to keep commuting traffic minimized on Braddock Road. |
| 17G | No alternative for route 17G. This will have significant impact to commute and expense. There is no alternative for parking at or near the Pentagon. Property purchased due to ability to commute through MetroPCS. There is no economic alternative to get there. |
| 17G | Bus route 17-G is a essential option to my community. We have supported the establishment of this route for over 30 years. It has provided essential transportation to the Pentagon and transfers to DC. |
| 17G, 17H | The 17G/H line is highly used during non-pandemic times, and usually full to capacity during the morning commute times. It serves as the only method of public transportation from the outer suburbs into DC, and Regan National Airport. Eliminating this line would add a huge amount of unnecessary congestion to already strained roads. |
| 17G, 17H, 17K | I a 17 Bus (G, H, or K) to get to work. Please dont close all the 17 lines. |
| 17H | NO, the 17H is my bus. Please do not eliminate it!! |

| Route | Proposed 2022 Metrobus service changes |
|---------------|---|
| 17H, 17G, 17L | Please do NOT eliminate the 17H and 17G lines!!!! If you must then combine the routes. These buses are packed in Kings Park West and the. Stop for additional passengers on Braddock road. Stop the 17L which is less dense. But KEEP 17H and 17 G please! |
| 17H, 17K | do not kill 17H and 17K Busses to and from the Pentagon. |
| 17H, 17K | 17H and 17K are vital links from Kings Park West to Metropolitan Transit area. Elimination of these routes would not serve the residents of Fairfax County at all. People from the surrounding area often drive into King Park West to access the 17H and 17K routes. Eliminating them will increase vehicle traffic and increase commuting times for all on Braddock Road, Guinea Road, Little River Turnpike, Capital Beltway, 395 and other routes into the Pentagon and DC. Eliminating the 17H and 17K routes is a devastating plan of action. |
| 17H, 17K | The plan eliminates travel on 17H and k. These busses were packed Irepandemic. |
| 17H, 17K | Keep the 17H and K at pre-COVID levels; ridership WIL return! |
| 17H, 17K | I depend on either the 17H or K to get to work. There are no metro stations near the Burke/Fairfax area. Driving would add another car to the already congested I 395 corridor. |
| 17H, 17K | 17H and 17K are very critical to our neighborhood and the great number of early morning commuters to Pentagon |
| 17H, 17K | Restore 17 H and 17 K |
| 17H, 17K, 17G | The 17h and 17k routes are long and make my commute over 90 mins without traffic delays.If you are going to get rid of the 17g, please add a line that goes straight down braddock road from GMU to the beltway. |
| 17H, 17K, 17G | I am not sure about the impact that would have on existing commuter routes but it is important to keep lines like 17H and 17K running. These lines are are critical to keep commuting options available and reducing traffic as we return to normal work lives. |
| 17K | just give me a 17K thank you please stop making me drive a mile and park in front of my neighbors house like a creepo |
| 17K | The 17K doesnt seem to be part of any of these plans. The 17k is pretty much the only affordable and timely travel option I had prepandemic. By eliminating it, you make my entire neighborhood unlivable for commuters. Its like 10\$ more a day plus 30 minutes in commute to drive to a metro station, pay for parking, and pay the exorbitant cost of living at the end of a metro line if you take our buses. We just got them back before the pandemic and my finances had barely started improving after the strike and now you claim low ridership when we barely had a chance (less than 2 months) to ride them again? Its like you are trying to justify taking them by creating the conditions through which you can eliminate the roots. |
| 17K | We need the 17K to continue as usual. |
| 17K, 17G, 17H | It appears (based on the analysis provided as well as statements made by WMATA) that pre-pandemic ridership levels have been used to make route cut determinations. However, I dont se any evidence that the pre-pandemic strike has been taken into consideration as well. For example, pre-pandemic ridership levels for the 17 line (17K, 17G, 17H, etc) appear very low, and in fact they may have been low, but that is because those lines were affected in late 2019 by a 2 month strike which halted bus service. Prior to the strike, I rode these lines daily and ridership levels filled the bus during both morning and afternoon commutes. If WMATA can re-institute reliable service on these lines, ridership will return, as alternative methods of transportation to the pentagon and to the city are not readily available. Many in the Braddock Rd corridor chose to live here because of the Pentagon transportation availability, but had to move to other methods during unreliability related to Trans Dev and the subsequent strike. Additionally, WMATA should factor in that the Braddock Rd corridor is scheduled for roadway design changes in the near future that will be beneficial to WMATA (faster drive times to 495) while decreasing locals ability to directly access Braddock Rd East towards 495, which will leave many local drivers looking for alternatives such as Metrobus. |
| 17K, 17H, 7 | Too hard to find the reference to the metrobus lines we use in the 400+ page document. We rely heavily on bus transportation, mainly 17K and 17H to Pentagon, and then to the 7 to DC. |
| 17M | The elimination of so many bus routes is idiotic. This is at least as bad an idea as closing a score of Metro stations.I recently moved and would take the 17M to work, but you plan to eliminate it. This means I would have no option but to drive, which will add to the traffic and cost me hundreds of dollars every month in parking and gas. Im not alone. Do not make moves that make public transportation useless, or *people wont use it*. |
| 17M, 17B | Bus lines shouldnt be eliminated in 2022 just because ridership was low in 2020 due the pandemic. Im not currently using 17M/17B due to the pandemic, but will return to usage in mid-2021 and theres no other line within miles of my home. |
| 18, 17 | Thoroughly opposed to elimination of 17 and 18 bus services. |
| 18G | Again, please bring back the 18G bus line. |
| 18G, 18P | Would like to see the 18G restored (even with limited service times) and the 18P maintained (even with limited service times). |
| 18H | I would like to see 18H restored |
| 18J | Ive used 18j for yeas for my job and I cant wait to have it back |

| Route | Proposed 2022 Metrobus service changes |
|-------------------------|---|
| 18P | The plan shows eliminating 18p...it is the only bus service for Burke Centre, leaving some without any way to Pentagon without adding to already 45+ minute commute |
| 18P | Cutting the 18P is unacceptable and leaves Burke with no way to get to the pentagon. |
| 18P | It depends upon how route 18P would be affected, and whether or not COVID restrictions are lifted in such a way that I was required to reduce teleworking. |
| 18P | Cancelling the 18p to the pentagon would force me to use the metro which is also reducing their service. The pentagon does not offer parking. |
| 18P | Bus 18P going through Burke is necessary for my travel, it would be very upsetting if it is removed! |
| 18P | Planned service elimination of 18P would drastically effect my weekday commute. There is no service alternative for this route. |
| 18P | Eliminating the 18P with no alternative severely hampers commuting for many people. |
| 18P | The 18P bus route is the only one that covers a large section of Burke. |
| 18P | Need 18P bus route preserved |
| 18P | Eliminating the 18P route will have a negative impact on property values, and result in increased vehicular traffic commuting to the Pentagon, unless Fairfax County starts its own substitute route |
| 18P | 18P must be a full pre-pandemic operations by Jan. 22 |
| 18P | My autistic son (disabled rided) is an essential employee riding the 18p from our Burke home to Rosslyn 5 business days a week. Reducing or eliminating that route would almost eliminate his commuting options |
| 18P | The 18p is a highly weekday run from Burke to the pentagon. Every bus is full. It's the only bus that services Burke Centre. Covid has drastically slowed ridership. Evaluate ridership after the government opens back up not right now. Ridership will return to full buses. |
| 18P | What are other riders dependent on the 18P for work, medical appointments, shopping, etc. supposed to do for public transportation? |
| 18P | You cant eliminate 18P line, you already did with 18G and other line in the area! |
| 18P | The loss of the 18p line would be absolutely devastating for Burke military families and others who work everyday in DC |
| 18P | DO NOT ELIMINATE 18P |
| 18P | The Metrobus 18P route was standing room only pre-pandemic. As vaccination rates increase people will return to public transit. Eliminating a high ridership route is not warranted and will put cars back on the road. There are no comparable replacement options. |
| 18P, 18H, 18G | I rely on the 18P to get to the Pentagon for my daily commute. As the Pentagon begins to move toward pre-pandemic operations I would expect ridership on the 18P to increase greatly. Also the 18P, 18H and 18G all provide faster service to the Pentagon than using the Blue Line from Franconia Springfield. Currently I transfer to the Metro at the Pentagon. The added expense of Parking at the Franconia-Springfield Metro and increase commuting time would probably lead me to switch to driving in a personal vehicle. |
| 18S, 18R, 18G, 18H, 18P | In the two years Ive lived in Burke/Springfield, WMATA has cut the following bus lines in my area: 18S, 18R, 18G, 18H. Only the 18P remains. Please do not close the 18P bus line because myself and others depend on it for our morning and afternoon commutes. |
| 1A, 1B | I need EFC to remain open. If it does not, I will need to take 1A or 1B to Ballston, so will need that bus to run as often as possible. |
| 1B | Not happy about eliminating 1B, but can live with that |
| 1C | Occasionally use 1C in Merrifield area. Would have to use Lyft instead. |
| 21A, 21B | 21A and 21B were my daily commute for nearly 10 years. My employer intends to return to normal operations, and I rely upon these routes. |
| 21A, 21D | I use 21A/D busses. |
| 21A, 21D | Any proposal that continues the elimination of Metrobus service for the 21A and 21D bus lines will never work for me as long as I am a resident of West End Alexandria and need to get to DC during rush hour (ESPECIALLY when closing Van Dorn Station is ALSO on the table for the budget). |
| 21A, 7 | Need to understand routing plan for new 21A and 7..map doesnt show them |
| 22, 22A, 22C, 22F | we bought our home precisely bc it was right next to a metro bus 22 acf stop. We take it to pentagon for work. there is no other option coming through our southern neighborhood to get to pentagon. walking to Shillington in a suit with a briefcase would add 30+ minutes to each end of commute. 22acf also is essential for getting our teen to her new neighborhood school location on the blue line. she can take the bus to pentagon easily eight now. unless 22 is replaced by a very frequent art service, she wont have a reliable way to get to school. |
| 22, 22F | Do not alter 22, 22F routes. |
| 22A | before work from home the only bus I could take to work (at the Fairlington Community Center) was the 22A. If eliminated, there isnt another bus service I can take to work once our offices open up and Im really not strong enough a bike rider to get up that hill! |
| 22A | Please keep 22A on weekends. On weekdays there is ART service on the route as an alternative but not on weekends. |

| Route | Proposed 2022 Metrobus service changes |
|---------------|--|
| 22A | 22A is necessary for many workers in the neighbourhood. Other routes on the chopping block look familiar to me (meaning I have used them, but usually for events and not regular travel). Raise rates if you must. Social justice is an element for consideration, but cutting services in other areas to focus on those reliant-upon the bus for grocery stores is not the way to solve money-flow issues. |
| 22A, 16C | Reduction by 50% and combining routes will result in extremely overcrowded buses if federal agencies return to work from their offices. The removal of 22A from my neighborhood to Ballston forces me to only take 16C during rush hour which was already very packed (pre-pandemic). The proposed changes severely limit commuting options from my part of the Columbia Pike corridor. |
| 22A, 22C | If the 22A/C lines running through South Fairlington are eliminated, I will be driving my car into the District five days every week (M-F) |
| 22A, 22C | Don't eliminate route 22a/c in south Fairlington |
| 22A, 22C, 22F | Frequent access to the 22A/C/F lines including on weekends and evenings is very important to me, because otherwise it is difficult for me to get to Metrorail. |
| 22A, 22C, 22F | I am deeply concerned about the elimination of routes 22A/22C/22F. I have relied on this bus route to commute from my home in South Fairlington to DC for a decade (pre-pandemic), and plan to resume riding on this bus line in summer/fall 2021 once I return to the office. I know many of my neighbors rely on this bus route too. Thank you for the opportunity to comment. |
| 22A, 22C, 22F | I need the metrobus to get to my office, and I will be back in the office full time by January 2022. Any cut to the 22a/c/f line would be very detrimental to my ability to commute to work. |
| 22A, 22F | Given the availability of the vaccine over the next several months as well as children returning to school, I anticipate ridership of area workers will return to 75% of pre-pandemic levels in January 2022. The buses on the 22A/22F were generally full, even with people standing going down the express line of 395. Mid-day buses are a completely different story often traveling with no passengers. 2022 changes on the 22A/22F route that would leave South Fairlington without any bus service whatsoever and would force all commuters onto area roadways. There is an implied contract when permanent bus stations are erected and tax dollars accepted that infrastructure will be maintained. |
| 22A, 22F | One of the primary reasons for locating in the area we live was the reliable and frequent bus service to metro rail. Your proposed changes to the service, particularly the discontinuation of the 22A/F will eliminate the most reliable and frequently used line that our family uses to get to and from work/home. I strongly oppose this proposal. |
| 22A, 23T, 10A | Too many routes cut with no alternative, such as 22A (my most used route) to get between Fairlington and Ballston. Ive used 23T between Ballston and Shirlington on occasion (followed by a long walk up to Fairlington), but that is also on the chopping block. And what replaces 10A between Arlandria and Pentagon? |
| 22A, 7A | Dont eliminate the 22A route or modify the 7A route. |
| 22C | The South Arlington area is underserved by metro and the ART 72 bus that allegedly will cover this route in the absence of the 22C is not available on the weekends and outside of rush hour. The 22C route serves a critical area of south Arlington that has no walkable access to metro and relies entirely on buses for public transportation. |
| 22C, 22F | Please do not eliminate the 22C and 22F bus lines! The buses are crowded during rush hours and many people in Fairlington, including me and my husband, rely on it to get to work. Its one reason we moved here and these buses allow us to live farther from the metro in slightly less expensive housing. Eliminating these lines would mean bus riders would have to drive and either park somewhere to get to the metro or drive into DC. Either way it would increase traffic, hassle, and commuters times. Its a well-loved bus line in the Fairlington neighborhood - please dont take it away! |
| 22F | Eliminating 22f through South Stafford leaves all of Fairlington with very limited or no options. |
| 22F | On the FY22 service plan there is no alternative arrangement if 22F service is discontinued. |
| 22F | Eliminating 22F from South Fairlington to Pentagon is totally UNACCEPTABLE! That route is the only way for people in South Fairlington to get to the Pentagon metro and would seriously impact the hundreds of people who live in Fairlington and commute to DC for work under normal circumstances. That included many federal workers like myself. You CAN NOT leave us with no viable alternative, that is insane. Once people get vaccinated and start returning to work in person there will once again be a major demand for that bus line. You are also leave people, like my mother who is an essential federal worker, without any way to get to work currently. This is extremely short-sighted and Metrobus must find an alternative way to fund its budget cuts. |
| 22F | I am a 22F rider with vision and mobility impairments. Walking to another bus stop is not an option, and I do not prefer to drive-in daily with my vision impairment. |
| 22F, 22A | I work at the Pentagon and am not authorized a parking pass. I rely on the Metrobus to get to and from the Pentagon. By eliminating the 22F and 22A lines I will have no transportation options to/from the Pentagon. |

| Route | Proposed 2022 Metrobus service changes |
|--------------------|--|
| 22F, 22A | We expect to go back to the office by 2022- if service in South Fairlington is cut then it will add substantial commute time for everyone going to Pentagon and to DC. With 2 changes of bus and for those going to DC plus the metro. Propose to at least keep the 22F if the 22A is not maintained. For instance I have an elderly parent who relies on the bus and do not drive. The 22A and 22F Are convenient because close to our place. The Dash (the proposed alternative) stops far away. So for these people cutting the 22A and 22F means cutting their independence to move around. Don't think that everyone can make the extra walk to a far away bus station. We have chosen were to live exactly based on the easy access to bus stop. If 22A and 22F are stopped then that will mean a lot of changes for us. |
| 22F, 22C | I take the 22F to and from work every day. The only other closest bus is the 22C. If you reduce their service in Fairlington, I won't have a way to get to work. |
| 23A | I read that rout 23A may be cut. I often use that bus route to commute to work in the morning and Im not alone. Would it be possible to keep that route for morning and perhaps evening commutes. I agree that the route may not be in demand during the rest of the day. However, it is a crucial service for commuters living in these areas. |
| 23A, 23B | Try to keep the 23A/B bus as it is the only service between Ballston and Crystal city aside from the Metro. I support your efforts to provide for needs of Low-income customers and Essential workers - agreed they should come first! |
| 23A, 23B, 23T | Elimination of the 23A/23B/23T Metrobus service would negatively impact my commute (via Ballston Metro) to DC. Moreover, closure of East Falls Church Metro station would eliminate my alternate commuter route. |
| 23A, 23B, 23T, 10B | My main bus route is 23A/B/T to travel between Ballston and Shirlington. Based on the proposed service plan, this line would be completely cut. The only remaining service for the area would be 10B. |
| 23T | do not eliminate 23 T. better to shift to less frequent service and increase fares. use of AI and apps will allow predictability that should sustain or even help increase ridership despite higher fares. provide transportation vouchers to lower-income or tax incentives to employers who subsidize public transit for employees. |
| 25B | M wife and I are in our 60s and depend on buses to get around. Its already difficult making medical appointments, for example, when our bus (the 25B) runs only once an hour. Transfers to other infrequent buses make trips of only a few miles into trips that take an hour or two, and my wife cant easily walk a few miles. |
| 25B | You are eliminating the 25B which is my only way to get to my volunteer job near Landmark. I connect to a DASH bus at Southern Towers. If you eliminate this route which also passes by several long term care facilities and NOVA community college, you will be significantly impacting those of us who dont drive and rely on the public bus system to get where we need to go. It also eliminates my closest way to get to the Ballston metro, forcing me to a lengthier walk over to the 1A line. Im a mobility impaired senior who doesnt drive. Your proposed changes would ground me worse than the coronavirus. |
| 28A | Modification of route 28A away from E. Broad Street in Falls Church and the closing of East Falls Church METRO RAIL station eliminates the two closest options for me. |
| 28A | I dont like 28A buses to be less service. We go to work early in the morning |
| 28A | No, I want 28A buses early because I am an essential worker. I understand by mid day buses late but morning and rush hours are very important to go to work |
| 29G | The metro bus services should be available to all. Please keep 29G line as it is the only line that get me into work every day. There is not another line that would do that unless you significantly increased the 29K and 29 N lines both in the morning and evening periods to above the pre COVID levels. |
| 29K, 29N | This spells disaster for my students, who often rely on the buses - especially 29K and 29N, but often connecting buses from metrorail stations to their homes. |
| 29K, 29N, 21A, 8Z | current VA modifications do not include FY2022 second half or timetables for 29k/n or 21a/8z consolidation so it's hard to know whether this would work. |
| 29W | 29W is needed for my neighborhood. |
| 29W | Please keep the 29W (now 835) and do not reduce it. It is always full during rush hour pre-pandemic and people rely on it to get to and from work! |
| 29W | Again, this plan does not include restoring the 29W, a bus that many commuters rely on to get to DC. There are currently no other alternative options and no new alternatives being devised. You are effectively ignoring all the commuters in the Annandale/Burke area since you plan to eliminate all the bus routes in the area. |
| 2A | Prior to Covid I commuted every day on the 2A bus, along with Metro service to and from East Falls Church. Eliminating my bus line would be a big problem. |
| 2A | Youve proposed cancelling the 2A route from Jan-June 2022 AND closing the East Falls Church metro. This would realistically give our family (and thousands of others) nearly zero way to use public transportation. This increases traffic, clogs the city, and forces us to pay sky high parking fees in Washington DC. It is the VERY reason that we chose to buy a home near a metro. |
| 2A | Proposed cuts or elimination of the 2A line in Arlington would be detrimental. |
| 2A | The proposal would eliminate the 2A bus entirely, and there appears to be no alternative for getting from East Falls Church to George Mason Dr, which is a part of the route I have often used. |
| 2A | My line 2A is proposed for cut, along with my metro station EFC. I would be left with no public transit options to get to work everyday. |
| 2A | Eliminating the 2A will impact low income and elderly passengers who don't have an alternative. |

| Route | Proposed 2022 Metrobus service changes |
|-----------------------------|---|
| 2A | You'll be kicking me off Metro since you're also planning to close the EFC Metrorail station. Either you need to give me the 2A bus to get me to Ballston or you need to let me continue walking to EFC. I'll end up in a car, ending 30+ years of riding Metro every weekday to work and back. |
| 2A | Please do not eliminate Route 2A |
| 2A | It is essential that Bus 2A remains in service. Bus 2A is the only transportation option that runs thru the City of Falls Church, and it is the only transportation option that can transport people to the Kaiser Permanente Falls Church facility. |
| 2A | eliminating 2A along Lee Hwy between Gallows and East Falls Church or Ballston metros would eliminate my access to all of Metro. |
| 2A | Metro proposes to eliminate the 2A line. The 2A route goes by areas of lower income in Fairfax County and many apartment buildings in Arlington and Fairfax, yet Metro proposes to completely eliminate this route. There is no alternative bus service for most of this route and it is on a major artery in the Fairfax County. It is a far distance to other bus routes or the Metro so walking is not really an option. This route stops right by Kaiser Permanente in Falls Church so people do take this route to doctors appointment. It also goes by/near grocery stores (such as Safeway, H Mart, Harris Teeter) and stops at multiple Metro stops. Many times, Metro itself listed the 2A as the alternative route when there were problems on the Metro at Dunn Loring, East Falls Church or Ballston. Given Metros criteria listed in this question, I fail to see why the 2A should be eliminated. We can't all afford to have to use Uber or Lyft. |
| 2A | No alternative direct connection to a Metrorail station for essential workers when eliminating Metrobus Route 2A. There's actually no need to shutdown stations and services because the pandemic will eventually be over soon given that vaccines are already available and people start commuting to and from work which will increase ridership and back to normal in all levels. |
| 2A, 29, 50, 1A, 1B | 2A bus line is crucial to the neighborhood surrounding Fairview park drive sandwiched between 29 & 50. We have a high concentration of apartments and many who rely on the bus including us to connect to the metro as we opted to go to one car. You are also proposing canceling the 1A/B line portion that's our backup plan (but very inconvenient) that connects us to Dunn Loring metro. You have essentially cut off all access to Dunn Loring station, one of the stations you're proposing to keep open- and due to these service cuts you're going to see a huge decline in ridership on metro due to these bus cuts! |
| 2A, 2B | Need 2a. 2b |
| 2A, 3A | This plan makes no sense for people living near East Falls Church metro. You are proposing to shut down the metro and the bus lines (2A and 3A) that would take you to other metros. By doing so, you are ensuring that entire segment drives and never takes metro or a bus again. Find a different solution because many essential workers live near East Falls Church and rely on public transportation. |
| 2A, NH2, | 1. We need reliable bus service. There are a lot of people who have given up vehicles (I gave up my car 7 years ago because I live within a mile's walk to metro station and the 2A to get me to Fairfax County early in the mornings. 2. We need to focus on getting the public to work. Eliminating the NH2 bus will increase my ridership to 3 hours one way. I could take the 28A bus but the bus won't be running before 5am to King Street so I would rely on the train but with the NH2 bus eliminating, why not operate it for rush hour only: 6am - 10am and 4pm - 8pm or once an hour from 6am until 8pm and consider a smaller bus or coordinate with Amtrak and Reagan National for a shared bus system. Also consider bypassing the Oxon Hill Park and Ride and call it the NH Special. 3. Those who rely on the NH1 bus can use the D12 bus out of Suitland. It isn't fair for those in Virginia and those getting off at Reagan Airport and Amtrak heading to National Harbor to have to spend \$20 for a taxi. 4. Consider this an NH Special and charge us a flat fee like Metro has done for shuttle services from Rosslyn to Dulles Airport. I won't mind paying \$5.00 one way. |
| 2B | Since the VA bus I use often - 2B - would be eliminated, I would have to rely on Fairfax Connector Bus 466 to get to/from the Vienna Metro station, and it only goes one direction in the a.m. and one in the p.m. I imagine Fairfax may have its own plans for changing/eliminating bus service. If 466 continues in pre-pandemic timetable, I am good. If not, and there's no 2B, not sure what I would do. |
| 2B, 16A, 23A, 23T, 25B, 38B | Proposed routes should at least be served every 10-15 minutes on overlapping segments and a minimum 20-30 minutes on all segments. Some crucial routes are missing from proposed minimum service plan in Virginia including but not limited to: 2B, 16A, 23A/T, 25B, 38B. Bus routes like 3A, 3T, 4B should be served by local bus services. Weekday routes like 17, 18, 21, 22 routes should be served as trunk lines (Ex. Burke - Pentagon every 30 minutes along fastest route with local service filling in areas not served or walkable within reasonable limits). Other eliminated routes should be considered for local bus services. Parking rates during the week in Arlington (Ballston-Rosslyn Corridor) and DC are very high and many people rely on Metro to get to work once companies reopen in 2022. |
| 30, 30N, 32, 34, 36, 38 | Do not combine routes or lower service for any 3 of the 30 buses (30, 30n, 32, 34, 36, 38, etc) |
| 30, 31, 33 | I also ride the 30 buses on Wisconsin Ave to downtown. I don't care about the bus # (30 vs 31/33) as long as the service is decent (no long waits, not constant overcrowding) |
| 30N, 30S | I need 30N/S to get to and from my work in Hill East. Without this line I would have no means to get to work. Having to switch lines would make it a two hour commute to go a few miles. |
| 30N, 30S | Keep 30 N and 30 S |

| Route | Proposed 2022 Metrobus service changes |
|---------------------------|--|
| 30N, 30S | January 2022 we're likely to be back to near pre-pandemic commutes. Cutting service as commuters are returning will cause over crowding and make it difficult to get to/from work. Additionally, Ro he was 30N and 30S are crucial for people trying to get across town, particular people trying to get from Ward 7 to Georgetown and people trying to get from Ward 3 to Capitol Hill. |
| 30N, 30S | SO inconvenient to eliminate cross-town service of the 30N/30S lines. Busses do not operate reliably enough to make connections and transfers good options along this route. Instead, please consider modifying service on some of the shorter routes that overlap with the 30N/30S. |
| 30N, 30S | Previous combination of 30N/30S route with more regular 33 service worked very well for my needs |
| 30N, 30S, 33 | I am opposed to eliminating the 30N and 30S. I regularly travel to upper Wisconsin Ave and the 30N and 30S are a lifeline for me. The 33 service is really spotty having to wait in the cold for a bus that doesnt come regularly at the scheduled time. Sometimes I can go weeks without seeing the 33 near the scheduled arrival time. It makes for a terrible commute.. |
| 30N, 30S, 96, H2, 31, 33 | You want to eliminate 30N and 30S and to change the routing of 96 and H2 buses which takes them away from my bus stop. This will present a hardship for me, a senior who relies on the buses. It will take me hours and more walking to get across town, and it will increase crowding on the 31 and 33 buses that are the only ones that will come up Wisconsin Avenue from Downtown now. There are new developments coming on line between Rodman and Upton Streets on Wisconsin Avenue with thousands more residents and commercial visitors. You are eliminating public transportation options for these riders which will lead to more use of Uber, Lyft, and private cars. I am strongly opposed. |
| 30N, 30S, M6 | If you eliminate the 30N and 30S AND M6 lines, you will do a terrible disservice to the people in my community, including me. Again, this seems another huge victory for Uber and Lyft. While I am fortunate enough to have a SmartPhone and the means to use these services when necessary, I prefer public transit, and I think of my neighbors who are not able to use ridehailing services. In effect, you are telling them that they do not matter. |
| 30S | The changes to the 30s bus routes would not affect my personal travel but could impede others ability to get across town. |
| 30S, 30N, 60S, 70, 79, D6 | You had a great proposed idea to not have the 30S (Suitland) and 30N (Naylor) run and be replaced with shorter routes, among lots of other improvements. Perhaps you could roll all those out. And yes, the 60s have outlived their usefulness south of NH Avenue. Also, perhaps the 70 could run down 9th the way the 79 does. (Perhaps they city could make 7th St one way and make traffic flow again.) If you get rid of D6, you will give in to the idea that rich people dont need the bus, but their poorer in-house employees do. Getting rid of unused branches of other lines is not bad either. My personal route the Yn buses is thankfully not changed. How about putting a Ga Avenue bus stop near the ICC Park and Ride, so people can get off there on weekends and midday and evenings? |
| 37, 30N, 30S | Where is the 37 Bus? And eliminating the 30N and 30S HURTS cross-town bus users (I am one - but students use it daily to go to Duke Ellington). |
| 37, M4, H, E | I can't find the 37 bus in your document. I need to ride the H bus from tenleytown and you are proposing elimination. Without the M4 and crosstown E many students will not be able to get to Deal and Wilson |
| 38B | I ride the 38b daily and it's always crowded. Please don't end this route. |
| 38B | DO NOT eliminate the 38B |
| 38B | I rely on 38B to get to and from work especially at off hours. |
| 38B | Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC. |
| 38B | Pre-pandemic, I rode 38B at least 10x/week for commuting and to access Georgetown. It removes the easiest/most reliable way for me to commute and perform most life tasks and largely remain car-free. It will be a huge loss because it is a primary alternative to overcrowded metro rail trains in NOVA (pre-pandemic) |
| 38B | 38B is already a long wait pre-pandemic, if service is cut by 50% I would try to find other methods of travel. |
| 38B | Proposal of elimination of line 38B in second half of 2022 would prevent me from being able to get to work in Georgetown without an absurdly long commute. |
| 38B | Restore the 38B |
| 38B | 38B is important to me and my neighbors. We want to avoid taking the subway into DC due to being indoors and reduced frequency. 38B is the only way into DC. |
| 38B | Too many routes are eliminated under this proposal. Please consider keeping route 38B. It is a useful way for north Arlington residents to travel to Washington, especially if there are delays on the Silver or Orange Line. |
| 38B | The 38B bus is the ONLY way to get from Clarendon to Georgetown. AND if the Clarendon Metro is closed, the 38B is the alternative way to get to the Farragut West. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| 38B | I live next to the Clarendon metro station and starting in March 2021, will start commuting to work via metro. I will utilize the Clarendon metro station most days of the week. Sometimes I take 38B to quickly get from one part of Arlington to another. Not only that, but there are businesses close to the 38B metrobus line that have been struggling because of low ridership of the metrobus. As workers start going back to office buildings in 2021 and 2022, the Clarendon metro station and adjacent businesses will start to recover and be used/visited more often. Closing the 38B metrobus route will not only hurt ridership because the other lines wont be convenient for travelers, but local businesses will struggle and possibly fail. That doesnt have to happen if the 38B metrobus stays open. |
| 38B | I use 38B for grocery shopping. |
| 38B | Please do not eliminate 38 B, especially if you close stations along the route. Plenty of elderly and service providers take this route. |
| 38B | Eliminating the 38B route along with closing East Falls Church station effectively eliminates Metrobus service from Virginia to DC, and specifically Georgetown proper (not Foggy Bottom). What if local jurisdictions also reduce service? Many commuters will be stranded, and the goal of reducing vehicle traffic is diminished. |
| 38B | Can you retain 38B? |
| 38B | Do not eliminate the 38-B. |
| 38B | The 38B bus line is essential for seniors or anyone who cant walk to a metro station or for anyone in rain, cold, or other bad weather conditions. If this line is discontinued there would be no way to use public transportation from my location in Virginia Square. This is especially important since both the Virginia Square and Clarendon metro stations are on the list for possible closure. If Virginia Square and the Clarendon metro stations are closed, and the 38B bus is also eliminated, that means someone would have to walk from Virginia Square to Courthouse or Ballston to access metro – not a viable option for seniors or anyone who cant walk such a distance and also a hardship for anyone in cold, rain, or otherwise bad weather conditions. And if they were returning from downtown they would have to get off at Courthouse or Ballston and walk home. Again, not very senior friendly or anyone friendly in rain, cold, or other bad weather conditions. You would in effect be eliminating public transportation in the Virginia Square and Clarendon areas. |
| 38B | It appears the plan would get rid of line 38B entirely in the 2nd half of FY2022, which I am extremely opposed to. |
| 38B | Please do not eliminate Route 38B. It is needed by many people who do not have a car. Especially if youre thinking of closing Clarendon and Virginia Square metro station. Closing Clarendon would be a huge mistake. VA square is close enough to Ballston and Clarendon - but do not get rid of Route 38B or Clarendon station. |
| 38B | The 38B is used by many senior citizens to go shopping at the stores along the Route which ends at Ballston. There would be no way to get to the Library. (at Quincy Street). Many people depend on the 38B bus line. The 4A and 4B bus lines are the only way for those who live in Rosslyn to get to Seven Corners. These two bus lines should also NOT be eliminated. |
| 38B | 38B is my primary choice for commuting to DC. It is more convenient, comfortable, and reliable than the train. I would likely drive if it is eliminated, especially if Orange line stations close |
| 38B | But please dot cut out the 38 B. We use this bus route. |
| 38B | The primary approach to reducing Metrobus waste is to eliminate redundancy, both within the system and redundancy with Metrorail. I frequently take the 38B bus from Rosslyn to Ballston. However, this line runs in line with existing rail lines. There is no need for the 38B to run all the way to Ballston. Service to and from Georgetown is appropriate - but once rail is available, this should be eliminated. |
| 38B | Our family uses the 38B. More important, I believe the line serves lower-income people who are traveling west to east to go to their jobs. (e.g. domestic workers going into Georgetown). My guess is that many of these will not be aware of your survey or wont be able to take it easily due to language or internet barriers. |
| 38B | The priorities listed above seem reasonable. But the closure of 38B will eliminate the only bus service on Arlingtons main commercial corridor. This would be especially troubling if Clarendon station is closed. |
| 38B | If the 38B bus route is eliminated in January 2022 (after most of the population is projected to be vaccinated and we may be returning to normal!) I would not switch to Metrorail and would discontinue using WMATA transit on my weekday commute. |
| 38B | It looks like 38B was removed in 2022. This is also a key element of my commute. |
| 38B | The proposed elimination of 38B in the second half of 2022 would be a major problem for me. This is my most frequently used bus route. This is compounded by the Metro rial reductions. |
| 38B | The plan states that the 38B Metrobus route would be closed. I oppose this, since the 38B is the line I primarily use. Its my only way into Georgetown. Additionally, there is a 38B bus stop very close to my residence, which makes it extremely convenient for me. However, I dont use the Metrobus system very often compared with the Metrorail. |

| Route | Proposed 2022 Metrobus service changes |
|---------------------------|---|
| 38B, 2A | Eliminates the bus route that gets me home late night from the district (the 38B), says service will be replaced by a multi seat ride but the dc circulator does not cover the same routes to Roslyn and has no service after midnight. Also eliminates service on the 2A that I often use to get to the east falls church metro station from Tinner hill and has no alternative service before Washington and broad. |
| 38B, 2B | I use the 38B to get between Arlington and DC, and I use the 2B regularly to get to work in Fairfax and would no longer be able to do that under the proposed service changes. |
| 38B, 4B | Im commuting to GMU-Arlington from courthouse with life-threatening medical history, and visiting Georgetown frequently. Both disconnection of clarendon and GMU-virginia square metro/38B and 4B buses significantly block my mobility and force me to buy a car to drive. I strongly urge to keep 38B bus line at least... |
| 38B, 4B | This plan appears to eliminate the 38B route, which is the one I use. This would be particularly difficult if metrorail service is reduced and/or the Clarendon metro station is closed. |
| 38B, 4B | Pre-pandemic, I mostly used the 38B for commuting (with 4B on occasion in combination with DC Circulator). Currently I walk. Post-pandemic, I may continue to make some commuting trips by walking and would have reduced use of Metrobus compared to pre-pandemic. I understand the need to prioritize lower income users of the system. |
| 38B, 4B, 3Y | DO NOT REDUCE OR CUT SERVICE ON 38B, 4B, 3Y. Metros continuing to cut service or get rid of routes is unacceptable. NOT EVERYONE DRIVES AND WE DEPEND ON METRO BUS!!!! |
| 38B, 5A, 4B | The 3 bus routes that I use, in order of frequency, are 38B, 5A and 4B. All of these have been proposed for elimination and they are along routes where Metro stations may be closed. The 5A should keep running until Metro trains run all the way to Dulles Airport. |
| 38B, REX, 22A, 4B, D4, D6 | I took a look at bus service changes. I dont think that this plan aims to help low income passengers. Disagree that this plan works to achieve the goals. Especially, lines like 38B, REX, 22A, 4B, D4, D6 are serving important functions for essential workers who commute from NE/SE DC or other areas. |
| 3A | I would be negatively impacted by the plan to end 3A service and close East Falls Church Station. |
| 3Y | I would need to ride the 3Y if the Govt. returns to in person work and I need the East Falls Church Station open for occasional use. |
| 3Y | I dont see a restoration of the 3Y line which is the one I use. I just take multiple buses to my place of work and would want to avoid subway travel if possible for safety and cost. |
| 42, 43 | See prior comments re: concerns about reduced rush hour red line service and at the same time eliminating downtown segments of 42/43. |
| 42, 43, L2 | I can probably get around with my car or by walking, but bus service would be a convenient option that Id consider if it was actually convenient. Cutting back the 42/43 to Farragut Square wont have much impact on my travels, but the L2 is useful for when we need to travel up Connecticut Avenue. The proposal to ramp up service at the start of FY22 only to roll it back six months later seems like a tease. I understand that if new funding sources come through, these plans would not be implemented or only partially implemented, but why not just keep service at sustainable levels for the long term so that riders arent constantly adjusting to new routes or schedules? |
| 4A | Please keep 4A during rush hour times. |
| 4A, 4B | Please dont eliminate on 4A/4B. My husband who is visually disabled relies on that route |
| 4B | I care about 4B and dont want to see it discontinued or severely cut back. |
| 4B | You cant say those are your goals and then eliminate the 4B. Thats disingenous and insane, especially if you also close Virginia Square and Clarendon. 4B serves a ton of lower-income service worker immigrants in Buckingham in Arlington, as well as seniors from several elder-care facilities who cant walk to Ballston. I used to live in that area. Elimination of that route would be a disaster - its upwards of a mile to Ballston, and most demand is into DC, so Rosslyn is a perfect connecting point. |
| 4B, 38B | Metro is proposing to eliminate the only two lines I ride - 4B and 38B |
| 4B, 38B, 25B, 7M | I do not have a car. I live in Arlington because I can get around by bus. You are proposing to eliminate 4B, 38B, 25B, 7M that I use all the time. The alternative bus routes will double my commute time. The alternative bus/metro combo will increase my transportation costs. Please do not cut all these bus routes! |
| 4B, 4A | Route 4B serves a large working class community seven days a week, and bus capacity is often very high. Elimination of this route would have an extremely negative impact on the community, particularly because the alternative route 4A does not operate on weekends. THIS PROPOSAL AS IS IS A NON-STARTER! Perhaps eliminating stops that are close together will speed service and still serve the community. For example, there are 20 stops between Arlington Blvd./Park Drive and Court House Station, some of which are less than 1/4 mile apart! Eliminating some of these stops will improve service for all. |
| 52, 54 | IfThe 52 and 54 buses are going to run nose to tail down the street and a great caterpillar train them it doesn't matter if there are less buses. I presume that bunching occurs with other lines also. It's the timing that's the real critical issue and recent apps that predict when the next bus will appear very very helpful. |

| Route | Proposed 2022 Metrobus service changes |
|--------------|--|
| 52, 54 | We will return to using the 52/54 bus line but there are so many route closures being funneled to that line as a replacement. It was a challenge getting our toddler downtown for school prior to the pandemic because of crowding, I cant imagine how it will be if that one line will be replacing multiple others. |
| 53A, 53B, 62 | Need to use the 53A/B route - using the 62 route in the meantime but it is not as easy. |
| 59, 43, 63 | SO MANY ISSUES. Why are we talking about cutting express bus service (59) and replacing with much slower local service? Why not cut some of the slower local buses instead, or work with DDOT on creating bus-only lanes on the route? I would also prefer to see express-ing the 43 bus rather than eliminating portions of it. PLEASE dont eliminate the 63 bus as it is a very quick way for people in Pleasant Plains to get downtown without hiking all the way to a metro station. Finally, cutting services where a metro station is far away (Palisades, Ivy City) is the WORST IDEA. |
| 59, 54 | Route 59 helps eliminate overcrowding on the last few stops going south during the morning rush hour. Simply adding more 54 busses during morning rush still stops at all stops. That overcrowds all busses that tend to skip stops because all the busses are full from R Street NW through N Street NW going south. Before 59 came into existence, I was passed up by 4 busses in a row one morning while waiting at P Street NW! |
| 59, 96 | The elimination of the 59, the change of the 96, and the elimination of buses through Georgetown would not benefit me at all. The 59 would affect loading on the 52/54, but the majoroty of the changes will generate a lot of confusion. Not advisable. |
| 5A | I oppose the 5A bus removal. I also want to see bus service in Great Falls, Va. |
| 60, 62 | We depend on the 60/62 route to access essential services. |
| 60, H8 | The current plan would leave my neighborhood without ANY local bus service. It is irresponsible, ageist and racist to suggest that the 60 and H-8 can be considered obsolete. It's thoughtless to the needs of American Veterans who live at the Soldier's Home, it's rude to the many senior citizens who reside in the neighborhood and it is irresponsible as many of us are reducing/if not eliminating the use of personal automobiles. Also, with the advent of successful small businesses and restaurants, we should be looking at ways to get folks to those restaurants, businesses and services (library, grocery) by keeping and expanding on the 60 line the runs straight down Upshur Avenue |
| 62, 63 | I NEED ACCESS TO THE BUS ROUTES NEAR MY HOME, 62 AND 63, WHICH ARE PROPOSED TO BE CUT; THIS IS ESSENTIAL TO MY ABILITY TO TRAVEL TO MY PLACE OF EMPLOYMENT, GROCERY STORES, AND OTHER ESSENTIAL LOCATIONS |
| 62, 63 | Reduction/elimination of the 62,63 line would be detrimental to much of Brightwood, who rely on these lines for red and yellow/green line access as well as access directly to downtown. |
| 62, 63 | I ride the 62,63 bus line everyday to commute to work and rely on the 62,63 bus route for transit to metrorail. Eliminating the 62,63 bus line would cripple the ability of myself and my neighbors to get around the city on public transportation. Please do not cut the 62,63. |
| 62, 63 | By 2022, I hope to be returning to work in person and to be able to take the bus to work. I am particularly concerned about the possible elimination of the 62/63 line, which is particularly convenient to get me to destinations that are otherwise hard to get to. |
| 62, 63 | The 62/63 bus is a critical north-south connection in the city. On a weekday morning (pre-pandemic) between 7:30 and 9, the buses are jam-packed. People use this bus to get to work, to school, take kids to day care. Underserved communities use it more heavily than others. Frankly, I struggle to understand how the proposal to completely eliminate this route can be made. At a very minimum, please keep this route for the commuting hours. |
| 62, 63 | I commute to and from work on the 62/63 route and it is usually very full during rush hour. Please do not eliminate this route. |
| 62, 63 | Myself and others in my neighborhood (relatively low income) rely on the 62,63 bus routes to get to work. Eliminating them would mean many would not have access to necessary bus routes. |
| 62, 63 | Please do not eliminate the 62/63. |
| 62, 63 | Protect lines 62/63 |
| 62, 63 | I heard that metro is planning to cut the 62/63 line. This is the line that stops by my house in brightwood and goes straight to my office. I plan on using this line in 2022 when my office reopens. I do not want it shut down |
| 62, 63 | People will be looking for a broad range of transportation options in January 2022. Eliminating bus lines serving neighborhoods - like the 62/63 route - would create significant challenges for many and disincentivize the return to the use of public transportation. |
| 62, 63 | I rode the 62/63 line regularly pre-pandemic, and will return to riding once community transmission is nearing low levels. This is one of the bus routes that I use most frequently, and would not like it to be cut. |
| 62, 63 | You cannot eliminate the 62/63 bus line. |

| Route | Proposed 2022 Metrobus service changes |
|--------|--|
| 62, 63 | The 62/63 bus route is the route that I rely upon to get myself (single mom) and my two school aged kids (DCPS students) to school. Removing or reducing service on this line would make it all but impossible for me to access my job and the kids' school. Please keep this line active and with frequent headways. I realize that the pandemic has reduced demand for bus service but THAT WILL NOT ALWAYS BE THE CASE. Please do not make plans to eliminate bus routes based on current demand "demand will be changing as people are able to return to work and school in person. We absolutely rely upon the bus during non-COVID times " please do not reduce travel options for DC residents who live in this neighborhood " we need MORE investment in public transit, not less. |
| 62, 63 | I need the 62/63 bus line!!! |
| 62, 63 | 62/63 is my primary means to get to work. The commute is already far too long given the distance and taking a metro or alt bus would add 30 min or more. Ridiculous that public transport should be so slow, inefficient and unavailable in one of the poorest wards for ppl that depend on it to get downtown |
| 62, 63 | Bus route 62,63 is vital for people in Brightwood, which has been among the hardest hit communities in DC by COVID 19. Children also use this route to get to school. Cancelling this route is unacceptable! |
| 62, 63 | eliminating the 62/63 bus route would make it harder for me to access the metro - i currently take it from northern petworth to the petworth station. |
| 62, 63 | Please do not cut 62/63 services. If anything these lines will need MORE buses post normalization. I frequently took this bus from Takoma to work downtown and it constantly filled, with riders often being turned away. With its direct neighborhood connections to downtown and route that many children use to get to school, it is not feasible for this line to be cut. |
| 62, 63 | I agree with the above suggestions and I will need the 62,63 line to continue to make commuting via metro feasible. Please do not cancel the route that goes between Petworth and Takoma. |
| 62, 63 | This is a very bad service plan. I am speaking on behalf of hundreds of patrons of the 62, 63 bus line. Disbanding this line as things begin to open up is a terrible idea. This bus line is the most direct route from my area to downtown and my place of work. If individuals are expected to go to work in 2022, we should have proper transportation. This plan appears to be made in haste without considering the hundreds of employees who work and go to school and have other needs downtown. Please reconsider this plan, with respect to the 62, 63 bus line immediately. |
| 62, 63 | The January 2022 service plan proposes the complete elimination of the 62/63 bus routes, which serve the Ward 4 Short-Term Family Housing Facility, at 5505 5th Street NW. The FY2022 Proposed Metrobus Consolidated Route Network Service Plan utilizes a "Equity/Essential Travel" criterion, which is supposed to take into account "the low income who rely on Metro for essential travel to groceries, medical appointments and daily necessities [and] also support access to jobs in health care at hospitals and in other sectors"and yet this criterion ignores the very group of people who will be adversely impacted by the elimination of the 62 and 63 bus routes. WMATA's final "Framework for Transit Equity: Metrobus Service Guidelines," publicly unveiled on December 10, 2020 and based on data from July 2019"February 2020, indicates that routes 62 and 63 meet the proposed Service Guidelines, including availability, route design, reliability, comfort, productivity, and cost effectiveness. Simply put, WMATA should NOT eliminate the 62 and 63 bus routes in the final FY2022 budget since it harms many of DCs most vulnerable residents who depend on these bus routes. |
| 62, 63 | Please do not remove 62/63 as it services an area with otherwise very limited public transportation options. It also connects this community with other major thoroughfare as well as services multiple schools. |
| 62, 63 | Im very concerned about the elimination of the 62/63 bus line. This serves a lot of students to get to and from school and is very beneficial to the Manor Park/Brightwood neighborhoods. It provides access to both Petworth and Takoma metro stations. |
| 62, 63 | If there's no 62/63 bus service I can't get to work using transit. |
| 62, 63 | The proposed elimination of the 62,63 line is extremely problematic. This is a popular route that brings students to at least 3 different schools, and provides direct transport to the metro. For a neighborhood with many parents of small children this line is a life line. This line is consistently used, and it's important for my daily commute. |
| 62, 63 | I am personally ok with changing 62/63 to run between Petworth and Takoma. That would retain my use of this bus line, but I expect that if you eliminate the 63 line, a 62 bus will arrive at each stop about every 10 minutes. |
| 62, 63 | pre-pandemic the 62 and 63 lines were always packed; ALWAYS, especially during rush hour in the morning and afternoon. If you expect people to go back to work like you say you do, to levels they were before, you cant use the excuse of the pandemic to make cuts IN THE FUTURE. That makes no sense whatsoever. |
| 62, 63 | I do not support eliminating the 62/63 bus service. I rely on this to get to two metro stations, one for commuting. I plan to be back to commuting to work by fall. I see a lot of school children on this route to access school as well as elderly neighbors using it to get to the metro. |
| 62, 63 | Do not eliminate 62/63 |
| 62, 63 | We currently live over a mile from a metro station and the 62/63 provides a safe option to residents in that community during its service hours. It also allows for workers / students / elderly / disabled to get to metro stations on a more timely basis (and safely). |

| Route | Proposed 2022 Metrobus service changes |
|--------------------------------|--|
| 62, 63 | If I read correctly you are eliminating the 62/63 line in January 2022. So basically as a handicap senior I have no excess out of my neighborhood because I cannot get to Georgia Ave. or New Hampshire Avenue. What do I do after January 2022? |
| 62, 63 | The completely elimination of the 62/63 bus route would completely change my commute plans. I moved to the home I live in now during the pandemic looking forward to ride the these buses to work downtown everyday. |
| 62, 63, 52, 54, S, E | Again, not clear how this plan will impact area in upper NW East of the park. The lines that my family relies on to get to work and school--62/63, 52/54, the S and E buses. |
| 62, 63, 59 | The proposed plan assumes that regular people that don't fall into the 3 categories can leave without public transportation. The proposed elimination all busses that go to Takoma station (bus 62, 63, 59) is ridiculous. This bus is used by many schoolchildren to get to and from school (Coolidge high school, ida wells school) and many people who use Takoma station to go to work. When Takoma station is closed people use this bus to get to Petworth station to go to work. There is no easily accessible replacement for the bus! Also, the area is still heavily affected with crime and I personally afraid walking home from Takoma station in the evening. I always take the bus. How can you eliminate all busses to/from Takoma station? |
| 62, 63, 64, 70 | Again if you take away the 62-63 that will put a stop to people who rely on the bus to come from work late at night. It is not convenient for me to get off the 64 or 70 and walk to my house in the dark late night because there is no 62. That is not safe. Please do not take the bus rite away. It will cost me more in alternative transport thus not using metro anymore thud ridership goes down. |
| 62, 63, 70 | I and many people in my community need the 62/63 bus line. Line 70 is not accessible enough and it does not go to the Takoma station, making getting to the red line much more difficult. It is unacceptable to get rid of such an important service for my community, which is full of underserved people who NEED metrobus service so they can get to work and school. The 70 line is not an acceptable replacement. We need the 62 at LEAST. |
| 62, 63, 70 | My common relates to the elimination of the 62/63 bus line. I am totally against the removal of this line. The proposed rerouting of the 70 bus is not acceptable. I live near the 5th and Peabody stop. School kids ride this bus as there are several schools along 5th St. I am a senior citizen and having to walk extra blocks to get too and from either Takoma or Petworth stations is not acceptable. The 70 bus is a crowded bus under normal circumstances, having to ride an already crowded but is not acceptable. The proposed changes seem discriminatory toward minorities who primarily ride these buses. |
| 62, 63, F6, E4 | PLEASE DO NOT SHUT DOWN the 62/63 AND F6 Metrobuses and routes. I use 62/63 and F6 on a regular basis to go to/from work and to run errands, do shopping, and go to appointments. The 62/63 serves the Petworth, Upper Petworth, and Fort Totten neighborhoods. There are many people who use public transportation in these neighborhoods, especially the elderly, K-12 students, low income neighbors, and Latinx immigrants, who must get to work, school, and appointments. Additionally, without the 62/63, we will be cut off from Takoma Park, where we do shopping. Also, please note that K-12 students in schools along the 62/63 route use this bus on weekdays to get to and from school. Finally, the F6 is a great bus route that connects metro stations, from New Carrollton to Fort Totten. I use this bus regularly to get from my job at UMD to Fort Totten, where I transfer to the E4. I cannot afford to buy a car or to pay for Rideshare or taxi. Many people are in the same boat as I am and we rely on Metrobuses. Thank you. |
| 62, 64 | I object to the elimination of the 62,64 lines - which serve predominately Black and Brown riders, including many front-line workers traveling from Ward 4 to downtown DC for work |
| 63, 62 | do not get rid of the 63/62 service which serves the Mayors big homeless shelter in Ward 4! |
| 63, 64 | I see you have eliminated the 60 routes, all except a shortened version of the 64. This is extremely frustrating - I am a regular user of the 63-64 from Park View southwards, and this would eliminate a bus I use frequently on the weekends and off-peak hours coming home from downtown in pre- and post-pandemic life. If you were increasing 70/79 service to compensate (a bus that is already crowded, even now!) I might feel OK about this, but youre not. By January 2022, the schools served by the southern portion of the 60 buses will be back in session and I know the 70s arent as convenient for those. Until late 2019, I commuted on the 63/64 every day, so even though I dont do it now and wont in Jan. 2022, I can speak to who is on that bus. At rush hour, its commuters and kids. And the commuters might be slow to return, but i sure hope the schools are taking children by next January. |
| 63, 64, 70, 79, 52, 54, 59, 50 | Getting rid of the 63 and 64 lines during rush hour would be a mistake. Pushing everyone from these lines to the (pre-pandemic) already very crowded 70/79 and 52/54/59 lines would cause a major issue for my commute. The 70/79 line does not drop me near my office building, and the 50 line is not near my house. I would likely instead drive to work rather than take the bus. |
| 7, 238, 16C, 16A | There is no service that covers Columbia Pike between Route 7 (Leesburg Pike) and Route 238 (Little River Turnpike). Id recommend that the revised 16C continue down Glen Carlyn Dr to Blair Rd and south on Columbia Pike. Then turn onto John Marr Dr (like 16A) to Little River Turnpike and then take Backlick Rd back on to Columbia Pike and return to the Pentagon Metro Stop. |

| Route | Proposed 2022 Metrobus service changes |
|----------------------------|--|
| 70, 79, 63, 64 | What is metros plan when the region starts to come back to pre-pandemic levels. Will bus lines be added? How will WMATA plan to add bus lines back in. These cuts seem feasible for the short term, however they will seem to strain the condensed lines in the long term (when thinking of the pre-pandemic ridership). With bus lines 63 and 64 cut, the proposed plan of using lines 70 and 79 without additional services to either of those lines seem inadequate. Buses 63 and 64 were already packed during rush hour, as were 70 and 79. When ridership is back up, these are going to be near impossible to use --- leaving no viable ridership options south of GA-Petworth. I plan to be using bus 63 or 64 by fall 2021. |
| 70, 80, 90, 54, S2 | can you add more buses to the more used routes.. for instance, 70, 80, 90, 54, s2. thanks |
| 70S, S | I take the 70s and S buses and they were always packed before the pandemic. How can you possible reduce service by 50% when the buses are so packed that they often just pass stops with more people waiting |
| 74, P6 | Eliminating 74 and P6 eliminates almost all of the the already limited bus service in Southwest. |
| 79, 70 | This plan will be good if more express routes like the 79 are added in contrast to the 70 bus route. |
| 7A | I always ride 7A and take it from Pentagon City to Mark Center. To not have a bus on that route at all would ruin my daily commute. |
| 7A, 7F | We rely on bus service for our commute (7a, 7f) and really hate to drive into DC. |
| 7A, 7F, 7Y, 22C | I live along the 7A/F/Y line, near the north end (Shirlington/Fairlington). Under this plan, busses will be so infrequent that they will be packed when they reach my neighborhood, and I wouldn't be able to get a seat. With your additional proposals to reduce frequency and eliminate the 22C line (which I used to use at least once a week due to 7A delays), combined with the fact that I do not have a MetroRail station with parking nearby, means this proposal would leave me stranded, late for work, and unable to use public transit at all. |
| 7A, 7M | I take either the 7A or the 7M from the Mark Center to either Shirlington or the Pentagon in the afternoon everyday and you have eliminated that service. I also take the 7M to the Pentagon for meetings. I have been riding every day since the start of COVID. Not everyone can work at home and not everyone can drive. |
| 7A, 7M, 25B, G14, G12, W14 | I am a low income customer who relies on Metro to get to my doctor appointments using the 7A, 7M, 25B, G14, G12, and W14. PLEASE do not cut these bus routes. They are my main way of getting to my doctors. I understand that money is tight, but PLEASE do not cut the bus routes above so that I can get to my doctors. I am a Metro Access user (id#17130) but I use Metro Bus and Metro Rail more than I use Metro Access due to the fact that it would cost me \$13 round trip using Metro Access to get to one doctor appointment and as someone on SSI who is not working I dont have that type of money. I use Metro Bus and Metro Rail alot when the pandemic isnt going on. It is only because of the pandemic that I havent been using Metro lately, but as soon as I get my vaccine and have waited about a month after the last dose to get it in my system , I plan to start using it again in order to start seeing my doctors in person. PLEASE if there is any way that you can keep theses bus routes I would truly appreciate it; they are my life line to get to my doctor appointments. I love using Metro Bus and Metro Rail; it is only because of safety concerns right now because of COVID19 and not having my vaccine that I am not using it right now. However, I have came to depend on Metro to get me places and Metro Rail and Metro Bus has never failed me. Metro Access is not that reliable as Metro Bus and Metro Rail is. I cant drive due to one of the medications that I am on and my disabilities; therefore Metro is my main form of transportation. |
| 7M | The 7M is a part of my commute. Eliminating it would mean Id have to find another way to get to work |
| 7M | Route elimination of 7M route will impact my day to day life |
| 7Y | I moved here because of the 7Y bus!!! And now you are thinking of eliminating it??? I am VERY upset! |
| 7Y | Please dont eliminate 7Y route into DC! |
| 7Y | Keeping the 7y going, running all the way from Alexandria into DC up Constitution would be excellent, especially now that Memorial Bridge is back open. Those are two areas not particularly well served by Metrorail (Shirlington and Constitution Ave), and it would really help. |
| 7Y | I rely on the 7Y to get to and from work at the State Department. Forcing me and my colleagues onto the train is expensive (additional \$4.25 per trip, \$8.50 per day, \$42.50 per week, \$170 per month) and adds 35 minutes to the morning commute (because it takes time to walk from Foggy Bottom to 22nd & C) and 45-60 to the evening commute (because the transfer back to a bus is less reliable). I urge you to find a way to continue bus service from Virginia/the Pentagon to the federal buildings along Constitution Ave NW. We are not and will not be on telework and we cannot park at work. We depend on public transportation. |
| 7Y, 16E, 38B | Too many routes are eliminated outright with no alternatives. Elimination of the 38B, 16E, and 7Y leave people who depend on Metrobus for travel between DC and VA with no alternative other than Metrorail. There are people who prefer to take the bus instead of rail. The region definitely needs a bus connection between DC and VA. |
| 7Y, 7A, 7F | Please keep 7Y, 7A, and 7F in service. I used to take 7Y to work most days, sometimes getting off downtown. It was a godsend to have a bus option for when the Metro was down. Also, the buses on that route were crowded - I just don't understand where everyone will go once they go back into the office. If these service changes are made to the 7Y route, I will likely need to buy a car to drive to work. |

| Route | Proposed 2022 Metrobus service changes |
|------------------------------|--|
| 80, 96, D4, P6 | Changes to the 80 means I wont be able to ride, the 96 is a straight shot from my house to Adams Morgan but the service changes eliminate that, the D4 goes right past my house but there are plans to eliminate the entire route which is inconvenient, and most importantly I need the P6 because it drops off right in front of my house and there is no alternative service because the D4 will be eliminated also. |
| 83, 86 | The changes to the 83 and 86 line represent a fundamental misunderstanding of the use of those lines by its riders - if we want to get to the Greenbelt station, we take the C2. We use the 83 and the 86 for other vital purposes like commuting from home to school, getting groceries and other essentials from the cheaper stores north along rt 1 or near PG Plaza, accessing medical services, etc, all of which the new route would eliminate. The buses should not be thought of as a connection to rail, but as the transport option for those who struggle to scrape together the two dollar fare and so need the bus to travel to and from lower income neighborhoods and business areas. |
| 83, 86 | If this keeps 83/86 line it works, otherwise no |
| 86, 83 | Cutting Route 86 and ending Route 83 at Greenbelt Station would be devastating to College Park, increase traffic congestion and make it hard for many people to get to the Greenbelt and College Park stations. |
| 86, 89 | Eliminating bus service (86, 89) north of Greenbelt Station leaves us stranded! I cant believe this is even being considered! A bus route has served Beltsville and Calverton for over 40 years, with service being downsized from 3 routes to 1 during that time. The road improvements along Powder Mill Road include the installation of bus pads and sidewalks to reach them, so clearly someone sees how important public transit is to our community. On a personal note, I do not own a reliable car. Eliminating Route 86 leaves me with NO WAY TO GET TO WORK! Please cut the budget somewhere else. Do not cut off Beltsville from the rest of the world. |
| 89, 89M | 89 89M is the Only Reliable Means of Transportation to get to Metro Station |
| 89M | I do not have a problem with the above question regarding increase services; however, I do have a problem with the proposed service plan changes with College Park-U of Md and 89M. Many customers are getting on and off the train or at the College Park station, so to stop service going there would affect many customers. |
| 89M | Getting rid of the 89M bus would make it harder to get from south Laurel to a metro station. |
| 8Z | Eliminating the 8Z line, in conjunction with the closure of the van dorn metro station, would leave a large segment of the west Alexandria population without a realistic public transportation option. |
| 8Z | By Jan, work levels will be increasing with vaccinations so will need bus lines to return, specifically 8z. |
| 8Z | Impossible to tell since the explanation sheet is missing for 8Z (not sure how frequent bus will run; making a guess as to where the stops will be). If trains also only run 30 minutes, that means connecting to the bus in a timely manner will be next to impossible. |
| 8Z | I have heard that metro plans to cut the 8Z I take to work after the pandemic... The community needs a bus that goes to the pentagon without having to switch buses or take a long circuitous route |
| 96, H2, H4 | I understand that the 96, H2 and H4 routes would be shortened and would no longer go as far as Tenleytown. This change would be very problematic for me (and others living and/or working in the northern section of Wisconsin Ave - with consequently no bus routes traveling between the Cathedral-Tenleytown part of Northwest to the central and eastern parts of the city). I regularly use these lines to travel between Adams Morgan and the Cathedral neighborhood and Tenleytown. It will be incredibly inconvenient for me (and many others) if the Tenleytown part of the route is eliminated. This is an incredibly bad idea. |
| 96, H4, H2, 30S, 30N, 31, 33 | This is a massively ill-judged plan - many essential workers and families rely on access to cross-town buses, which provide better, more reliable and often quicker/ more straightforward journeys than Metrorail. During the pandemic bus ridership may have decreased, but the cross town lines are still well-used and relied upon by many people. Removing them creates a physical divide between affluent NW and less-affluent NW/ NE/ SE DC and would promote further ghettoization and separation between groups of residents. It will also affect students travelling to schools in upper NW (around Tenleytown) from Mount Pleasant and AdMo who previously (when schools were open in person, which they will be again soon) relied on crosstown services to travel to/from school. Removing these routes is also bad for businesses (esp restaurants and bars) in 14th St/U St corridor, Mt Pleasant, Columbia Hts and Petworth/ Georgia Ave as many residents of upper NW used crosstown bus services to access these businesses (metrorail doesn't provide a good substitute - as it involves a journey along the red line, a transfer to yellow line and then a journey on the yellow line, using the 96 or H4 allows access to these areas within 20-30minutes in one trip). These changes also have a significantly negative impact on the residents of the Brooks and other social housing in NW whose closest transport access are bus routes - the Brooks is 20-30mins walk from the closest metro stations but moments from bus links - both cross town H4 and H2, 96 30S and 30N and the Wisconsin Ave routes (31 and 33). Ridership on longer crosstown routes may have dwindled somewhat during the pandemic due to the assumption that close contact for more than 15 minutes presents an increased risk of transmission - with the advent of vaccines for all DC residents and (hopefully) falling case numbers it is likely many will return to the buses over the coming months and certainly by Jan22. |

| Route | Proposed 2022 Metrobus service changes |
|---------------------------|--|
| 96, L2, H | It appears that the 96 route would be eliminated in the second half of 2022 that services from union station to Woodley park station and up Wisconsin. That is my main route, between Calvert street and U street, or Calvert street and Tenleytown station, to do shopping as there are not accessible grocers nearby. I did not see a replacement for this route so I would be very impacted by this change. The L2 route appears to be cut, and merged with the H route, this would be fine so long as I can travel from Connecticut ave to van ness station, again where accessible grocers are. |
| A4 | My bus route is A4. I travel on this route almost everyday for work, etc. and have done so for over 13 years. I also have a lot of older people who live in my apartment complex, and nearby complexes, and houses who need this bus route to get around. To reduce, or eliminate the A4 route would cause a lot of grief for the workforce age, kids, and retirees who depend on it to get to the metrorail (which takes 8-10 mins from where I live on the A4 route). |
| A4, A8 | The A4 line goes up a hill into my neighborhood passing many houses, and 3 apartment buildings. There are a lot of workforce, elderly, and kids who need to be able to walk to the bus stop outside their homes, and catch the bus. Some of them can not walk a few blocks downhill. to the next line (A8), and then have to walk a few blocks uphill everyday afterwards. Please keep the A4 line running for the many who need it. |
| A6, A7 | It looks like the A6/7 buses won't service the stop that I used everyday which is on Atlantic and Barnaby Streets |
| A8 | Expanded A8 needs to connect directly to Giant grocery on Alabama Ave to continue providing grocery access to residents of this food desert |
| A9 | you have to restore service on the A9 rush hour bus route |
| AT3, AT4, 22A | No bus service between Parkfairfax and any Metrorail station after DASH discontinues the AT3-4 loop and WMATA discontinues 22A service. |
| B2, 70, D8 | Eliminating this level of service will cripple this city. There are many affected lines that I'm not familiar with, but I'm particularly concerned with the changes to the B2, 70 and D8 lines. I honestly cannot believe that reducing service to 50% of prepandemic service is a serious proposal. |
| B24 | The plan is to eliminate the B24 bus route. That is the only bus in that area and I will not be able to get to and from work during the week. There is no way I can get to the metrorail station from where I live without that bus. |
| B24 | B24 is really needed |
| B30 | Don't cut the B30. It just exacerbates traffic and parking problems. Greenbelt metro to Bthe B30 to BWI serves a wide area and the alternates are not good. You could cut the frequency but please keep the service. |
| B30 | that's fine but I want to ride the B30. I do like how major routes are probably not affected by that though. |
| B30 | The B30 is essential for allowing people to get to the airport! |
| B30 | I think it's a shame to get rid of the B30 route. Not having BWI connected to DC by a metro service, is a real disservice to the area. This has always been a great asset to the area and we have used the B30 often. |
| B30 | Absolutely not. With no bus service to Metro, and trains only running every half hour, I would probably just drive into town. It's a shame the B30 bus service was ever cut. People take Metro out to Greenbelt and then would get on the B30 to Baltimore airport, completely by mass transit. It was widely used, as I observed waiting for my bus at Greenbelt in the evening. |
| C12, C14 | I am a low abled person that requires the C12 and C14. Bjs service in PG county is already so limited. I support some of the extensions and reroutings that make sense but this would devastate ridership even more |
| C12, C14, H11, H12, H13 | I have looked at the plan and it would eliminate both the C12, C14 and the alternate lines that I could walk to the H11, H12, and H13. |
| C2, G12, G14, 89, 87, R12 | I live in Greenbelt, and I don't have a car, and I need all of the lines C2, G12, G14, 89, 87 and R12 to get to the places I have to go. For instance, the RTA bus 302 between Laurel and Greenbelt runs less than once per hour. I need the 89 and 87 busses to get between Greenbelt and Laurel. |
| C2, J4 | I tried to read the proposed changes but there were too many to understand. However, I see both C2 and J4 (which I was hoping would be returned post pandemic) as being eliminated. That makes it really hard for me to get from Langley Park to College Park. |
| D1, D230N, 30S | We cannot cut bus access so much, but I do appreciate the focus on those who need the bus most. The D1 and D2 are essential to my daily commute, and the 30N, 30S are required for my community. |
| D14 | My bus (D14) mostly runs once an hour. Were that to change to every two hours it would be extremely inconvenient. Between that change and Metro running less frequently, traveling could take a very long time. Very problematic for working people. |
| D2 | I rely on some routes like D2 for alternative service and would want that route maintained. |
| D2, 30N, 30S | Eliminates the D2, 30N*, 30S*, which I use frequently and replaces them with undefined routes that will be less convenient on routes that were already full pre-pandemic or cuts altogether |
| D2, 96 | Both bus lines I rely on (D2 and 96) would be cut in the areas I ride them |

| Route | Proposed 2022 Metrobus service changes |
|------------|---|
| D2, G2 | I currently use the D2. Elimination of the line would significantly affect my daily commute from Dupont to Glover Park. The Proposed N6 does not service the same Glover Park area (or Glover Park at all). Additionally, the one semi-alternative, which would still require a connection and increase my commute time by at least 50%, is taking the G2 to from Dupont Circle to Wisconsin Ave. This line is also planned to be eliminated. Further, the G2 is the only bus that connects to Georgetown University and to the west side of Wisconsin Ave. Eliminating this route would drastically reduce the already limited access to west Georgetown and the school - from the staff, student, and public perspectives. I know the rejection of the G2 was strongly opposed the last time it was suggested. Also, on the D2, I know your ridership estimate is wayyy off. This is because each morning between 8am and 9am and afternoon between 3:30pm and 6pm, there are tens and tens (likely over 100) of students at Duke Ellington High School that take the bus each way to/from Dupont Circle. And, because the students ride for free, the bus card system does not account for them. That minority, school-age population NEEDS the D2 service and eliminating it (without replacement.. G2 elimination + .N6 does not come close to covering the route) puts them and their families in more of a financial burden. |
| D2, G2 | DO NOT CUT G2 or D2. These lines are critical to Georgetown University staff and students like myself. Please please please do not eliminate this line. |
| D2, M4, N6 | N service would no longer go down Mass Ave to Dupont Circle, which is so much faster than D2 route you're proposing. D2-N6-M4 would not only leave thousands of riders without service at their stops in interior Glover Park and on the N series and the M4, but would also have such infrequent service that even people whose stops would still be served would very likely face overcrowded buses on the route at peak times. Buses were already running close to capacity in early 2020 and leaving people behind at bus stops because of overcrowding. That is not the recipe for winning back riders after the pandemic. |
| D3 | It's ironic that you claim to serve low-income customers when you eliminated the D3 which was critical to one of those customer bases. |
| D4 | Please do not get rid of the D4 - its Trinidad's only connection to downtown. I'm not sure how I will get to work without it. |
| D4 | The elimination of the D4 line would remove the SINGLE bus access in Trinidad. To Anywhere. |
| D4 | Need to maintain D4 bus |
| D4 | There is only one form of public transportation that service Ivy City (D4) and you are proposing to eliminate the entire line. You admit in the proposal that there are no alternatives to reach Ivy City, which is only growing with more residences and businesses. This cuts off a historically low-income area from many parts of DC. ABSOLUTELY CANNOT DO THIS!!!! |
| D4 | Why are you eliminating the only buses that come through the Trinidad neighborhood- many people use this for work. pre-pandemic the D4 that went to DuPont would be packed and many waiting for it could not board. 2020 should not be the decision on eliminating buses or metros - MD and VA need to step up and help pay for this service. |
| D4 | The D4 bus route should not be eliminated due to the residents in Ivy City and Trinidad use this service to go to work, local businesses and to their doctor appointments on these routes. Are these routes being eliminated because of the protected bike lanes and the proposed streetcar? |
| D4, D6 | D4, D6 and other bus routes are needed and crucial for us to get to medical appointments, grocery stores, work, etc. we need the buses to still run even when the metro stops are closed. If anything buses should still operate! |
| D4, D8 | Please don't cut the D4 or D8 lines. They are vital to my neighborhood's access to transit |
| D4, D8 | You shouldn't get rid of the D4 and D8 lines. Access to Ivy City and Trinidad via bus are vital to us and our neighbors who rely on them. |
| D4, D8 | The plan to remove both D4/D8 service completely is unacceptable. Trinidad will be left with NO PUBLIC TRANSPORTATION OPTIONS. The nearest metro is OVER a mile away and there will be no bus service. This is UNACCEPTABLE. |
| D4, D8 | I support ending D4 and D8 lines. The ridership appears to be minimal and most of my neighbors no longer take the bus |
| D4, D8 | Do not cut the D4 or D8. The D4 provides a vital link downtown to folks in Trinidad and Ivy City. And the D8 is a critical bus route to Washington Hospital Center--I myself have taken the bus to WHC from my Trinidad home in the last 3 months. |
| D4, D8 | I understand combining overlapping routes or running fewer busses. But my neighborhood relies on the D4 and D8. There is no nearby metro nor other bus routes within a comfortable walking distance. |
| D4, D8 | Need D4 and D8 service in Trinidad DC. |
| D4, D8 | You cannot cut Trinidad off from metro service by eliminating the D4 and D8!! |
| D4, D8 | Proposal includes elimination of BOTH of Trinidad neighborhood's metrobus lines. This would be devastating to commuters in this neighborhood some distance from alternative options. Pre-pandemic, I frequently used D4 and D8 busses to get to Union Station, and will again soon once my office reopens. |
| D4, D8 | You're proposing killing the D4 and D8, totally cutting Trinidad off from bus service. This is unconscionable. |
| D4, D8 | D4 and D8 are needed in the Trinidad community. |

| Route | Proposed 2022 Metrobus service changes |
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| D4, D8 | WE regularly rely on the D4 and D8 as Trinidad neighborhood residents. Additionally, reducing service and/or eliminating service on the D4 and D8 would affect our access to our jobs, daycare and school, retail and groceries, and more. It would also affect community members access to shelters and other services in and around Ivy City. |
| D4, D8 | Proposal eliminates the D4 and D8 bus lines removing all of the Trinidad neighborhood public transit. This proposal leaves low-income residents with no access to metro stations, medical services, healthcare, food services, social services, and transportation to employment. The Trinidad neighborhood and Ward 5 have been affected by the pandemic more than other neighborhoods/wards and this proposal further disenfranchises our low-income and senior citizen residents. |
| D4, D8 | If metro is focusing on Low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes; and Essential workers, including those with jobs in healthcare, food service, social services, and other important societal functions., then why are you proposing to cut lines in neighborhoods where residents rely on these services? Neighborhood in question is Trinidad. Current proposal is to eliminate D4 and D8 thus creating a vacuum in the Trinidad neighborhood where income rates are low, car ownership is low compared to other neighborhoods and where residents have to walk 3/4 a mile or more to get to the nearest bus, which arrives every 45 minutes. |
| D4, D8 | Both D4 and D8 bus routes travel through the Trinidad neighborhood. They are the only buses that go through the neighborhood. Both are being canceled. This will have a huge impact on the residents of the neighborhood. If forced to use bus routes outside the neighborhood that require a longer walk to access and that are also reduced in service, the number of transfers and travel times will be increased. This makes bus service less useful. It seems completely contrary to the desire to provide services to those low-income residents who live in the neighborhood and rely on metro bus. It is also contrary to DC push to reduce vehicle traffic. Personally, this will increase me driving my car to get to location in town. |
| D4, D8 | The elimination of D8 and D4 buses would cut of a major growing area of DC and an highly impoverished community from work, entertainment and hospitals. Much of the effect location is too far from the nearest metro and alternative bus routes are insufficient. Only the x2 would remain for the developing area of Trinidad and this bus is already over crowded. |
| D4, D8, D3 | getting rid of the D4 and 8 is laughable. the D3 was tragic enough a few years ago. youre cutting off an entire neighborhood from easy access to the hospital and the rest of the city. just NO. |
| D4, D8, E2 | Eliminating the D4 and D8 bus lines would completely contradict the second bullet: Low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes. Both lines serve low-income areas: Ivy City, Trinidad, K Street NE/NW corridor, Mt. Olivet and Brentwood Roads NE. I live in Trinidad and take the D4 and D8 regularly, and have even during the pandemic. Additionally, my area has a large elderly population that depends on having Metrobus service close by. Eliminating these lines, and then offering no alternative except to walk far distances to catch other lines, would be detrimental to my community. The E2 is also proposed for elimination, which serves Ivy City in addition to the D4, with D8 service available just outside of Ivy City on Mt. Olivet and WV Ave NE. If you eliminate all these routes, there will literally be no available transportation for Ivy City residents, even transportation that you have to walk far to get to. I implore you to reconsider eliminating the D4 and D8 bus lines. Please do not leave my neighbors and I stranded. |
| D4, D8, G2, 42, 43 | D4, 8 and G2 get me to Georgetown Hosp and Wisconsin Ave via the 42/43. If you eliminate those routes, is there an alternative? I dont think so. |
| D4, D8, X1 | Do not eliminate the D4 and D8 and X1 busses. |
| D4, D8, X2 | The proposal to eliminate D4 and D8 service in 2022 is VERY alarming to me. As a resident of the Trinidad neighborhood, I rely on the D4 and D8 to get to Union Station and Downtown. The X2 is already one of the most crowded lines in the city, and if we consolidate the D4, D8, and X2 riders into one group, nobody will ever be able to catch a bus due to overcrowding. People in my neighborhood NEED the D4 and D8 busses. Please do not do this to us. |
| D4, S8 | We need the D4 and S8 lines in Trinidad!! |
| D4, X2 | Eliminating the D4 would drive more people to the already overcrowded X2. In addition, unclear if the plan would reduce service to X2 or keep it at current level, but service should be increased on that line. It already frequently bypasses stops/passengers due to full buses. |
| D5 | My child uses the bus to get to Hardy and will also need to use the bus to get to Wilson. At this point, the D5 doesnt come through often enough (when one can even catch it) and its stops arent close enough. |
| D5, D6 | Same as before "d5 and d6 essential for work |
| D5, D6 | This would leave no service for those living between Georgetown MedStar Hospital and Arizona and MacArthur. There is also no subway access or a means to get downtown from basically all of MacArthur. Further, for those needing to get to a grocery store, pharmacy, doctors etc. the only option will be private transportation. This will make what is currently bad congestion even worse. D5 service has already been cut, by eliminating the D6 as well you are essentially eliminating all public transportation for those living in the Palisades neighborhood. |
| D5, D6 | My husband and I live on MacArthur Blvd and do not own a car. Pre-pandemic, we relied on the D5/D6 bus to get to and from work. This plan would leave us without an effective and affordable means to travel to work after COVID. |

| Route | Proposed 2022 Metrobus service changes |
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| D5, M4, D6, N2 | Palisades residents would be cut off from nearly all errand and shopping areas: Georgetown (D5 limited times), Tenleytown (M4) and shops on MacArthur (D6). Commutes to workplaces in Chinatown (D6), Farrugut (N2) and Rosslyn (D5 limited times to Key bridge) would take so long it is not practical to take WMATA. Our household eliminated our second car during COVID so will be more reliant on buses during reopening. |
| D6 | Need to continue D6 bus service. It is the only one near my house. |
| D6 | DO NOT CUT THE D6. You will create a transportation desert along MacArthur Boulevard. |
| D6 | The plan proposes cutting the D6 line which is completely unacceptable. As one of only two bus routes that serve my area, and the only one that serves my area outside of weekday rushout, my family and many neighbors depend on the D6 to get us to work. Additionally, many DC residents depend on the D6 to get to Georgetown and Sibley hospitals. |
| D6 | Object to the elimination of the D6 |
| D6 | I am writing to keep the D6 bus route as it connects local DC residents to hospitals including Georgetown, Sibley, and GW Hospital. I have personally ridden the bus to hospital appointments; my family members are students relying on the bus (in non-lockdown times) to get to school; many other students commuting to Hardy Middle School from the Palisades neighborhood rely on the D6 bus service to get to school there is no alternative route for them. |
| D6 | The D6 bus is the only Public transportation option from Macarthur Blvd into downtown DC. |
| D6 | Please do not eliminate the D6 line! Without it we have no public transportation in our neighborhood |
| D6 | Please do not eliminate or cut the D6. This will affect my neighborhood, esp school kids and workers. Our neighborhood will become significantly less diverse and connected if you do this. It is a very bad plan |
| D6 | Please retain the D6 bus. It's how I commute downtown from the Palisades |
| D6 | I rely on the D6 line to get to work. |
| D6 | Eliminating the D6 would be detrimental for an area that doesnt have any metro access. It would also cut off access to two hospitals. |
| D6 | I ride the D6 on my daily commute (non-pandemic) and there are no alternatives if it is cancelled. Please don't cancel it! |
| D6 | Please do not stop D6 |
| D6 | The D6 line is essential to communities along MacArthur Blvd., and Reservoir Rd. This line is critical to serving two hospitals (Sibley and Georgetown) and to students, many of whom are still in grammar school. I have been riding this service to and from downtown for more than 25 years. |
| D6 | I rely on the D6 for connection to metro, doctors, and regional transit access |
| D6 | My family depends on the D6 for work and school. |
| D6 | If there is no D6 bus, the plan does not work for those of us in the Palisades. |
| D6 | We rely on D6 to get into town. The change would be devastating to metrobus and increase the number of people who either 1) can't get affordable into town or 2) use personal cars for transport which is bad for health of all residents |
| D6 | The D6 route is essential for Capitol Hill NE residents to get to work downtown. |
| D6 | I need to use the D6 and so do my kids |
| D6 | Elimination of D6 in the Foxhall area would have direct effects on DCPS students in the neighborhood that rely on this service to access Hardy MS. Does DC plan on providing school busses then to get their students to school? This is absolutely mind boggling that the city would eliminate public access for students to their respective schools. It would also eliminate access to Medstar Georgetown University Hospital. |
| D6 | The elimination of the D6 route would be a disaster for many low income residents of Ward 3 and for those who work in the ward, including employees of Sibley and Georgetown University hospitals. The D6 bus plays a vital role in the city's economy and would devastate many thousands of people who depend upon it. |
| D6 | Elimination of the D6 bus route would devastate the citizens of the Palisades. |
| D6 | Getting rid of the D6 cuts an entire section of the city off from bus service. Children rely on this line to get to school. Workers rely on this line to get to and from the hospital. Residents will once again use this line extensively to get downtown in 2022 and likely before. This would be a devastating loss that would greatly increase traffic and cause many other headaches. We implore you not to get rid on the D6. |
| D6 | If you eliminate the D6, especially without restoring D5 service, I will have no public transportation option to get from my home on MacArthur Blvd NW to my job downtown. I do not drive and this would be a major financial and logistical hardship on a daily basis. |
| D6 | If D6 is eliminated there will be no bus service available anywhere near my home - no bus or metro service in walking distance. No way for my kids to use public transportation to go to school. We would be completely excluded from public transportation. |
| D6 | Keep the d6 for school students, restaurant workers and the hospital |
| D6 | Need also to focus on providing kids with a way to get to school. Please dont stop bus lines - such as the D6 - that service DCPS kids |
| D6 | You can't get rid of D6 - that is the only bus that runs through the neighborhood and will be needed desperately by residents in 2022 |

| Route | Proposed 2022 Metrobus service changes |
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| D6 | Eliminating the D6 line would eliminate a way for kids to get to Hardy MS. |
| D6 | D6 is an essential route for students at DC BASIS and essential workers. |
| D6 | The area on Foxhall Rd and MacArthur Blvd are essentially only served by the D6. There is no nearby metro station. As DCPS relies on Metro to transport children to school, the reduction/elimination of the D6 would have a significant negative impact on students attending Hardy MS and Wilson HS. Many people take the D6 to travel downtown for work and to access Metro rail. My children and caretakers would take the D6 to school frequently even from Foxhall to Key Elementary on MacArthur. Additionally, these buses serve health care workers at Georgetown and Sibley hospitals. Please do not remove this line - the residents of Foxhall and Palisades will be essentially cut off from all public transport in the city. |
| D6 | Eliminating the D6 does not work for my travel needs in 2022. I took the D6 every day to get to and from work before the pandemic and work-from-home began. I plan to use the D6 line again once I return to working from the office. Eliminating the D6 would be very disruptive to me. My office does not have a parking garage, so public transit is the only feasible option for me. |
| D6 | We use the D6 |
| D6 | Again, D6 is only service to 2 hospitals and you cannot eliminate this service . |
| D6 | The D6 bus is the ONLY line that serves the area west of Georgetown. It is the lifeline to the heart of the city, used for commuting and students traveling to/from school. As someone who works at Georgetown University, this would eliminate the ONLY way to get to work for the vast majority of those who work at the university and hospital. Our nearest metro stop is more than 1.5 miles away. We do not even have a grocery store in our community anymore and my entire community relies on this bus line for travel to necessary services. |
| D6 | D6 is the only bus reach Georgetown Hospital and Sibley from east side of Rock Creek Park. Need increase D6 service. |
| D6 | D6 needs to keep running for employees at Sibley |
| D6 | Do not cancel the D6 bus. This is an important bus line. |
| D6 | Elimination of D6 would completely isolate The Palisades neighborhood. There is NO other public transportation access. |
| D6 | Eliminating D6 is OK |
| D6 | We need the D6 route for our kids to get to school! |
| D6 | The elimination of D6 line is unacceptable, this is the only line serving the Palisades area, and the only way for students in the area to reach their assigned public school, Hardy MS and Wilson HS. And for adults to reach downtown places of work. Cutting the D6 line would create a great disruption to the families in the area. |
| D6 | The D-6 line pre-pandemic was a very well used bus line -- for commuters, but also for many retired people who live in the MacArthur Blvd corridor. Without the D-6, I will end up driving downtown, thereby adding to traffic and pollution. There are no other public transport options for the region. If bus lines need to be cut, you need to take account of Metro/subway lines. We have no Metro options in the area of the city. Also, the D-6 is heavily used by health care workers at Sibley and Georgetown hospitals, as well as students on MacArthur Blvd and Foxhall Road. The student population will in fact be increasing when DC Public Schools take over the old Georgetown Day School property on MacArthur Blvd. Without the D-6, car traffic will become almost impossible in the area. |
| D6 | eliminating the D6 starting in January 2022 will profound impact on my regular commute. Your Proposed Bus Changes admits there is no alternative for residents who use stops along MacArthur btw Foxhall and Arizona. This cut will result in increased car dependency. Im hopeful that by January 2022 ive resumed my normal commuting patterns and the elimination of the D6 leaves many with no options other than private car. |
| D6 | This plan will eliminate the D6 line which means my neighborhood will be without any public transportation. My child will not be able to get to school. This will also directly affect students traveling from other parts of DC who will not be able to get to school. |
| D6 | It looks like this would eliminate the D6 route with only partial replacement - I dont know what that means, but I rely completely on the D6 route for bus travel. |
| D6 | The D6 line is the greatest line in the city. It takes me and my neighbors everywhere we need to go. Eliminating that line and exchanging it for a series of transfers would significantly increase our commute time. |
| D6 | As with prior comment, the D6 must NOT be removed or reduced without transport to and from the Palisades region. For me, it represents the sole transport line from my neighborhood to work and other resources in the city. |
| D6 | Eliminating the D6 would be devastating for some DC residents. There are a number of apartments in the Palisades area whose residents rely on the D6 route as it is the only bus line out here. And as the Safeway in Palisades closed, many residents use the D6 route to travel to other parts of DC (including Georgetown) for grocery shopping. It is also important for people who work at both Sibley Hospital and Georgetown University Hospital. Eliminating this route would literally strand DC residents and hospital workers. |

| Route | Proposed 2022 Metrobus service changes |
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| D6 | D6 is my vital connection for any visit downtown. Service at Arizona Ave is far too distant and inconvenient. It also connects key hospitals and schools. Car use is prohibitive in view of downtown parking limitations and costs. Cutting this service will only increase congestion from cars and limit access to the central city from my neighborhood. |
| D6 | Please do not eliminate the D6. |
| D6 | I am very concerned about the elimination of the D6 bus line which would leave several neighborhoods with major hospitals (Georgetown and Hospitals) and several DCPS schools without ANY transit several options at all. We also cannot take Metro if we cannot take the bus there. |
| D6 | Eliminating the D6 line would leave me completely without public transportation. I find that very upsetting because I think everyone should have access to public transportation, it would greatly inconvenience me, it would unjustly decrease my property value, and it would be an unjust change to my public services without a decrease in my taxes. D6 would further cut off people in need of medical services from Sibley Hospital and its complex which would be a disadvantage to those residents of our city without a car. If D6 was to be eliminated then the city needs to provide free Taxi service and capital bikeshare memberships to our community and increase the number of bike stations and bike lanes. My taxes go up every year with continued cut backs in services. Now, we have that ugly fence in our city like a prison, people walking around with mouth guards and public schools closing its doors to the kids who need it most, I believe under the current leadership our city has taken a very dark turn in the last 4-5 years. |
| D6 | cutting D6 is not consistent with the statement to provide services to Low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes. how to have access to Medstar hospital at Georgetown University? |
| D6 | I support the ideas above, but I rely on the D6 Metrobus route to go to/from work (Palisades to Dupont). |
| D6 | D6 route is essential and necessary. It is the only bus route for a large section of residents where there are no other commuter options and no metro anywhere near. It is a hidden pocket where we rely on these lines for school and work. Including to go to other neighborhoods not serviced by metro. |
| D6 | I mean, I support those three priorities. But ending the D6 -- what on earth?? I live in Hill East and am considering moving to Kingman Park. Cutting the D6 would greatly impact my ability to get to work and cut off a whole chunk of the city from east-west access. And thats on top of the proposed changes to metro rail. Combined, getting to work and around town has become significantly harder. |
| D6 | Rely on D6 bus line to commute to school and go downtown. |
| D6 | I definitely support focusing service on low-income riders. However, plenty of others depend on bus service for their commute. I previously commuted for almost 2 years via the D6 from Judiciary Sq to 12th and C NE. The bus was always full. There was no direct or easy way to get from that corner of the Hill to my office, so the bus was a godsend. I think a lot of people would be dramatically inconvenienced if you cut some of these routes. |
| D6 | The D6 bus route is essential for those of us in the Palisades who do not own a car. It is also essential for workers at Sibley and Georgetown hospitals. |
| D6 | I use the D6 metro bus from MacArthur & V St for all trips further into DC (and return), including to transfer to metro. The proposed plan eliminates any possibility of my using public transportation in DC. Driving raises the question not only of congestion, but parking. |
| D6 | too long wait times between buses and an unreliable app system. Eliminating the D6 is a very bad idea. Why should riders have to transfer numerous times to other bus lines or Metro to get to their destinations? You have no service from 13th St NW at K St to Dupont Circle. Numerous disabled and elderly riders take this route and it would be an undue hardship to eliminate this line. You say you want to service areas where people have medical appointments, etc. K St NW and adjoining streets are where numerous medical offices are located. Heck, the line is Stadium Armory to Sibley!!! That alone tells you what businesses are being serviced by the D6. I see how crowded the D6 is on workday mornings, especially if the weather is bad. If you are making riders get buses at other stops north or south of where they live arent those bus line going to be over crowded? We live in a major metropolitan area and deserve a public transportation system that looks like a major system. Not everyone wants to hop on a scooter, ride a bike, used Uber/Lift or afford cabs/taxis, or walk additional blocks to get a bus. The D6 takes our household every place we go frequently. Do not eliminate or reduce service. |
| D6 | The D6 bus meets the needs of people employed in health care and food service and should NOT be eliminated |

| Route | Proposed 2022 Metrobus service changes |
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| D6 | The proposal to eliminate the entire D6 line by the second half of Fiscal Year 2022 is extremely upsetting. With the exception of a rush-hour line (D5), which operates very limited hours, only in one direction whenever it is running, and does not operate on the weekends, the D6 line is the only public transportation servicing my family of four and everyone else in my neighborhood of Foxhall and the Palisades. It is upsetting that DC would even think to discontinue a public service, something so fundamental as public transportation, when we are still paying property taxes and other city taxes (in fact, our property taxes have gone up drastically since purchasing our property only five years ago). Eliminating the D6 would eliminate my public transportation to school every day at George Washington University Law School once in-person classes resume. And as a mother of two small children, the bus is sometimes the only feasible way to take my kids to other parts of DC, especially with parking being so hard to find in this city that is our home. Furthermore, this proposal would drastically decrease the value of my property, for which DC should compensate if it goes through with this plan. I am extremely surprised that DC, the great capital of our nation, and a city government which I thought would make strides to making this city more livable, would leave whole swaths of people without public transportation. Additionally, being that the D6 services three of the city's top hospitals (GWU, Georgetown, and Sibley), eliminating this plan simply does not serve the plans stated goal of focusing on providing service to essential workers, including those with jobs in health care, food service, social services, and other important societal functions. Furthermore, the city is considering adding two public schools to my neighborhood (one near Hardy Recreation Center and one at the former Georgetown Day School Lower Campus): how does it make sense to have at least four public schools (the two new schools and the current elementary and middle schools) to be serviced by absolutely no public transportation? I urge all decision-makers involved to reject the idea of eliminating the D6 bus line. |
| D6 | I currently ride the D6 bus and eliminating this bus I would not be able to get to work. |
| D6 | Cutting the D6 service will considerably limit my use of the bus system |
| D6 | Eliminating the D6 is ridiculous! Its the lifeblood of the entire Kent-Palisades neighborhood! |
| D6 | Elimination of D6 would make my use of public transport infeasible. I would need to resort to driving or taxi. It would also reduce property values in the increasingly family neighborhood because it would not support schoolchildren getting to school. |
| D6, 30 | The d6 lines doesnt need service reductions or possible elimination because essential workers need it to access Sibley and Georgetown hospitals. Please dont change the early morning service either. The 30 line needs to run on weekends too. |
| D6, 32 | WMATA is planning to shut down service on the D6. My parents bought a fixer upper in Foxhall village before they divorced and my mother was a single mom, working long hours and she had to travel for her job or else she'd risk losing it. I had financial aid at every single school I went to. My mother couldn't use her car to drop me off - she had to get to work or she was on a business trip and we couldn't afford a nanny or a driver. The D6 was how I got to school - I and many low income classmates going to my elementary school in the Palisades from the eastern part of the city or the apartments on MacArthur Blvd. the D6 took me to middle school in Tenleytown - I took the 32 up from Wisconsin and Q - and to high school in Bethesda via the Red Line and Dupont Circle. I would wait for that bus in pitch darkness in my athletic clothes in high school to take me home. When I came home from an Ivy League university freshman year, the D6 took me to Dupont Circle every morning so I could work my internship on Capitol Hill. Interning there was so hard because they didn't offer much in stipends, and my mom had to work so she couldn't drop me. I couldn't afford to Uber everyday. The D6 has been a huge part of my life and without it I wouldn't have been able to attend the schools I went to, work at the jobs I did. You're taking a huge opportunity away from people and cutting off a complete side of the city by taking away this bus line. |
| D6, 32, 36, 39 | I use both the D6 and the 32, 36, 39 bus lines to get to work in lieu of Metro. The D6 is my neighborhood bus that takes me from my home through downtown, to my office, to my medical specialist when I can't drive. |
| D6, D4 | I desperately need either D6 or in a pinch D4, please dont eliminate both as youre considering |
| D6, D5 | NO! This excludes D6. D5 has been cut and cutting D6 too would fully disconnect students from school and commuters to work for people of various socio-economic groups. Many who cannot afford the additional costs of driving and parking, or the extra time with somehow traversing hilly terrain on foot for long distances. This is totally unacceptable. Do not cut D6! |
| D6, D5 | I live at MacArthur and Q streets and the D6/D5 lines are our only options for mass transit. |
| D6, D5 | We need at least one bus - if you cancel the D6 - restore the D5 commuter bus. |
| D6, D5 | D6 and D5 lines need to remain intact. |
| D6, D5 | You are intending to cancel the bus routes that serve my area of palisades (d6 and d5). There is no real alternative for me to get to work in Farragut west. I will have to drive and that will be very very expensive and bad for the environment. I've been a weekly metro rider for more than 30 yrs. this would be a huge loss for me and all my neighbors-especially those who don't have an alternative/a car |

| Route | Proposed 2022 Metrobus service changes |
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| D6, D5 | Why is Metro not also prioritizing getting kids to school, assuming that the buildings will be open again in January 2022? As reflected in my comments to an earlier question, with the proposed elimination of the D6 (after already losing the D5) it is unclear how kids from the Palisades along the MacArthur Boulevard corridor will get to school (Hardy MS and Wilson HS) next school year. |
| D6, D5 | The plan eliminates the only bus route near my house, D6. (You have already eliminated the D5 rush hour bus.) It is about 1/2 in one direction and 2+ miles in the other direction to get to another route. I will have to walk 1/2 mile + bus + subway to get most places without a car, including to jury duty. The mayor wants to encourage less driving but this makes it much more difficult for many residents! |
| D6, D5 | Absolutely not. The plan excludes the D6. The D5 has already been cut which is a massive blow. Both lines are crucial for students getting to school and commuters getting to work downtown. D6 also connects both Georgetown hospital and Sibley on direct routes. Without D5 the D6 was the only option for broad swath of people of various socio-economic backgrounds. Many of whom cannot afford to drive or face the additional significant increases in commuting time. This is totally unacceptable. |
| D6, D5, K, 19 | We live on the 4500 block of MacArthur across from the bus stop at MacArthur and Elliott. I take the D6 and used to take the D5 to and from work getting off at the K and 19 stop. My Hardy teen takes the D6 to and from school. Next year she will be at Wilson and will take the D6 to Arizona Ave or Wisconsin Ave to catch a bus to Tenley. On the weekends we use the D6 to get downtown to restaurants, shops, sporting events and concerts. |
| D6, H8, H9, H2, H4 | Eliminating the D6 and adjusting other routes as proposed is insufficient. The proposed plan leaves a gap in service between MacArthur Blvd NW & Arizona Ave NW and Reservoir Rd NW & 37th St NW. This would adversely effect my commute and negatively impact schools / residential areas. Eliminating the H8/H9 would leave Harewood Rd NE and school /residential areas along the route unserved. Rerouting the H2/H4, and Tenleytown leg would also negatively impact residential and school areas along the route, particularly in the stretch between Connecticut Ave NW & Wisconsin Ave NW as well as along Adams Mill Rd NW. |
| D6, L1, 96 | Elimination of D6 seems very problematic for workers and patients at Georgetown Medical Center; the bus is not frequent, but is well used in my experience, at least during daytime hours. Perhaps the route could be continued west of Dupont Circle, but with an alternate route SE of Dupont and/or a new eastern terminus to avoid traffic in the K Street corridor, which frequently delays the route. Elimination of L1 would be very problematic for commuters from the Connecticut Avenue corridor to Foggy Bottom, and would increase rush hour vehicular congestion in Dupont Circle and the West End. The bus is often overcrowded at rush hour (pre-COVID) and government employees in Foggy Bottom are likely to return to previous commuting patterns once the pandemic is under control. The 96 bus is not well used in Woodley and Cathedral Park but still provides a valuable amenity to residents in those neighborhoods. |
| D6, M4 | We need the D6 and M4 lines for school transportation |
| D6, M4 | My children relied on D6 to get to Hardy Middle School and M4 to get to Wilson. At 2-3 miles away, it is too far to walk. If service is discontinued, will the city provide school bus service? I use the M4 to get to Tenley Metro station and D6 to get downtown, what bus service do you propose to replace these lines? |
| D6, M4 | Absolutely freaking not. Do not cut the D6 and M4 lines in the Palisades. PLEASE. I am begging you. |
| D6, M4 | Please also prioritize routes used by DCPS students to attend their in-boundary schools, particularly middle schools and high schools. My children relied on the D6 route to travel 3 miles each way between from the Palisades neighborhood to Hardy MS and the M4 route to travel 3 miles each way between the Palisades and Wilson High School. |
| D6, M4 | Please retain D6 and M4 - critical routes for student travel to Hardy and Wilson |
| D6, M4 | Eliminating the D6 in my area will eliminate my child's school bus. We have section 8 vouchers for our apartment on MacArthur Blvd, and one child goes to Hardy, the other to Wilson. My area will have no bus service and I have no car. Please don't eliminate M4 and D6. |
| D6, M4 | Cutting both the D6 and M4 greatly impacts people traveling to Sibley and Georgetown hospitals. There are several schools along those routes. This proposal provides virtually no bus service to those of us who live in the Palisades area. |
| D6, M4 | The elimination of the d6 and m4 lines would leave me without a single public transport option and would not enable my kids to reach their dcps school. This cannot be an option even on the table |
| D6, M4 | I agree with the priorities. I do not agree with cutting service by 50%. Our children use the bus to get to their DCPS schools (Hardy, Wilson). If the D6 and M4 are eliminated, they will not be able to get to school. |
| D6, M4 | Removing the D6 and the M4 effectively cuts the Palisades off from public transportation. Without the M4 how do we connect with the Metro? Without the D6 how do we get downtown? |
| D6, M4 | Eliminating D6 and M4 would eliminate all service to my neighborhood, which I depend upon. |
| D6, M4 | Our neighborhood relies on the D6 for access to downtown and getting to the local hospital. It also relies on this line for getting children to two public schools. I'm not sure how we could get by without it. Please don't eliminate it! |
| D6, M4 | Eliminating the D6 and the M4 would leave me with no bus options. |

| Route | Proposed 2022 Metrobus service changes |
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| D6, M4 | Wmata needs to spell out these changes more explicitly for me to understand how they would affect me. I have heard that several major routes in my area (D6, M4) will be eliminated. This is a major problem for students in my neighborhood who attend Hardy or Wilson- eliminating those routes mean there will be no public transportation to school for them when school returns. |
| D6, M4 | The D6 is how I get to work downtown and the M4 is how my daughter gets to highschool. You will effectively be cutting us both off from being able to access our daily activities. We live in the palisades near MacArthur and W street. Also note the grocery store in this area was recently eliminated, how will people without cars in our neighborhood get access to food? |
| D6, M4 | D6 and the M4 need to be kept in service. |
| D6, M4 | You are cutting off Sibley Hospital, school transporte to Hardy MS, you are cutting off the whole Palisades by eliminating the D6. Bad idea all around. More traffic, negative impact in low income population working at Sibley and other businesses. Keep the D6!!! |
| D6, M4 | Cancelling the D6 route would TOTALLY isolate us from the rest of the city, whatever adjustments are done to other lines.Cancelling the M4 route would COMPLETELY block us from the Metrorail service. Better close the entire Metrorail then! |
| D6, M4 | Losing the D6 and M4 will be terrible for the Palisades/Foxhall neighborhoods of DC. Students and workers both rely on these buses. We have no nearby Metrorail station. |
| D6, M4, N2 | We are using the D6 and M4/N2 buses to get to public schools. These changes make getting to school very difficult as the students do not have cars. |
| D6, M4, N4, 311, 33 | The D6 and M4 buses are essential for me to get to meetings downtown and to Union Station to access Amtrak. The proposed N4/311/33 alternative is too lengthy and too far from my home to make it usable. I prefer mass transit to car usage for environmental reasons - it is important to the future of our country and region to encourage more use of mass transit. This is impossible with reduced services. |
| D6, M4, N6 | Georgetown University Hospital needs and deserves a bus stop curbside, not two blocks away, for staff and patients. The proposed changes (replacing D6 and M4 with N6) makes Dupont Circle the only Metro stop accessible to the Palisades. And it is a much longer bus ride to Dupont than it would be to Tenley or Friendship Heights. Quite a few public and private school students should be able to take the M4 to school (Deal, Wilson, Sidwell, GDS, St. Johns, St. Anns), but the N6 doesnt get them close enough. |
| D8 | The D8 being eliminated is problematic for me. It's a line that I use in both directions and which connects people to healthcare, schools, and h st corridor |
| D8, 96 | How does a service plan that eliminates entire lines in low-income neighborhoods including Carver Terrace, Trinidad, Ivy City, and large sections of Ward 7 and Ward 8, and eliminates the D8 route to Washington Hospital Center, actually serve low-income communities and those who rely on the bus to access medical services and appointments? The updates to the 96 route sound promising, but the rest of this plan does not achieve its stated goals at all and will cut off lifeline bus service to those who need it most. |
| D8, D4 | Removing the d8 and d4, Trinidad's only bus lines, is egregious. There is no metro for at least a mile from most parts of Trinidad, in an area where not everyone has/can afford a car. Removing resources from ward 5 would not help the city. There are many senior citizens and low income residents that depend on these bus lines. |
| D8, D4, X2 | This plan cuts ALL my public transportation options between my home and place of work. It is frankly ridiculous to cut BOTH the D8 and D4 buses, especially when the X2 is always jam-packed. You are cutting off entire neighborhoods. |
| E4 | Sharon, I'm not sure how this impacts the E4 bus line but 50% operating status is not acceptable to me. |
| E6 | I need route E6 in order to get to work downtown. |
| E6 | Bring back the E6. You agreed it was important last spring, just before the pandemic. Once it's over, I'll need to take it again. |
| E6, M4 | Schools are one of the MOST important societal functions. DC does not provide school buses and our kids need the E6 and M4 to get to and from school as soon as schools reopen. |
| E6, M4 | The current E6 and M4 routes do not exist. These are needed for my son to get to and from school |
| English | Focusing on low-income customers and essential workers is good, but looking at numbers that have been severely impacted by the pandemic without accounting for that is not. Although things are finally starting to look promising, we have no idea how much of a return to normal will have occurred by January 2022. |

| Route | Proposed 2022 Metrobus service changes |
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| F1, F2, P18, W14 | Shame on Metro for eliminating service for mainly low-income and far-out suburban riders, especially along the F1/F2, P18, W14, and the B-line Bowie riders. People still need to get to important destinations, especially work, which will not leave any alternative options aside from the F1/F2 lines. For the Q-line services, there is not really any alternative options on Veirs Mill Road for certain portions, which will not please riders. Being that Y-bus service will remain the same along the Silver Spring-Glenmont segment, riders will be able to travel to the appropriate destination. With the Shady Grove-Grosvenor segment, there will be additional transfers necessary depending on the destination with the potential elimination of the Q-bus service. The Q-bus lines are pretty crowded, especially between Rockville and Wheaton, which it doesn't make sense to eliminate this service along with Red Line service. |
| F4, T14 | I use the F4 and T14 daily, as a matter of fact, these are the only lines I can take to get to and from home and work. |
| F6, F2 | I rely on the F6 and also the f2. I have a knee injury and it's very difficult for me to have to walk 20 minutes to catch the train plus a lot of people rely on this bus to get to DC |
| F6, F4 | I live in Hyattsville without a car; the bus is my lifeline to catch trains at New Carrollton Station. Eliminating the F6 makes that more difficult. the F4 is a reliable connector to Silver Spring. Its been too crowded for me during the pandemic but I'd like to see it restored to pre-pandemic levels after we can travel again. |
| F6, J4, B30 | DC cuts are OK for me. In Maryland I sometimes use F6, J4, and -- once air travel resumes -- B30, but there are workable alternatives. |
| F6, R12, 83 | With elimination of the F6 and R12, I cannot tell if 83 will service River Road. That's where there are government and UMD offices. |
| F8 | Any reduction to Maryland service, especially the F8 will impact me negatively |
| F8, F13 | I need the F8 and F13 line along Cheverly Ave to get to Cheverly Station to get to work. Eliminating these lines would force me to move my home or start a new career. Please keep the bus line along Cheverly Ave to Cheverly station open. Even if at a reduced capacity. |
| F8, F13 | Please keep F8 and F13 lines along Cheverly Ave open along with Cheverly Station. Closing them would add a lot of time to my commute and I would either need to move or change jobs. |
| F8, F13 | If you are going to close metro stations, you need to enhance the bus service - not completely remove it. For example, if you close the Cheverly station and remove the F8 and F13, it doesn't give Cheverly residents any options to get to another metro station like West Hyattsville or Deanwood. |
| G12 | I and many others need the G12 bus route. Please do not eliminate it. |
| G12 | Please do not eliminate the G12 route through Greenbelt! We need that route, as many of us aren't close to any of the other routes that go through Greenbelt. |
| G12 | Losing the G12 bus is a real blow. I use MetroRail a few times a month, and, pre-pandemic, been trying to use the bus to access the Greenbelt and New Carrollton stations. The G12 route is very conveniently located for me, making it easier to wait longer for the bus and Metro as opposed to driving to my destination, but if bus stops are nowhere close, it is hard to use Metro as an alternative to driving (particularly with the planned Greenbelt Station closures in 2021). I've wanted to use public transportation more in the coming years, but these cuts are making it harder and harder to use MetroBus or MetroRail at a time when their use seems all the more crucial for our environment. I know budget issues are complicated, but this is a real blow to me, my community, and our environment. |
| G12 | Closure of the G12 route in 2nd half of 2022 would significantly impede my ability to reach the Metro and downtown D.C. without a car. |
| G12 | Cutting off Metrobus service to my neighborhood (G12) will make it difficult to connect to metro rail and will impair my mobility overall. |
| G12 | I'm not sure where to put this, but I am retired and live in old Greenbelt and am concerned about the planned elimination of the G12 bus route through old Greenbelt. As I get older, I expect to be using the bus more regularly and had assumed that the G12 would continue to provide service to Greenbelt. |
| G12 | Removing the G12 service on Ridge Road in Greenbelt will disconnect the heart of Greenbelt, including the senior citizens who rely on services like meals from Green Ridge House, from the rest of the community. Convenient bus service was one of my criteria in choosing to retire in Greenbelt. The ongoing, precarious financial situation of WMATA must be remedied if DC is to function as a major city. |
| G12 | I need the G12, and many others use it to go to the elementary school in my area, as well as many other uses. No other bus works. |
| G12 | This would wipe out the G12 bus route, which is the only bus line servicing much of the Greenbelt Homes, Inc area. I am not in favor of eliminating the G12 line since I used the bus during bad weather days before the pandemic and would like to resume using it on bad weather days after the pandemic. |
| G12 | Knock out G12 likely deprives me of MetroAccess. I can't afford Uber/Lyft. Knocking out service to the hospital sucks. Greenbelt is a GING-IN-PLACE FRIENDLY (sorry about the caps) and there are a lot of us who depend on MetroAccess. |
| G12 | Eliminating the G12 route reduces my chances of arriving at any appointments as well as my workplace in a timely manner. I don't own a car and for me, the G12 is my only means of transportation. |
| G12 | Reducing service and making metrobus less attractive option, will further decrease ridership. MetroBus should rather be expanded to new markets and attract new/more riders. Eliminating G12 vs. G14 makes no sense. G12 passes more residential areas and is the faster connection to the metro stations. I suggest to run g12 and g14 on alternate schedules, rather than eliminating g12 entirely. |

| Route | Proposed 2022 Metrobus service changes |
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| G12, C2, B30 | The G12, C2, and B30 lines have all been important to my family at various times in the last few years. G12 in particular is the only route that connects our neighborhood (Old Greenbelt) to Greenbelt Metro Station in the evenings and weekends. I urge you to reconsider the plan for dropping these routes. |
| G12, G14 | I oppose the proposed elimination of the G12 bus service, which efficiently and helpfully extends G14 service through Old Greenbelt, making the metrobus accessible to the entire neighborhood. When commuting into DC via bus and metrorail, this line is an essential piece of my travel. If the route was reduced to only G14 service, I would need to walk an additional 10-15 minutes in each direction to complete my already long commute into work each day. This would be an even larger inconvenience for many of my neighbors because I live right next to one of the stops and many others on my end of the neighborhood already must walk up to 10 minutes to reach the existing G12 stops. This would make the bus very unusable for us and probably decrease our usage of the metrobus/metrorail system overall. |
| G12, G14 | My bus line to the Metrorail is cut (G12) and I do not find G14 to be an acceptable alternative. I would cease riding the Metro system and drive and take MARC instead |
| G12, G14 | The G12 bus is the one I rely on. Your proposal documents give it an A rating. If you're only keeping the G14, at least add more of the G12 stops back into its route. Don't cut off the residential communities. |
| G12, G14 | G12 should not be eliminated people in my community need bus G12 and G14 to get to work, Groceries etc. Not everyone has a car to get around we need both busses in Greenbelt. |
| G12, G14 | Greenbelt residents need both the G12 and the G14 Routes. Some neighborhoods would be unserved if the lines were combined and we would lose our transit connection to Doctors Hospital. |
| G12, G14 | Elimination of the G12/G14 routes are part of this plan, and as explained in previous question, it is a non-starter for my needs. |
| G12, R12 | Your plan to eliminate the G12 line between New Carrollton and Greenbelt does not make sense given your stated goals above of focusing on providing service to low-income customers and essential workers. Many of the riders on the G12 fit these criteria. The route serves several Prince Georges County communities and also provides links to other transfer points for public transit. This line (previously titled the R12) is especially helpful for people using the bus to get to medical appointments as there are numerous medical offices on Hanover Pkwy on the route. |
| G2 | appreciate the prioritization of low income customers in Metrobus plans. HOWEVER eliminating the G2 would make it very challenging for folks to get to jobs at Georgetown University |
| G2 | Georgetown University is DC's largest private sector employer, and there is no Metrorail access in the Georgetown neighborhood. Getting rid of the G2 bus will get rid of the only public transport that is accessible to the university. For those who have disabilities, walking an extra half mile to a Metrobus stop is not an option. Additionally, this half mile walk might not be safe for those who work at night. This closure would place undue burden upon the Georgetown workers who are already at socioeconomic disadvantage, and does not promote a commitment to serving those most in need. |
| G2, 62, 63 | The G2 line is a vital route connecting major portions of the district on an east-west trajectory. Particularly, it is one of very few lines to run past Rock Creek Park and the only one convenient for access to Georgetown University and Georgetown University Hospital from locations east of Dupont Circle. The 62/63 lines are the only lines serving a large population in Petworth and Manor Park, including many low-income residents, and are relied upon by that population for not only access to the Metrorail system at Georgia Ave/Petworth and Takoma Ave stations, but also groceries, medical appointments, and other essential purposes. |
| G2, D2, D6 | Specifically, the combination of services to G2, D2, D6 bus services would harm my commuting ability severely. I rely daily on those buses to travel to work, and with no metro or other public transportation option, this reduction would make my commute much longer and substantially more difficult. |
| G9 | Please keep the express routes like G9 |
| G9 | G9 not listed. I need this for my work commute. |
| H12, H11, H13, D, P | Why would the ENTIRE H-12 line be eliminated? The focus above includes the entire route. This route was cut during the last cuts to service, even after Metro put up charts showing that it was the ONLY route in the black. Now there's no Sunday service. Not many, if any, people have missed the H-11 and H-13 buses because they were strictly rush hour buses. The H-12 route serves the needs of the community. Many people can't walk the distances required to intercept a D or P bus. |
| H12, P12, D12, K12, 30, D14 | I am surprised by the H12 elimination since it is pretty busy during rush hour. However, the P12 and D12 can still connect me with the public library and shopping centers. Although I ride the green line and K12 frequently, the bus changes would connect me to blue line. Hopefully, MD The Bus 30 will still operate to cover elimination of the D14. |
| H2 | The plan for H2 not serving Tenleytown makes no sense since there are so many people up there who need it and the age to line is such a terrific cut through from Washington Hospital Center to Columbia Heights to Tenleytown. I have a disability and I use it to get to the pool at the Wilson high school |
| H2, H3 | The H2, H3 not servicing Tenleytown will be disruptive to my commute and dropping my daughter off at school |

| Route | Proposed 2022 Metrobus service changes |
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| H2, H3, H4, 90 | 1) The plan eliminates cross-town travel from Wisconsin Av. (H2, H3, H4, 90)2) I want to rely on the bus rather than Metrorail more and more as I am nearing age 80. I want to take short trips to doctors, grocery, library, etc and every place I go is NOT just along Wisconsin av. How would I go to Cleveland Park in the current plan?3) Since small children do not pay a fare, families with pre-schoolers are undercounted -- I see grandparents picking up children from day care, nannies taking kids to the library -- your numbers do not reflect the wide array of uses that I see during the day -- not just rush hour. |
| H2, H4 | Not sure if the new H2/H4 routes would run as close to my place, if not, I would not ride |
| H2, H4 | Personally need H2/H4 service to run frequently to feasibly connect with Cleveland park and Columbia heights metro stations and for partners daily commute to Washington Hospital |
| H2, H4, H3 | The H2, H4 and H3 are essential for getting me to work at the hospital. I live in Cleveland Park and need to be able to get to work because I'm an essential worker. There is talk about shutting down the Cleveland Park metro. I would like this to stay open as well. |
| H4 | Bus service on H4 route is infrequent in normal times. So, this plan would probably make it worse. |
| H4 | I need the H4 bus to get to work and my kids need the 30 to get to activities. Those are our priority bus lines. |
| H6 | I rely heavily on the train and bus and without the H6, I have been effected! |
| H6, 86, C2, C4 | Just reading is the possible elimination of my bus terrifies me. I literally depend on H6 fort Lincoln and back to brook land station. The bus already work on a modified schedule and it's hard enough as it is right now. In absence of h6 I rely upon on 86 and that could be eliminated too? Also, c2 to greenBelt station and c4 to prince Georgie plaza are already bad enough as it is any more modifications would be terrible to the many passengers that use the bus daily |
| H6, H8 | H6 and H8 reductions would be problematic. |
| H8 | H8 bus should continue to run, because it is near Carrol High school and Soldiers home. |
| H8, H9 | Please do not eliminate the H8 and H9. |
| H8, R4 | It would not work to completely eliminate the H8 route and to eliminate the R4 route.Many people depend on the R4 route to get from Hyattsville into DC, especially if the Metrorail were to stop running early, so please dont eliminate that route.I saw on the attachment that the ridership is graded as an A, so it would make no sense to eliminate an A route.Perhaps have the R4 route run from Prince Georges Plaza Station to Brookland every other route and perhaps after 8pm, have the route run from PG Plaza Station to Brookland only.H8 is another route that too many people depend on, especially the elderly.Perhaps instead of eliminating the route, have the route run from Columbia Heights to Brookland only on every other route and after a certain hour.Or just have the H8 run from Columbia Heights to Brookland as a proposed change as long as there are alternate bus routes between Mount Pleasant and Columbia Heights and alternate routes between Brookland and Rhode Island Avenue.Just please dont completely eliminate the H8 and the R4 routes, which would cause Metro to lose even MORE money and especially since so many elderly individuals depened on these buses and cannot afford cabs or uber rides. |
| J1, J2 | Need frequent J1/J2 service |
| J12, V12 | The J12 bus is the only bus that travels straight down Marlboro Pike to pick people up and take them directly to the mall, post office, and Bank. Taking the J12 away will force people to either walk or get a cab if they do not have a car. The V12 picks up close to peoples homes in District Heights to take them directly to Suitland metro or Addison Road. Eliminating the J12 and V12 will be a big inconvenience!! These two buses are essential for people who need them to get to the metro and go to work. This is bad for the elderly people who depend on not having to travel far to get to a bus stop. :-(|
| J2 | Need J2 route |
| J2 | I might be able to take a ride on bus instead of J2 if it's eliminated |
| J2 | A part of the reason why I chose to live where I do is so that I can commute to work on public transit. A loss in J2 service impacts my direct route to the Medical Center station and downtown DC.I would have to consider driving. |
| J4 | As a commuter from Silver Spring to College Park, I use the J4 to get to work daily. This plan would prevent me from getting to work. |
| K12 | I ride the K12 to Suitland Station because its the fastest way to get to my job which is along the green line. If the K12 is rerouted to Addison Road then it will take longer to get to my job. Also my grandma that haves trouble walking rely on the k12 to go in the direction Suitland Station because her doctor building is in that direction. |
| K6, K9 | I depend on the Metrobus service (K6 and K9) for commuting. Any service cuts would discourage me from using buses. |
| L1 | I rely on L1 bus to get to work. Very few bus lines service the lower foggy bottom region it. Alternative metro and bus options only go as far as Farragut Square, an 18 minute walk from the lower foggy bottom region. Eliminating this route would limit my ability to use public transportation options. |
| L1, L2 | Important for us to have L1 and L2 bus service |
| L1, L2, 30S | The buses I use are always very crowded. I use the Connecticut Ave. lines: L1 and L2 quite frequently as well as the 30s on Wisconsin Ave on Saturday and Sundays. |

| Route | Proposed 2022 Metrobus service changes |
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| L1, L2, D4, D6, D5 | Eliminating the L1/L2 would make it very difficult for me, as a rider with a mobility impairment, to get from my home to the train, which I hope to use when we begin a return to work. Eliminating the D4/D6/D5 lines will cut off the Palisades completely from public transit, as there is NO metro stop in that area, and both of these large cuts/eliminations are unacceptable. |
| L1, L2, H1, H2 | Preserving full L1 and L2 service is important. Transit between upper Connecticut Ave. to the bottom of Connecticut Ave. (Farragut Square) should not require Metrobus riders to transfer to Metrorail at Van Ness or Cleveland Park (especially given the proposals to reduce Red Line service at those stations to every 15 or 30 minutes). And it definitely should not require riding a new H1 or H2 line through Columbia Heights to the far side of Union Station. |
| L1, L2, M4 | The elimination of the L1,L2 and M4 may affect my travel, but I could continue using the adjustments I've made during the pandemic. Moving the H2,H4 down Connecticut Ave would prove useful. |
| L2 | I am an essential worker and take the L2 to get to work. Its not clear to me how this will affect my route. You write Another route has been modified or already exists to provide partial replacement service -- I dont know what this means concretely for my commute. |
| L2 | Even during the pandemic, we ride the L2. |
| L2 | Please keep L2 service in Cleveland Park |
| L2 | I rely on L2 for my transportation to my job. Other options either take more time or are more expensive. |
| L2 | I frequently rely on route L2, even during the pandemic. The bus is almost always full of passengers, meaning many others rely on the line as well. While I take the bus often, L2 is the only line I need for both professional and personal reasons. Changes to the other routes would be acceptable to me if needed by budget shortfalls. |
| L2 | Loss of the L2, especially when combined with the loss of Cleveland Park Metro, greatly complicates our ability to move along Connecticut. Longer commute times, often involving the need to change buses, even assuming that the buses can maintain their interconnection times. Lack of redundancy between modes of travel, meaning that when one mode is out there is no alternative. |
| L2 | Eliminate the L2 in the second half of 2022? Are you nuts? Lots of folks - commuters and older folks who dont/cant trek to the Metro, take the L2 to get downtown. The proposal would have one have to transfer n Adams Morgan. |
| L2 | Please do not cut the L2 route, I use this line to go north/south on Conn Ave and the proposed route would no longer work for my needs. |
| L2 | It appears--from the more detailed description of the proposed service plan--that L2 service WILL CONTINUE with modifications to schedule and route. I depend on that Connecticut Avenue line to reach the northern/Chevy Chase length of the Avenue, as well as for service to Adams Morgan and Columbia Road. |
| L2 | Absolutely the focus should be on serving those areas where there is the most need, but Im getting a bit tired of bus ridership almost exclusively being tied to income level. I ride the L2, and that bus is frequently PACKED. People are trying hard to not get in their cars, or do do without a car altogether. The implicit implication is always that service can be taking from higher-income areas because theyll have plenty of other options, but why should they be forced to use them?! Why force people into their cars or rideshare or cabs or whatever? Another option often presented are scooters and bikes, well, let me tell you, scooters are death traps for many people either on them or around them, and the bikes arent much better. And really, do I want to haul my groceries on a scooter or bike? Probably not. Get real about bus usage and stop going exclusively by what your survey response data say. Get out and look around and take a month or two to actually EXPERIENCE what using the bus in the DMV is like. |
| L2 | I live on the L2 line and ride it regularly. Other options are not convenient because too time consuming. |
| L2 | I have difficulty walking long distances and do not own a car. The L2 enables me to go downtown while reducing the time on my feet as it stops right outside my home. |
| L2 | I use the L2. If it ran more frequently, more people would use it. Please dont eliminate this route. |
| L2 | Replacing the L2 with H buses would eliminate the ability to go directly downtown on the bus. |
| L2 | If you eliminate lines that are currently active and replace with alternative lines that have new routes then will the new routes come with the same frequency as the older/eliminated lines do? If not this will definitely cause an impairment for riders especially if you close metro stations and stagger times that trains come to stations. The L2 line which i ride will be eliminated by your plan and part of the line will be replaced with the H line buses. I am worried this change will effect the commuters especially the elderly who are in a public transportation desert along the upper north west area of Connecticut ave. Many of these elderly are unable to walk to the nearest metro station. |
| L2 | I reiterate my comments that the L2 route is a necessary route and should not be canceled. |
| L2, D6, E2 | The proposed elimination of many lines -- including those in Anacostia, the L2, the D6, the E2 -- to name just a few is not acceptable. Most folks who ride these buses do not have any other means of transportation and the bus is a lifeline for work, drs. appointments, grocery shopping, etc. Please do not eliminart bus service. |

| Route | Proposed 2022 Metrobus service changes |
|--------|--|
| L2, H2 | Do not eliminate L2. Do not modify H2 route to Tenleytown |
| L2, H2 | L2 must not be eliminated. This is the only bus in the Connecticut Ave area (20015) |
| L2, L1 | Before the pandemic, L2 took too long to show up and rarely did I ever see the L1 bus. |
| L8 | I rely on the L8 to get between my daughters daycare in Kensington and my work just south of Friendship Heights. Eliminating the route means I will no longer be able to take transit to work. The Ride On 34 takes SO much longer. |
| L8 | Eliminating route L8 would leave me without transit access |
| L8 | When the Purple Line is in service, my best commuting route will be the L8 to Chevy Chase and the Purple Line to College Park. I hope you will be able to increase service to Purple Line stations at that point. |
| M4 | Please do not eliminate the M4! It is a vital mode of transportation for the middle and high school students in the neighborhood. |
| M4 | I depend on the m4 to get to the metro, which gets me to work. |
| M4 | We need the M4! |
| M4 | M4 is the only transportation available to middle school and high school students in the neighborhood traveling to Deal and Wilson High School. Eliminating the bus line will leave hundreds of students stranded. |
| M4 | The M4 should not be eliminated. How will schoolkids get to school? Plus, it would mean an entire large neighborhood would have no transit service. |
| M4 | m4 is critical to access schools and tenleytown metro from barnaby woods |
| M4 | My kids ride the M4 to Wilson HS. It is there only option. If you stop this route they will need to walk more than a mile to school. |
| M4 | Please bring back the M4 so that my child can ride to and from school |
| M4 | M4 is an important transportation lifeline. That bus is packed weekday mornings getting our neighborhood children to school (Deal & Wilson) and for getting residents to the Tenleytown metrostation. The M4 is rather essential for schools and commuters. The hours could be cut back to just school hours, but it shouldnt be completely abandoned. |
| M4 | It seems highly likely that DCPS schools will be in-person again by January 2022. And yet you are eliminating the M4, which is swamped during school commutes? DCPS doesnt have to maintain school buses because kids ride metro buses. This seems insane. |
| M4 | My kids use the m4 as their school bus. |
| M4 | Do not cut M4 |
| M4 | Don't cut M4. Students and commuters need it. |
| M4 | Elimination of M4 would mean I cannot take public transposition to work. |
| M4 | This plan would eliminate the M4 line completely. This is how many Deal and Wilson students to and from school and is already overcrowded. There are not viable alternatives I see in the plan. |
| M4 | I am a bicycle commuter from the Palisades to Union Station. On days that I am unable to ride my bike, I need access to Metrorail to get to work. That access is now provided by the M4 (to Tenleytown station), or DC (to Dupont Circle) as second best. These would be eliminated in your plan. |
| M4 | Eliminating all service entirely is unfair to low in command minorities that live in those service area. I have a section 8 voucher, and cutting the MR entirely would make me have to move because no bus service would take my son to school on the M4 at St. John's where he is on scholarship. |
| M4 | Do not get rid of the M4! Needed to go to Wilson and Deal schools, how are kids supposed to get to school without it? |
| M4 | The M4 is the bus route that connects us to the Tenleytown metro and also provides service to Sibley Memorial hospital. |
| M4 | DO NOT CUT THE M4. The M4 is the most popular bus line for kids in Chevy Chase to get to Deal and Wilson schools!!! It will add terrible traffic to Nebraska Ave and alls all streets if a ton of kids now have no public transportation to get to school. |
| M4 | M4 is only service for my neighborhood. We have many residents who rely on this service to connect them with Connecticut Ave and Wisconsin Ave |
| M4 | Do not eliminate the M4. It is the only way out kids have to get to school. |
| M4 | No, I need the M4 to continue for commuting purposes. Additionally, the M4 serves many neighborhood kids going to Deal, Wilson, etc. |
| M4 | I am concerned about talks to eliminate the M4 bus line. This is the bus line that students at Deal Middle School and Wilson High School use to get to school. If this is eliminated, how will these students get to and from school? |
| M4 | DO NOT ELIMINATE THE M4 BUS LINE, WHICH IS HEAVILY USED BY COMMUTERS AND SCHOOLKIDS. |
| M4 | Need M4 for essential travel school and work |
| M4 | The M4 is essential to enable my children to get to school every day. |

| Route | Proposed 2022 Metrobus service changes |
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| M4 | WMATAs proposal to eliminate the M4 is incredibly short-sighted. This is THE bus that most students in the Barnaby Woods/ Hawthorne/ Chevy Chase neighborhood take to Deal and Wilson. Neighborhood students who go to Duke Ellington, School Without Walls, St Johns, and other schools also rely on the M4. We are talking about literally thousands of students. When school is in-person, the morning and afternoon buses are jam-packed. My children have had 1, 2, 3, even 4 buses blow by them at a bus stop, because the buses had no room to let them board. Meanwhile, school populations are exploding... Deal had 800 students 10 years ago and now has 1700, with forecasts for 2200 students in a few years. WMATA is citing the low ridership figures in Fall 2020 --- when schools and many offices were closed -- as justification for eliminating the routes. If anything, with enrollment projections in Wilson and its feeder schools increasing, we could use almost double the M4 buses in the morning and afternoon. |
| M4 | I am concerned about eliminating the M4 bus route for Deal students. If this route is eliminated, the city will need to provide dedicated school transportation |
| M4 | Eliminating M4 will create commuting nightmare to Wilson HS/Deal MS from Chevy Chase etc in upper NW |
| M4 | How will kids get to Wilson and Deal? What about congestion and pollution? All of these cars would be driving through the newly-implemented Safe Streets neighborhoods. I can see cutting back on the M4, but to eliminate it entirely is foolish and does not align with what the city says its priorities are. Further, wont it hurt red line Metro traffic? There is no place to park at Tenleytown for all day rider, so those people who take the bus to work will have to drive instead of taking the Metro. To completely eliminate a part of this city from service is unwarranted. |
| M4 | Please do not eliminate the M4 |
| M4 | Need M4 for travel to Wilson and Deal from Hawthorne. Or At least a school route that comes north of military Road |
| M4 | Do not elimjj in Nate the m4 . Kids use it to go to school and adults to get to tenleytown! Those buses are packed every morning! Also expand after work service so people can exit at tenleytown and use ghe bus to get home without a 45 minute wait! |
| M4 | Assuming that school is back in session at Deal and Wilson, I don't see how the M4 could possibly be eliminated. I regularly commuted to Tenleytown Station on the M4 (during normal times) and that route was often standing-room only, given the number of students. And many times, the M4 would pass me by because it was already so crowded by the time it reached my stop. |
| M4 | The M4 bus line would be a major loss as it serves all the Deal Middle school and Wilson high school students, as well as American University students, residents who commute via Metro and also essential workers who work in the neighborhood such as nannies and other workers |
| M4 | Elimination of M4 bus route is not good for me. Plus many neighborhood kids use the bus to get to school in the morning. |
| M4 | dont eliminate M4 |
| M4 | Absolutely not. By eliminating the M4 you will literally be destroying the ONLY form of transit to Barnaby Woods. Not all residents can drive or have the economic resources to move elsewhere. By eliminating the M4 route you will be leaving residents who don't have cars for dead. The nearest Metrorail station is literally miles away. I have relied on the M4 for years just to go buy groceries and if you get rid of it I will be royally screwed. |
| M4 | Students will be back in school and among the proposed cuts are bus lines that serve thousands of students, including the M4, which is so crowded at school entry/exit times that riders often have to wait for several buses to pass by! This makes no sense to cut. |
| M4 | my daughter will use the m4 to get to school which is due to close |
| M4 | The M4 is vital to our neighborhood, especially for children attending Deal and Wilson |
| M4 | Keep M4 |
| M4 | If you cancel the M4 bus, how will our children get to Deal middle school? |
| M4 | Need M4 service. |
| M4, 30S | Some routes are low now due to school closures, including the M4 and the 30s - please do not make decisions affecting these routes until schools are back open at capacity! |
| M4, D6 | Eliminating both the M4 and the D6 will deprive the Palisades neighborhood of bus service and create problems for (1) students needing to travel to Wilson HS and Deal MS and (2) patients and staff at Sibley Hospital. |
| M4, D6 | Please do not eliminate M4 and D6 bus service to the Palisades. Our school kids and many commuters depend on these buses. |
| M4, D6 | Please do not close the M4 line which is relied upon by many individuals for hospital access, nearby childcare facilities, and visitors to local senior centers in the nearby community. The M4 is an excellent and economical option for federal workers who need an environmentally friendly alternative to driving into downtown for the work commute; the M4 is also the only viable option to reach the Tenleytown metro from the area hospitals. The D6 is similarly utilized and especially helpful during inclement weather scenarios. |
| M4, D6 | do not discriminate against NW residents, especially schoolchildren, and hospital workers needing to get to Sibley, M\$ and D6 are indispensable. |

| Route | Proposed 2022 Metrobus service changes |
|------------|--|
| M4, D6 | Do not cut M4 or D6 service. Only way for us to get to Metrorail or directly downtown. How do kids get to Hardy or Deal Middle schools or Wilson HS? WMATA must be crazy to cut these routes. And if they were run more often, more people, including me would take them more often! |
| M4, D6 | M4 and d6 are the only public transportation that many workers rely on to get to work. The palisades community in nw dc heavily rely on these two bus routes |
| M4, D6 | What about public school children? M4 and D6 transport school kids to Hardy, Wilson HS. Also, many front lines workers (cleaners, house keepers, care personnel, waiters) take these buses to connect to downtown or Tenleytown. |
| M4, D6 | The reductions in bus service will lengthen my commute or the elimination of them will make it impossible for me to get to the subway without driving (my commute is completely within the district). The proposed cutting of the M4 and the D6 will mean my first choice and then only alternative will be gone. Neighborhood children also use these routes to get to school. Mine rode the D6 to Hardy MS and Duke Ellington HS and the M4 to Wilson HS. |
| M4, D6 | My school aged children will need the M4 and D6 to get to their schools; Wilson and Hardy |
| M4, D6 | M4 and D6 routes are what my children use to commute to and from their schools in an efficient manner. |
| M4, D6 | M4 and D6 are essential public transportation services in neighborhoods that don't have a metrorail station, as is the case of Kent, Palisades, Foxhall, etc. Eliminating D6 for example, means that my kids won't be able to get to their public school by bus as they did prepandemic and currently do for partial onsite instruction. This is a very unwise proposal that puts working parents, especially moms, in a very delicate and unfavorable situation, and further impacts the loss of jobs that working mothers, and women in general, have been experiencing since Covid started. I want to believe that Mayor Bowser would not support a proposal like this. But I also think of women in other neighborhoods of the Washington metro area that come to these neighborhoods to work every day and depend heavily on public transportation. Many of these women are the breadwinner in their households and will undoubtedly suffer as a result of this proposal. |
| M4, D6, D5 | The planned elimination of M4, D6, and I assume D5 mean that I will no longer be able to rely on ANY public transportation to get to work in downtown DC nor attend local public schools. This means a public transportation desert in a large quadrant of the district in Kent, Palisades and other nearby communities. Is the assumption everyone is wealthy in these areas and doesnt need public transit? I assure you that is not true and removing affordable transportation will mean many will need to relocate to find dependable transportation. For example, my sons former day care provider lives along the D6 route and wont have a way to get downtown to her job if these cuts exist. Additionally there are numerous hospital employees that rely on public transportation that wont be able to get to work easily w/these changes. |
| M4, E4 | Elimination of the M4 bus line will completely preclude DCPS middle and high school students who live in upper Chevy Chase and Barnaby Woods from any form of public transportation back and forth to school when schools reopen. This will greatly increase vehicle traffic on roads during rush hour as parents will need to transport students back and forth. Furthermore, as offices reopen, people living in these neighborhoods who use the M4 to commute to the metro will now have to crowd onto E4 buses. |
| M4, E6 | Please save the M4 or E6 |
| M4, E6 | The M4 bus is the only line in my neighborhood and needs to remain in order for neighborhood kids to get to school and adults to get to work. This is the ONLY option since you got rid of the E6, which I rode often. |
| M4, E6 | Keep m4 an e6 routes. |
| M4, L1 | We need the M4 and L1 lines! |
| M4, L1, L2 | You need to retain the M4 and L1,L2 lines in order to ensure school-commuter routes. |
| M4, L1, L2 | We need more M4 and L1,L2 - especially if trains run less frequently. |
| M6 | My spouse is an essential health care worker. We reside in Penn branch is Ward 7. He commutes by M6 from our home to Eastern Market where he takes the metro to Roslyn then walks over the bridge to MedStar Georgetown. He sometimes bikes to work then uses metro to return home and puts his bike on the M6. The M6 is an essential service in our neighborhood. |
| M6 | M6 route is very necessary as many ppl along the route depends on this bus as their ONLY transportation. With elderly residents and residents with small children, this route is NEEDED and should remain in service |
| M6 | It's not easy having to catch 2 additional buses when M6 not running |
| M6 | M6 is slated to be eliminated entirely in January 2022, leaving Pennsylvania Ave above Branch Ave without any bus service. There are a number of churches, day cares, schools and businesses that are accessible because of this bus line. This will greatly impact not only the neighborhood, but the employees/teachers who work here. Additionally, eliminating the line gives residents of Penn Branch/Hillcrest limits the neighborhoods direct public transportation route to downtown DC. Please advise whether the route would return after 2022. |

| Route | Proposed 2022 Metrobus service changes |
|----------------|---|
| M6 | Again I'm answering not sure only because yes (I agree) it would be essential to have Metro focus on especially low income customers (and don't forget the retired and elderly) and essential workers but when I look at the details of Metro's proposal I say no (don't agree) when the M6 is up for elimination. My reason? If you remove the M6, you remove service to these very members that you say you are focusing on. |
| M6 | I disagree. The M6 is essential for a quick and convenient connection to the subway and other transportation connections for errands and doctors appointments. We do not have as many convenient transportation options to get downtown or across the bridge to other connections quickly. The M6 provides independence for doctor appointments, run errands, shop and anywhere else I need to go without depending on Lyft or Uber. Also car ridesharing is not an option for me since COVID. I am able to ride the M6 and have a comfortable and contact-less ride. If cancelled will add an undue burden and expense to my household. |
| M6 | I live in Fairfax Village SE DC. We depend on the M6 to go to Potomac Avenue station, grocery stores, doctor appointments, and work. If this bus is discontinued I have to leave home at 4:30 am to walk 4 to 8 blocks up a hill (in the dark) to catch another bus and will be late for work. I did that route when the M6 stop running and was written up for being late. Im almost 60 years old and the only one employed in the house I cant keep walking up hills, afford car services or afford to get fired. We have seniors that depend on the M6 bus and everyone can not afford a car. Metro has take majority of the bus we need in Fairfax Village SE. Please keep the M6 bus so I can keep my job and I wont be homeless. thank you |
| M6 | I take the M6. You plan on cutting a bus line that's the only way people in my neighborhood can get down Pennsylvania Ave. This is the only bus that brings me home. You CANNOT CUT THIS LINE!!!!!! |
| M6, 39 | As of now, Metro is proposing to eliminate the M6 line. While I currently resident near both the 39 and M6 lines, I serve as the Director of the Pennsylvania Avenue East Main Streets. DC Main Streets is a comprehensive program that promotes the revitalization of business corridors in the District of Columbia and our mission is to support traditional retail corridors in the District. We support businesses located along the Pennsylvania Avenue SE corridor from the John P Sousa Bridge to Southern Avenue, SE. The M6 travels the entire Pennsylvania Avenue East corridor, providing an essential transportation node for the corridor. If this line is eliminated, over 52 businesses will be impacted severely, limiting access to businesses for many of the residents of the Ward 7 Community. The Pennsylvania Avenue SE corridor has traditionally been a commuter corridor, with thousands of travelers using this vital artery on a daily base. Cutting the M6 services would cause substantial economic hard to many of the businesses located along that corridor who rely on commuters and the surrounding communities for financial support. If the M6 is eliminated, many of our business will not survive this economic impact. |
| M6, 39 | Elimination of the M6 would greatly effect my traveling as its my primary way of transportation for work. |
| M6, M2, V5, 39 | I would ask that you strongly consider not discontinuing the M6 bus line. My neighborhood has already lost the M2 and V5 bus lines. It seems that for Metro/WMATA, its all about money. Cant someone consider whats needed, as opposed to how much money isnt being made for your company? This line is needed.. The 39 bus line that was added (it only runs during rush hour), and really does nothing for those of us who need the M6. Why is this neighborhood constantly being targeted? Then theres the other bus lines that have been added (the 30s North & South). First of all we have to get to them. This takes one out of their way, when youre simply trying to get to the Potomac Avenue station. It just doesnt make sense to me. I know that my concern isnt going to make a difference. Nothing that I write will sway whats going to happen. I know that the decision has already been made and this is just a matter of formality. When I voiced my opinion about the M2 & V5, it didnt make a difference, and I know that it wont make a difference this time either. I attended the hearing, and for what, when it was all said and done, Metro/WMATA just did what they wanted to do, so that they could save some pennies. It should be about the needs of people, but its all about how much money you can make. Congratulations on being on top of your game. Money over needs. I guess thats just how it goes, especially if its concerning certain neighborhoods. |
| M6, W4 | the M6 runs through a low income working class neighborhood in SE and is the quickest way to get from Maryland into dc. the only other option is taking W4 which is a 40 min ride to get from Maryland into a DC metro station. DO NOT CUT! |
| MW1 | I depend on metroway line in crystal city for access |
| MW1 | When back in the office will use metroway bus daily |
| MW1 | I rely on the MetroWay to get to my office. I bought my home near Braddock metro in part to be able to utilize this service. Once we start returning to our offices, The MetroWay is vital. |
| MW1 | I rely on mw1 |
| MW1 | Reducing bus service is a terrible blow to everyone in the DMV. A city like DC in 2022 should have state-of-the-art public transit that is widely available and widely used, not reduced services. As a resident of Arlington without a vehicle, I most rely on Metrobus (MW1) for my essentials, especially grocery shopping and doctors appointments. I need reliable bus service to get to those appointments throughout Arlington and Alexandria. Less service and more crowded buses is not the way to build a successful bus service. |

| Route | Proposed 2022 Metrobus service changes |
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| MW1 | Eliminating MW1 makes little sense. It is one of the few routes with dedicated bus lanes, and it is in a fast growing area of Arlington/Alexandria. People in this high growth area will convert to cars permanently if there is no bus service to get to rail stations. |
| MW1 | the proposal eliminates Metroway service starting January 2022. This is critical parallel service to dramatically reduced Metrorail service. If there are ANY issues with rail service along this corridor, Metroway is the release valve. And, it funnels travelers TO rail, so eliminating it just further damages rail ridership. |
| MW1 | New housing still being developed along MW1 bus route which connects 3 metro stations, 3 neighborhoods and runs right through the new Amazon HQ and Virginia Tech campus. It would not be wise to remove the route just as the construction is expected to be complete and more workers, residents and visitors come visit a fairly active area. |
| MW1 | I use the MW1 on my daily commute (pre-pandemic), so this would absolutely screw me (post-pandemic). |
| MW1, 10A, 23 | I rely on MW1, 10A and 23 for medical, food and banking needs--all essential. |
| N | The N bus proposed changes are not feasible or fair. |
| N2 | I dont have a car. There is no metro within walking distance. We need the bus in our area. (N2) |
| N2 | I need the N2 restored. The low income employees of all the huge apt buildings and American Univ need the N2 |
| N2, N4 | N2 and N4 are vital to get to/from downtown from Wesley Height. N2 even more than N4, as N4 does not do the New Mexico Ave leg. You have already eliminated some bus stops - but I thought this was temporary. Now you propose to scrap the entire route. And there is no good alternative, with Tenleytown metro a good 25 minutes walk away. Moreover, pre-COVID, the busses I took in morning and evening rush were almost always completely full, with standing room only. It hence makes no sense to cut this service. I strongly object to eliminating N2/4 or reducing their frequency. |
| N2, N4 | The N2 and N4 buses are essential to my area of travel. |
| N2, N4, N6 | I rely on the N2/4/6 to get to and from work each weekday |
| N2, N4, N6 | I am elderly, cannot walk far, and don't drive. The reductions and rerouting in N2,N4, N6 service would be a disaster for me. I could walk to 30 buses on Wisconsin Avenue, but their service is being reduced too, and pre-COVID ai found it hard to get a seat on them. |
| N2, N4, N6 | The elimination of the n2 and n4 and changes to the N6 to eliminate any bus service down mass avenue from Idaho to Dupont circle is unacceptable to the many who live in large Cathedral Heights apartment buildings on Mass Ave and Cathedral Ave. We dont have close metro service as an alternative and elimination of this service leaves many without transportation to their jobs and for the many seniors in our neighborhood without access to medical appointments. You can change things around as needed, that is understandable but eliminating this service is detrimental to many in this neighborhood. |
| N2, N4, N6 | I do not agree with reducing the N2,N4,N6 line. It is a vital way for me to get to work every day, and changing the route would prevent me from accessing public transportation without a significant walk. I live 1.5 miles away from the closest metro train stop so the N2 route has been a lifeline for me. I particularly disagree with cutting service to Tenleytown as it is the closest metro stop for many in the area near the National Cathedral. Instead of a quick bus ride to the nearby stop, I would have to spend time making my way to the new stop, waiting as the bus fights through traffic towards DuPont Circle, then take the metro back several stops to make it to Tenleytown, let alone MD. Please don't cut this route. |
| N2, N4, N6, 30N, 30S | Many elderly people and younger people live in apts served by the N2/4/6 and 30N/30S routes. We will need them after the pandemic--the full routes as before--for our quality of life. |
| N4, N6, D2, M4 | The N4 and N6 service for Massachusetts Ave. has been completely eliminated by this proposal. The proposed N6 is re-routed to support Georgetown and the Arizona Ave/MacArthur Blvd. population. Nothing is available to the Mass Ave corridor (north of Nebraska Ave.) under this proposed plan. This is not consistent with the stated goal of supporting low income customers who rely on Metrobus. MANY people who use the N4/N6 bus transfer at the Friendship Heights bus depot and travel to the Mass Ave. corridor for restaurant/service jobs. There are significant retail areas (and medical service buildings) along Mass. Ave that support these workers. Except for Sibley Hospital, the Arizona Ave/MacArthur Blvd. corridor is significantly less dense (and are far wealthier than the Mass. Ave corridor north of Nebraska Ave.) While I strongly suggest at a minimum retaining the current N6 (or N4 route), if you REALLY had to make the proposed Route D2 and M4 cuts, you should have the bus-- after it makes its Loughboro Rd/MacArthur Blvd cut away from Mass Ave -- go BACK to Mass Ave and continue NORTH to service that Mass Ave corridor (then turn onto Western Ave and terminate at Friendship Heights). This would enable low income bus users to stay connected to the Mass. Ave corridor. NOTE: There are already many ways for workers to get from Friendship Heights to Sibley (see MD ride on buses), but there is literally no way for these workers to access the Mass. Ave corridor. above Nebraska. The remaining sections of Mass. Ave. also need service, but the main point of these comments is to advocate for the corridor north of Nebraska Ave. |

| Route | Proposed 2022 Metrobus service changes |
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| N4, N6, M, N2 | The elimination of the N4 and N6 service (the new N6 service is a replacement of the old M service and is combined with the old N2 service. It completely eliminates the N4 and N6 Massachusetts Ave. service to Western Ave.) The N4 bus was a heavily occupied bus before the pandemic. The current N6 largely covers the N4 service. This decision to completely eliminate this service is a HORRIBLE change to the way many in NW D.C. commute. PLEASE DO NOT DO THIS! Let us keep the old N4 (or N6) service. |
| N6 | No Mass. Ave. buses! New N6 route would only go as far as Dupont. Then what? Possible 30 minute wait for train to Metro Center? With station closings, then a walk to Mall. If its raining, snowing or cold? |
| N6, M4 | I would like to object IN THE STRONGEST POSSIBLE TERMS to your proposed changes to the N6 and M4 routes. Such changes would cut off all access to public transportation for me; I would have no transportation to anything or anywhere. I cant call an Uber because I dont have a cellphone. Please keep in mind that folks who live in Upper Northwest Washington pay taxes, too -- very high taxes. Your proposed changes to the N6 and M4 stink to high heavens! |
| P | If you are trying to save money cars are the most expensive option to an individual. Frequent, safe, clean mass transit may be expensive but it is the most helpful to low income people. As a tax payer I'm all for subsidies to mass transit |
| P12 | As long as the P12 line isnt affected I am fine. |
| P18 | In January 2022 the plan says it will eliminate the P18 route. This is not only detrimental for me but for others as well. Not everyone in fort Washington has a car to drive them places. Many people do not have the money to buy and maintain a car and some many not be able to drive due to medical reasoning like I. There are also many young adults, elders, and teens who ride the p18. I DEPEND on P18 to go somewhere the same day. To get out of my area. I can not always depend on someone to drive me places when ever I feel like it. If the p18 gets eliminated without any alternative routes taking its place, I will be stuck in fort Washington. It will be so rigid trying to go anywhere. |
| P6 | P6 and other similar neighborhood routes might not be the fastest or most used way of getting around, but they provide a useful alternative when metrorail isn't working, when there aren't enough bikeshare, scooter, or other shared transport options available, or for people with limited mobility who can't get to a metro station easily and who can't use other travel options. |
| P6 | Do not cancel P6 |
| P6 | This plan would eliminate the bus line I rely on most often. The P6 serves a large portion of the city, extending from Ward 8, traveling through heavily populated a visited parts of the city (Navy Yard, Waterfront, the Mall, Downtown, Chinatown, NOMA) before terminating at Rhode Island Avenue Station. To remove this line, especially when considering reductions in Metrorail service would leave many along its route with few options for accessing these parts of the city. |
| P6 | The P6 is the only bus that travels through Eckington. The Eckington community not only has lots of residential projects going on, it is also home to a large number of seniors who depend on the bus to carry them to the doctor, grocery store and church. The seniors dont bike or drive. We also have residents that work everyday using the P6 to travel to and from work. The P6 travels from NE to Anacostia. Its probably one of the few buses that actual connects distant parts of the city to one another. Theres so much traffic in our community that DDOT/Mayor Bowser took land through Eminent Domain to get rid of Dave Thomas Circle and establish new routes to move the traffic along. |
| R4 | The R4 is an important bus route for a lot of people to get to work and back home we need this route to continue. |
| REX | please keep Rex line route (including end points) in place. can be fewer buses if needed |
| REX | Please leave the REX bus that ride Richmond Highway as it helps those who work at Ft. Belvoir get to work. It is also a large low income area and many rely on it to do their shopping and go to appointments. |
| REX | I am not sure because I dont know how this affects REX bus |
| REX | Veterans must have REX to Ft Belvoir Hospital & Xchange pharmacy |
| S | The S buses are often very crowded. Buses running every 15-20 minutes instead of every 6 is a disaster waiting to happen. How can METRO expect to make money if riders are unable to take the bus due to overcrowding? No one is going to want to ride the bus post pandemic if the buses are going to run less frequently. |
| S | The S bus already suffers from overcrowding and historically could not service all customers waiting for a bus during rush hour. Slashing service in half would make my commute untenable. I commute bus to train, and so slashing service on both would really add up. I am disabled and cannot drive and so I do not have other options. These proposals would severely impair quality of life for people like me. |
| S | The buses were already so crowded pre-pandemic, especially at rush hour. Riding the S line buses up 16th St, I often had to wait for 4 or 5 buses to pass me before I could get on one that wasnt wall-to-wall people. I cant imagine how cutting service even further will work. |
| S | I rely on Metrobus to get to work. I live a couple of blocks from the S lines, and I chose where I live based on my ability to commute by bus. If it was reduced significantly, it could endanger my ability to get to work. |

| Route | Proposed 2022 Metrobus service changes |
|--------------------|---|
| S, 52, 54 | I used to rely on the S buses to get around, but now I am mostly a rail rider. This plan would work for me, but I am sure that I would run into issues on occasion (e.g., when I take an S-line bus or a 52/54). I could live with this. |
| S1 | I take this S1 bus to work in foggy bottom. I understand this is one of the lines proposed for elimination. This will make it very difficult for me to commute to work. The S1 has consistently been a very packed bus line and needs more busses running, not cutting the line altogether!! |
| S1, S2, S4, G2, D2 | Please restore MetroBus service to pre-pandemic standards.I do not support reductions to S1, S2, S4, G2, or D2 service. |
| S2, 90, 92, X2 | I want to know more about Metros forecast for areas with the most ridership, because ending service at midnight on the S2, 90/92, and X2 at midnight in conjunction with the projected rail cuts doesnt appear effective to me. |
| S2, S4 | The 16th St. bus lines of S2/S4 is a crucial route. And its always crowded. I dont think that line should be cut or lessened but instad it should be expanded |
| S2, S9 | S2 and S9 buses should not be reduced, they are usually crowded as it is. |
| S4 | It looks like the S4 is eliminated, which if it limits frequency from columbia heights to downtown is a problem for me in terms of reliability |
| S4, S2 | The S4 line is already being eliminated - reducing the frequency of the S2 is doubling down, when the 16th St line is so highly trafficked...I dont understand. |
| S9 | I cant wait twice as long for a bus, plus the S9 bus was already operating at capacity. This would mean that the buses were not workable as a commuter option. |
| S9 | The priorities you've mentioned make sense, but I'd have to look at the detailed plan to be sure. I typically use the S9, and since it comes so frequently it requires little planning. |
| S9, 59 | Eliminating service for the S9 and 59 would greatly inconvenience commuters. Those routes significantly reduce commuting times to downtown. Pre-pandemic, the routes are often crowded. |
| T2 | I totally rely on the T2 route to get to and from work. I'm the only source of income for my household. Please don't shut down the T2 route |
| T2 | Id lose T-2 service. |
| U4 | U4 is very important way to connect to metro for me and my neighbors. I do not want to see its service diminished. |
| U4 | the U4 needs to continue operating for those in the community without transportation. |
| U4 | The U4 is essential to the River Terrace neighborhood and without an extension of the Streetcar is one of the only connections to a Metro. |
| U5, U6 | I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus |
| U7 | Cutting service by 50% when you are expecting 75% of your riders to return is a recipe for a death spiral. That being said, I agree with the priorities you have established here. There are several problems with this plan however, many of the service cuts in Ward 7 emphasize connectivity to Metrorail over connection to regional activity centers. The U7 cuts, for example do not connect seniors to the places they need to shop for groceries and essential purposes, but rather are more tooled to connect commuters to the Metrorail. More needs to be done to ensure that these shorter routes continue to function as a way to connect communities to regional activity centers. |
| U7 | The service on the U7 is too slow as it is |
| V12 | This plan eliminates the bus (V12) that I use to get to work (connect to Suitland Station). Moreover, my parents use this line to get essentials (medical care, groceries, etc). They cant afford to use a cab or Uber/Lyft. Please do not eliminate this line. It would be detrimental to us and our thousands of neighbors. |
| V12, J12 | How can you eliminate both the V12 and J12 buses? Those are the buses that go across Marlboro Pike, a main thoroughfare. I know of no others. Eliminating those lines will be a disaster for workers. |
| V14 | I am employed and to discontinue the V-14 to Deanwood and Penn Mar would create a hardship for me and many other riders that use this service weekly. |
| V4 | V4 is the only route that goes along Minnesota Avenue and across the river. Connecting near to Potomac Avenue and Navy Yard allows riders to catch other bus routes downtown. Eliminating that route means riders can ONLY go to Anacostia - even further away from downtown and with access only to the green line. There must be some option for crossing the Penn Avenue bridge to get to a more central location. If that route could circle to Stadium Armory or even Union Station, it would allow riders east of the river access to more options. |
| W14 | I use and need the W14. |
| W14, P18, P19 | The FY proposal will eliminate both the W14 and the closest alternatives (P18/19), thus eliminating all Fort Washington and many Oxon Hill residents from any MetroBus service. Our taxes supportyou. I understand the need to make cuts, but to eliminate all possibilities for us is not acceptable. Alternative: Keep the P18 or P19, with reduced service from the FTW Park & Ride (once an hour: 6am, 7am, 8am) for 3 months then decide if it is economical. People will need your service after the Time of the Virus, and, children return to school. Thank you. |
| W4 | If an area will no longer have metro coverage at all please provide warning via TV and/or radio. The wmata.com website can be confusing and trip planner does not update itself when changes occur. There have been many cold nights waiting for the w4 and other buses with several other individuals and no one knew it wasnt running out stopped all together. I had to search and download a pdf with frozen fingers. That an extremely dated process. |

| Route | Proposed 2022 Metrobus service changes |
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| W4 | After reading the proposal change for the W4. My stop at JBAB Bolling Air Force Base will be eliminated. Im not disabled however Im a senior with no car. I didnt see any bus change for service to South Capitol and Malcolm X Ave S.E. I only saw service elimination. Will there be a shuttle implemented for those of us who cant use the base shuttle. Its a very long walk from Anacostia metro station to the base or from Malcolm X ave. S.E. to the base for us seniors who catch the bus to and from work in the morning and in the evening. At night its dark in the area if some are healthy enough to walk and its a high crime area outside of the base putting our life at risk trying to make it to public transportation to get home. Some are essential workers as well. This was not well thought out for all services to and from the base to be discontinued. |
| W5 | w5 is a commuter route that would be greatly impacted by these changes and transfers that occur at ancostia station for those workers that use this route. |
| X2 | The X2 bus route should be increased. It's always crowded even during pandemic times. |
| Y | Y line is always a busy line lots of older people and people getting to their jobs etc I think ridership is higher the states numbers reflect |
| Y | What is not mentioned on this page of the survey but is visible on the webpage is that you are planning to cancel heavily-used commuter Y bus lines -- a horrible and stupid idea! |
| Z | Cutting service to lines, like the Z, that serve people coming from outside the beltway seems to compound the problem if red line service is reduced beyond Silver Spring. |
| Other | Not enough service. |
| Other | I agree with the targeted priorities to make sure the biggest needs are met. |
| Other | I just took a job where I would have used commuter benefits to ride the bus every day. My route is limited and what used to be a 45 commute is now scheduled for 90-120 minutes depending on departure time. If this persists, I will never use the metro system despite plans to initially. |
| Other | I suspect demand for transit will pick up sharply over the summer and Metro will need to restore bus service more quickly than the budget currently contemplates. |
| Other | Eliminating the only bus line I use is absurd. The identified "alternative" does not apply to me in Lincolnia. Once I have to go back to work, it will be an absolute pleasure to start driving and never rely on WMATA's garbage service ever again. |
| Other | Considering the possible closures of the metro stations nearest my home, I will need to rely more on bus services to fill the gap. Moreover, diminishing bus service will most hurt lower-income commuters in neighborhoods that are not serviced by metro rail. |
| Other | Depends on how the Post-Covid ridership resumes and when. |
| Other | Eliminating bus routes is going to cause many people to have to take multiple buses in place of one. Given the already uncertain arrival times and long intervals, we will be punishing people who need to take buses and disincentivizing the use of public transit. |
| Other | We need bus routes in and out of Chevy Chase and Barnaby Woods. For us, for our kids, for the teachers and staff at Lafayette Elementary School and Knollwood advanced living home, and people who help us in our homes, etc etc. |
| Other | Generally my bus ridership is driven by rail service too. With significant rail cuts, I would buy a car and no longer use rail or bus service |
| Other | Dont cut service. |
| Other | Low income riders should take priority |
| Other | How can WMATA expect to meet the needs of commuters with a 50% reduction in bus service? The buses I take to work are already often filled to capacity. If anything, the city needs more bus lines, not fewer. Reduction in bus service will harm the citys low-wage workers most significantly, and it will drive many people to commute via car, which is exactly counter to the behavior we should be incentivizing and facilitating in the interest of a sustainable future. |
| Other | Bus service CANNOT BE CUT ANYWHERE. Regardless of zip code or demographic, any one who rides a bus needs that bus and has no other option. |
| Other | you need to be INCREASING Metro bus service, not cutting it. |
| Other | As i understand the plan, there is to be no service from the Palisades to the Tenleytown metro. I do not support this, as it would eliminate the ability of people in our area to use metro easily and it would not allow students going to Wilson HS to get to school via Metro bus |
| Other | This is one of the primary busses we use to get to work and the reduction/removal of this route would impede our ability to do so and create a significant gap in service for the Brightwood neighborhood, which already has substantial public transport challenges. |
| Other | schools--kids need to get to school |
| Other | I hope that in January 2022, my use of metrobus and metrorail will be similar to pre-pandemic use. |
| Other | Please think of the needs of college students who live in DC proper but don't have cars |
| Other | Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| Other | No |
| Other | do not do it!. need more service. |
| Other | Does not allow for ease of travel to different parts of Montgomery County/RideOn is less reliable. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | 50% reduction in January 22???? Tax people from virgina pls - dont ruin the city |
| Other | Many of the health care workers at Sibley and Georgetown Hospitals come from the eastern side of the city. This plan would inadequately serve them. |
| Other | See above comment |
| Other | Should include federal government reopening plans, since demand will lag behind actual ridership in Jan 2022 |
| Other | We might as well just pack it up as a city if were going to 50% pandemic levels. |
| Other | Reducing service further in January 2022 is extremely counterproductive and counterintuitive and will harm workers ability to commute. |
| Other | Stop cutting service. Public transit is a public service. Not a for profit organization. |
| Other | listed changes are too vague to evaluate |
| Other | There would be no other service available |
| Other | Good to target high use and high need communities |
| Other | are you really going to run buses on a scheduled basis for people to go to medical appointments? is there a cheaper on-demand alternative? |
| Other | I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I dont care if they have to raise my taxes for it. If cuts are inevitable, however, prioritize access for low-income citizens. |
| Other | Please keep bus service at the current levels. It is very important! |
| Other | Buses were too crowded in the morning pre covid. There's no way I'd be able to get on one in the morning |
| Other | need service in Kings Park region East of Burke Lake Road. all service is cut except for busy Braddock Road |
| Other | The proposal decreases bus services through Fairlington and Shirlington which would make me less likely to take the bus and would also create buses with no social distancing |
| Other | I haven't risen metrobus |
| Other | It sounds good in theory though I am skeptical WMATA will follow-through. I imagine WMATA will be easily swayed by angry, loud, and wealthy people. |
| Other | Don't cut metro bus wtf |
| Other | This is ridiculous |
| Other | Stop reducing service!!! Reduce your bloated pensions! |
| Other | This plan will mean that large portions of the city dont have adequate transportation options. |
| Other | Please do not cut bus service by 50% |
| Other | Stop with the overtly racist proposals. Most severe cuts are all in the most transit-dependent neighborhoods. Why split the 30 routes? To keep white Georgetowners away from everyone else? To make cross-town commuters originating east of the river have to wait for transfers?? |
| Other | Not sure where my daughter will be going to school yet, but this has the potential to affect me. I am a health care worker. |
| Other | What I am most concerned about is the transporting of DCPS and other school children to Deal and Wilson. I am also concerned about those who use the bus to get to or from Friendship Heights or Van Ness Metro stops in order to get to and from work -- both those of us who work downtown and the many caregivers and others who come to homes in this neighborhood to work. I am concerned that at least during peak travel hours for those groups -- probably 7-10 am and 2:30-7:30 pm -- operating at 50% capacity would result in severe crowding of buses. |
| Other | Focusing on low income areas creates the perception of buses and only for low income people, and discourages middle and upper class individuals from using bus service when we need them to do so to decrease emissions and reduce traffic. |
| Other | I dont know how you would identify low-income riders who rely on Metrobus for those services. |
| Other | I wish the city would take revenue that SHOULD be taken from motorists, by way of steep parking fees and congestion pricing. |
| Other | Cutting back transportation services is a foolish idea. Have the authors of these proposals ever actually USED the Metro system? It doesnt look like it. |
| Other | Direct metrobus (not having to transfer to rail) is really important |
| Other | Bus customers are completely dependent on public transit and often from lower income communities than metro riders. their needs should be prioritized. |
| Other | The buses from ballston are already oversubscribed |
| Other | Completely eliminates service to King's Park West. I would have to drive to the office every day. |
| Other | Want to ensure adequate frequency. buses that only come every 30 min and then have two buses with the same number on top of each other doesn't work. |
| Other | I think pre-pandemic ridership is a better gauge. Hopefully by January 2022, office workers will be returning to the office - I know I expect to and will need my bus service. |
| Other | The buses are critical for low income workers who can't afford to stop working. Cut trains before you cut buses! |
| Other | NO CUTS! |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | some of the changes are reasonable given constraints (though, lets be honest, the idea of WMATA leadership simply throwing up their hands and accepting constraints is ugly and bad and yall are acting really shamefully and frankly have been as long as current leadership has been in place). some cut off entire areas of the city, counter to your stated goals of equity & aid for low-income and essential riders. |
| Other | Reducing the bus service is awful |
| Other | Caveat - keep the full orange line open. You will kill Clarendon businesses if the metro does not stop there. I dont understand why you would propose to close orange line stations. They were always packed when I used it. |
| Other | We dont know how the pandemic will have changed peoples needs in Jan 2022. It could be that more people are working remote long term post-pandemic and it will change the transit needs of the community. Better to assess the current needs rather than reverting to what was before. We will likely have a new normal. |
| Other | This seems okay in theory, but defining low income and essential workers correctly is important. |
| Other | These shutdowns would increase congestion and affect lowest-income residents, despite supposed targeted efforts |
| Other | My point is that many people need public transportation. Dont leave them out in the cold with no transportation. |
| Other | Will you be cutting buses in neighborhoods that do not have metro access? |
| Other | Appreciate prioritization for low-income and essential workers. |
| Other | My concern is what this plan would mean in conjunction with reduced metro rail service. If metro rail service is cut, people may rely more on the bus service. But if that is cut too, it would be extremely problematic. |
| Other | This is a ridiculous proposal |
| Other | it will not work for me |
| Other | Why would you reduce metrobus service in 2022. Reduce it further NOW and save that money to apply to 2022 when ridership will increase post-pandemic?? |
| Other | Please extend extra hours on trains and buses |
| Other | You need to focus on getting kids to and from school in addition to areas with the most riders, Low-income customers who rely on Metrobus, Essential workers, including those with jobs in healthcare, food service, social services, and other important societal functions. You cannot use September of 2020 as baseline for determining ridership - that is in the middle of the pandemic and assuming that is normal ridership is sheer idiocy. |
| Other | Because one of the main reasons that I'm against this proposal is because people who live near a metrobus route (and i only mean the number one) would have no transit access to the metro and would have to rely a car, taxi, Uber/Lift to get to where they got to go. |
| Other | After pandemic ridership should zoom up |
| Other | Awful |
| Other | A bus that comes every 30 minutes is not a bus. If you are going to run busses, run them frequently. Every 10 mins or less. |
| Other | buses are important connections to certain neighborhoods and should not be cut |
| Other | If were routing buses to metro stops it would make sense to keep; as many stops open as possible so the bus plan cant be independent of the rail plan |
| Other | Do not reduce service. Will result in a death spiral |
| Other | Good plan to make sure low income riders and essential workers are covered, as well as reroute to increase transfers to metro rail. |
| Other | Please do not cancel metrobus service! |
| Other | Reducing transit access, frequency, and reliability reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself. |
| Other | I |
| Other | It would depend if the bus I take is cut. |
| Other | You cant reduce service anywhere and still allow for essential workers. Its an oxymoron. |
| Other | Penalizing the full fare paying customers who bear the brunt of your funding!!! |
| Other | Metro will have more ridership post pandemic |
| Other | I do not use metrobus |
| Other | In January 2022, Metro can expect almost (95%) pre-pandemic levels of transit and this plan needs to reflect this future. |
| Other | We should not be reducing service in January 2022 based on todays ridership. The vaccines are expected to significantly alter the Covid situation and many other will be returning to work and play by January 2022. |
| Other | I am not confident of any forecast of riders in January 2022. All riders should have access to Metrobus. Essential workers live in many areas.Do not reduce level of service. |
| Other | everyone needs bus service. pre pandemic parking and commuter travel was out of control. we need more buses not fewer |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | Again I do not favor eliminating J1 buses because the ones left will get more crowded |
| Other | Eliminating routes will not provide needed public transportation |
| Other | Also need the Smithsonian exit. It's vital for visitors, volunteers and employees of the Smithsonian |
| Other | Cutting bus service is not a good idea |
| Other | I live by the courthouse metro and I think this plan would hinder me. |
| Other | Metrobus is the most important service tying the city together. It has to be maintained, but perhaps downsizing the bus size. Cost-effective bus services are provided in all European cities and Washington DC cannot do less. Perhaps a cost review with someone with European experience might be in order. |
| Other | In combination with the metro cuts would be impossible |
| Other | Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office. |
| Other | The plan, as proposed, threatens to alienate me and my fellow commuters just as conditions are projected to return to a more normal condition (post-vaccine, daily office work schedule). Displacing these customers will make it challenging to recoup them as they find alternate transportation means and conditions in the area further improve. |
| Other | Reducing Metrobus is unacceptable and disproportionately used by the lowest income DMV's. Cutting Metrobus access would be unacceptable. |
| Other | People will be back on transit by January 2022. Well, not if you implement these changes. I'll be forced to drive back to the office. |
| Other | As mentioned before, all proposals must take into account current ridership and the fact there will be fewer commuters as working remotely is expanding. |
| Other | DC is becoming one of the wealthiest cities in the world. Why are we cutting public services? |
| Other | Maintain some service through Trinidad. |
| Other | It's not just low-income people and essential workers who need the bus. Many people "including my family" got rid of our cars because we believed in helping the environment and supporting public transportation. Don't turn your backs on us. |
| Other | My preference is to continue working from home rather than having my commute time elongated by service cuts. |
| Other | Appreciate the understanding that buses are essential for low income communities |
| Other | This is obviously going to hurt a lot of low-income people. Do not do it. |
| Other | Offices should be open by then, there will be a need for pre-pandemic levels of service. Metro should be focused on INCREASING service and EXPANDING rapid bus transit routes, not decreasing service |
| Other | WE need more buses! |
| Other | I do not agree with cutting metrobus service 50% |
| Other | Too many places would be unreachable by public transit. |
| Other | Would prefer late-night service, especially late-night service connecting DC to Virginia |
| Other | The link does not explain service changes. Please include details in the survey itself, as with the section on rail service. |
| Other | 50% of previous bus service is a travesty, and I know you said you would prioritize low-income riders but they are the ones who will be most harmed by this, plus its just a bad plan, please dont cut back on buses like this |
| Other | Reducing service doesn't help anyone |
| Other | The nAe plan provides no service to north Springfield/Burke area (served by 17 series bus). If Fairfax Connect runs, then there is an option. Otherwise, it is almost as close to drive to work as it will be to the nearest metro or bus stop. This will increase traffic and parking issues. |
| Other | Eliminates main bus routes which makes it more difficult for elderly, low income residents. |
| Other | I want to be sure that certain areas with customers who need MetroBus to get to work and school have the transportation they need. |
| Other | Please please expand or keep at same level ALL services that impact the poorest residents and poorest neighborhoods in dc |
| Other | Hopefully no cuts are necessary but if they are, these are best options |
| Other | If WMATA reduces its top heavy management structure...that would eliminate over paid salaries. Too much management, not enough labor... |
| Other | Eliminates service to my neighborhood. |
| Other | The buses were already too crowded in the mornings and evenings before the pandemic |
| Other | No comment. |
| Other | This is absolutely unacceptable. Metro must fight for the funding needed to preserve Metrobus service. |
| Other | I am an essential worker who can ONLY get to work via metro bus. Current levels are barely sufficient and reliable. |
| Other | Reducing bus service will discourage people from using public transportation and give rideshares more business. We cannot have that. |
| Other | Please don't reduce limited-stop service on Georgia, 14th, or 16th streets. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | PLEASE DO NOT ELIMINATE THE M4 BUS LINE!!! WE NEED IT TO GET OUR KIDS TO SCHOOL AT DEAL AND WILSON. PLEASE DO NOT CUT US OFF!! |
| Other | The city needs to continue bus service in all areas of the city. You can not pick certain neighborhoods. The idea that you can stop bus service to certain neighborhoods goes completely against the notion of decreasing cars in DC etc -- The city has made parking expensive and limited so exactly how will people get to school or work? For many people riding bikes is NOT an option ie: too old, disabled, too young, too dangerous!!! |
| Other | Quit trying to get rid of buses. The pandemic will end and people (including me) will be taking the bus again, but NOT IF THERE IS NOT A BUS TO TAKE |
| Other | If service workers are a priority, the bus will need to run after 9 pm |
| Other | Some reduction would be ok (about 80%) but reducing to 50% cuts service too much. |
| Other | I will need to take a bus every day to the pentagon metro. |
| Other | Busses were already overcrowded before the pandemic. Reducing service will just deter commuters from public transport. This will result in additional car traffic, pollution and green house gas emissions. Such approach is neither healthy nor in line with the promise of reducing pollution and green house gas emissions. |
| Other | This would be fine if metro stations are not closed or service severely curtailed. |
| Other | We need more public transportation options. |
| Other | That is bonkers |
| Other | As long as schedule and skipped stops are clearly communicated and do not fluctuate daily. |
| Other | You cant cut bus lines and not expect to harm low income communities. |
| Other | The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming. |
| Other | more buses, more often. |
| Other | The only bus route that use is proposed to be eliminated. I don't agree with this |
| Other | I live in Ward 2 and have lots of transit options, a luxury many do not. I have flexibility as well, whereas many others do not. Use my tax dollars to focus on customers who dont have a host of options, please. |
| Other | It's not ideal but it's understandable given the circumstances |
| Other | Absolutely. Please bring more (and cheaper) service to low income areas. |
| Other | Buses were often packed before the pandemic. This doesn't seem workable. |
| Other | Students. And environmental commuters |
| Other | Columbia Pike is too crowded - bus services were already cut here |
| Other | The problem is that the lowest income rely on metrobus. How are they supposed to get to work? |
| Other | Ore pandemic ridership levels should be considered once work and home orders have been lifted and downtown offices are open |
| Other | We dont want service cuts. Hire do you expect to have riders if you cut service. |
| Other | I want the bus to serve those who need it most - but it is eliminating all routes my family has to get to work, other than driving. |
| Other | Resume all to pre-pandemic |
| Other | I do not believe that this is an equitable plan. In the neighborhood of Trinidad, most residents do not own a vehicle and rely on the bus service to get them to work, appointments, and to run errands. The proposed plan eliminates all bus service in the neighborhood. |
| Other | A robust bus network is essential to residents who do not live near Metro stations, or who have disabilities that prevent them from walking long distances. Not all disabilities are related to age or income. |
| Other | Please do not close the metro bus stops that are near the Grosvenor-Strathmore metro station. |
| Other | As long as you do not close east falls church metro station |
| Other | Buses were already full early in the morning pre-pandemic. Metro should be planning to increase service not decrease. This will bring ridership back when vaccines are widely available this summer. Decreasing service will put Metro into a downward spiral. |
| Other | Keep Morgan Blvd open |
| Other | My entire bus line would be eliminated. |
| Other | It's impossible to answer this question without knowing specifically which routes will be targeted |
| Other | I would have to move :(I only take bus and metro, no driving. I NEED bus access. It's why I chose my current apartment, |
| Other | I think better more frequent service and longer hours are worth budgeting for. |
| Other | Do not do this. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | The January 22 eliminates entire neighborhoods bus service with no reasonable alternative. One such closure offered an alternative stop more than a mile away, no consideration for those unable to walk and no inclement weather protection at the stop. While the service reductions are understandable and should be adjusted as ridership increases or decreases the wholesale elimination of public transportation to an entire area is unreasonable. |
| Other | It is important to prioritize people who most need bus service, but if Metrobus doesn't serve the needs of upper NW, it will lose an important customer base and cause major congestion problems in the city |
| Other | THIS DISENFRANCHISES SOUTHEAST DC - POOR AND MINORITY NEIGHBORHOODS |
| Other | It will not work to have permanent cuts at that level, but another few months during recovery would be understandable. |
| Other | It depends how you determine the areas |
| Other | Too many route closures. |
| Other | I like the prioritization of those who need it most |
| Other | Everyone should have access to metrobus |
| Other | I think it is important to keep those riders that rely on the metro bus the most. Specifically, keep regular bus service to areas that are not easily accessible by metro |
| Other | I don't use the metrobus |
| Other | These categories of riders ride all the lines, even the ones going through more affluent areas. |
| Other | see previous answer |
| Other | If this budget is trying to support low-income riders, the proposed cuts are not achieving this goal. While reviewing the proposed cuts, I noticed that the majority of Maryland cuts were concentrated in Prince Georges County, where incomes are lower and tends to house more essential workers. Furthermore, the proposed cuts in Prince Georges County affect a larger percentage of riders who are no longer able to board at their stop. Often these redirect riders to the Metro service, forcing them to stop take Metrorail for a couple of stop to get to places that were previously covered by bus service (i.e PG Plaza). Metrorail is significantly more expensive than Metrobus, even to go one-to-two stops, plus when transferring from bus to rail you incur additional cost given the payment structure. Most people who are riding on these long bus rides aren't doing it for fun, they are doing it to save money because Metrorail is cost-prohibitive. By cutting bus services, you adding additional time waiting for connections onto what is already a very long commute for people. These proposed cuts do not provide adequate services for low-income areas, and further more will likely increase congestion on the roadways. |
| Other | I will be back to using bus every day by 2022 |
| Other | You should have more buses. |
| Other | Metro bus is my main way to get to work. Changing this would be a major issue for me. |
| Other | Won't use metro if not convenient and during regular work hours |
| Other | I agree with the idea, but if my service is cut I won't be happy. |
| Other | Just going to leave SW out in the cold, huh? |
| Other | We need to be expanding metro bus not only for essential workers and those without transportation but also to decrease the area's reliance on individual cars which negatively impact the environment. |
| Other | As long as the bus is still serving lower income communities or communities who heavily rely on service, then I think that's fine. |
| Other | Metrobus is so unreliable where we are - Garrett Park - that it's usually quicker just to walk the 30 minutes to White Flint or Grosvenor than to wait on the bus. This goes back to the service cuts in the Great Recession, which were never fully recapitalized. So, sure, cut away, make it harder for lower income folks to get around, put more cars on the road. Whatever. Might as well just shut the whole system down. |
| Other | It would work for me, but probably wouldn't for many low-income riders. |
| Other | I refuse to use Metro Bus service |
| Other | Definitely prioritize these |
| Other | This plan leaves many areas with no bus service at all. It is better to reduce frequency than to eliminate routes. |
| Other | It already takes a long wait to catch any bus. |
| Other | Buses are essential to my work and recreational travel. I do not drive. |
| Other | Please keep in mind the reduction of 50% may cause the remaining buses to be crowded. We don't know what the future hold in regard to this pandemic. People don't want to be crowded on buses regardless of vaccines. |
| Other | Why would you start to increase service in anticipation of more users going back to work and then cut service even more come January. Shortsighted and stupid. |
| Other | Why plan on going up from here only to drastically cut later? |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | Why are we acting like we will still be in a pandemic in 2022? |
| Other | Id be interested in hearing more about what criteria are going to be considered in choosing what areas are going to have the most riders, and what levels of service will be needed essential workers. |
| Other | You cant reduce Metrobus service like this. |
| Other | It appears as though Metro will basically reduce or eliminate most bus service to northern VA. Why doesnt Metro just cancel ALL service to Virginia, because that is essentially what you are planning come January 2022. Very disappointing! |
| Other | Not sure how youd determine all this. Also, why would you not make a decision based on pre-pandemic numbers? |
| Other | I hope to be commuting by January 2022 and that requires having a viable and regular buses |
| Other | Should be 100%. |
| Other | Way too little service |
| Other | While I would not want to see Metrobus service cut, as long as the changes proposed would be designed to serve low-income communities and essential workers, then I can support this kind of plan to close the budget gap. |
| Other | Prioritizing low-income customers and essential workers is key |
| Other | It is simply crazy to take away bus service, even for those who are not low-income, because DC is trying to reduce cars and because a lot of the residents are senior citizens. Plus, there are several schools in our neighborhood and the busses that serve the neighborhood carry those students across town. |
| Other | Stop reducing services. Raise taxes if you need to. |
| Other | I usually take the Georgia Ave bus to Petworth and it was usually crowded pre-pandemic. I think that line needs more buses. |
| Other | Reducing bus service will negatively impact many individuals, regardless of efforts to focus on those most in need. This kind of means testing is not effective at capturing everyone who might be in need and will leave someone in the dark without a way to travel to the places they need to go. |
| Other | 50% of pre-pandemic service is far too infrequent for Metrobus to be useful. What a travesty. |
| Other | All the buses still need to be running cause again everybody doesnt drive and people still need to get to work |
| Other | The January 2022 service plan will significantly weaken the overall effectiveness of metrobus service throughout the system. |
| Other | Depends what routes are combined. A lot of people solely rely on bus access. |
| Other | I live close in. I will never get on a bus. This combined with metro changes will make platforms scary. |
| Other | The 46 bus is very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station! |
| Other | I am pleased that Metro considers prioritizing the needs of low income residents |
| Other | I need the bus for work and essential travel. This plan is very scary to me! The system needs better funding. This is very frightening. |
| Other | When you reduce service, youre going to reduce ridership even more |
| Other | Metro typically ignores the needs of the 18-line customers. |
| Other | Not sure how Shirlington -Pentagon bus route would be impacted |
| Other | You would be eliminating an already poor access to public transportation in our neighborhood. Closet metro station from home is 1.9 miles. Your plan would remove the bus that brings me there. The closest bus stop would be 1 mile away. Commute to work (6 miles in downtown) would take 1.5 hours. |
| Other | Metro bus is important for high schoolers |
| Other | The same people who most rely on public transportation are the ones who will be most affected by any changes when the pandemic returns. How is this major workforce supposed to get back to work once we are allowed to take our masks off if we cant even get to work |
| Other | Many low income people use metro. Most of the lines you want to cut are in those area. If your organization had a way to catch up with current trends you would have an increase in ridership. Offer competitive rates because sooner or later metro will be none existent if you cannot keep up with trends. |
| Other | I rely heavily on the M4 and D6 lines. These are essential for movement around the palisades, Kent and Spring valley neighborhoods. There is no other public transit option available. These must be maintained. |
| Other | It's crucial to keep service for those who depend on public transportation. |
| Other | Metro needs to have service for everyone |
| Other | All communities need public transportation |
| Other | I am expected to work in person starting March 15 and I rely on public transportation. Closing of it will not help in already hard situation! |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | ABSOLUTELY NOT. 50% service cuts right after things return to normal? This is sick and twisted. Stop proposing these draconian measures. The low ridership is directly correlated to the current pandemic, which will be over by 2022. Stop trying to run this like a for-profit enterprise and instead remember that you're a public service. |
| Other | In 2022 ridership will be back to normal. This is just silly. |
| Other | I'm essential in-person government staff and rely on the bus every single day. Further cuts to the lines I take would be super burdensome on my commute/getting to work |
| Other | this should include commuter and express busses. |
| Other | Absolutely not. I am disabled and I depend on the bus. Please restore the bus to full service. |
| Other | Please prioritize the Fairfax Connectors for this reason. |
| Other | I'm all for closing some stations if there's low ridership now, but in 2022 I expect things to be back to normal and those stations should be open |
| Other | The proposed service plan is 166 pages. Where is the executive summary? |
| Other | Once people return to work we need regular service not reduced. |
| Other | As most of us who witness Metros planning genius, this will probably not suffice |
| Other | Does not provide service in my area. |
| Other | Where the buses will go sounds fair and equitable. However, 50% seems low, especially in the winter. Having people wait outside at that time of year is rough. |
| Other | I live in Barnaby Woods. We would have no public transportation at all in our area with the changes proposed. Not only will this leave us with no public transportation, it will also leave students in our neighborhood without a way to get to Deal Middle School or Wilson High School, causing massive traffic on Nebraska Avenue and disrupting parents work schedules if they need to drop off and pick up their students. |
| Other | The service plan eliminates bus service for the Palisades, so that we cannot take the bus to Sibley Hospital, Georgetown Hospital, Dupont Circle area, or downtown. With no Metrorail service in this area, this will remove any public transportation for a large area. |
| Other | Although changing routes to drop the riders at metro stations doesn't make sense if you close 22 stations - so hopefully you're thinking this through holistically. |
| Other | By 50% do you mean you'd have twice as much time between buses, or you would cut half the routes? The latter is better. |
| Other | All of these plans should be suspended until after the pandemic ends |
| Other | The current routes don't serve a lot of pockets of DC. there's a lot of overlap between metro and bus routes |
| Other | No Alternative to getting into DC and Pentagon. You could decrease frequency, but, killing the line, which is Govt supported for government workers is just not right.No ALTERNATIVE??? Seriously? |
| Other | Any decrease of public transportation is disastrous for all the residents, especially ones who are economically disadvantaged and do not have the opportunity to have private transportation to go to their jobs. |
| Other | This probably wouldn't affect me but I think you need to be very careful about cutting bus services in locations that need it. |
| Other | Are the arts an important societal function? The Kennedy Center needs service for workers. |
| Other | It's very important to me that the most vulnerable in our community have access to safe and affordable public transit |
| Other | The combining of routes could make buses be crowded and will not allow riders to socially distance and would put a strain on essential staff such as myself to get to work and home safely. This would also be a barrier for riders who are not able to sustain alternate means of transportation due to financial strains caused by the pandemic. While I do understand that metro has had financial burdens due to pandemic I feel that combining routes will expose more riders to COVID 19. |
| Other | It already feels like metro doesn't care for the citizens of laurel as it is and now you're cutting the one bus that's never on time or if it shows up it's away?? That's not acceptable for my tax dollars!! |
| Other | It should be for all. Though I live in a zip code that has a high salary for most, personally I qualify for Section 8 housing and sometimes depend on the Metro transportation. Uber is expensive. |
| Other | I don't like the reduced service and some of the combined routes don't serve as many people. I do like the focus on low-income customers. |
| Other | Not applicable to my situation but I would support this proposed service plan because it favors essential workers and low-income customers who rely on Metrobus |
| Other | Pre-pandemic metrobus routes and options were excellent, please don't make changes. |
| Other | I have repeatedly tried to take the bus and had buses not show up (yes, even following the adjusted schedule) both in the middle of the day and at night. Can you really justify "reducing" service when you aren't providing it consistently in the first place? |
| Other | Ridership will never return to previous levels if the levels of service do not return to what they were pre-pandemic. The goal is to attract customers. Your message has gone from, Everyone should ride Metro to We're going to make Metro difficult to ride. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Same as above |
| Other | Prioritizing access for low income residents is important because they have few other options. |
| Other | Use smaller buses and serve more areas |
| Other | i am an essential worker and many of the people living my building at Virginia Square where i serve on the board are also essential workersTherefore closing both Virginia Square and clarendon is not wise |
| Other | Service needs to be provided in an equitable way and not skew priorities based on numbers of riders, and rather focus on access to transit. Metrobus should be considered as more than a means of transporting riders to Metrorail, which for many it is not. |
| Other | without specific bus lines mentioned here this is very vague |
| Other | Not sure where most riders are but this is about equity so a plan helping those most in need is good |
| Other | It's sad you're considering decimating service to the point where ONLY people with no other option use it. By maintaining a decent level of service for everyone, you'll be able to better serve the communities that rely on it most. |
| Other | Busses are already packed. Cutting service by 50% seems very untenable. |
| Other | If you dont provide adequate bus service dont think you are still going to collect metrorail fares, well use other options. |
| Other | These closures would significantly impact commuters and increase commute times. |
| Other | Metrobus should also be in areas that are not near MetroRail. A lot of people rely on bus to get to the train. |
| Other | We bought a condo in Clarendon near the metro station last year for our son who is in a wheelchair and works full time. The plan was for him to be able to use the metro to commute to and from work and other places. Having to take a bus to a metro station farther away would increase his commute time way too much to make that a feasible option. His life as a paraplegic is already time consuming. Post Covid he will not be working from home and will rely on this metro station. Do not close it |
| Other | How will you prioritize those who are essential workers? There is no plan proposed to accommodate these changes. |
| Other | If routes have to be cut please make sure its easy and quick to get to my destination. Especially northern virginia make this a dependable experience with not too much waiting. |
| Other | Stop spending on marketing. Spend on as a structure |
| Other | Any cuts to our metro bus or metro rail system will disproportionately affect our low-income and Black and Latinx DC community. This plan to cut access by 50% is an unjust and cruel response to a devastating pandemic that has already disproportionately affected these communities. |
| Other | How can 3 bullets summarize 166 pages???? |
| Other | Would this option be re-evaluated if the pandemic affect lessened? |
| Other | Make sure those buses are taking people to metro stations. |
| Other | This would devastate our lives. We would have to buy a car because we rely on the bus for the vast majority of our transportation needs. |
| Other | Esta situacion no es adecuada, por que se le debe dar fluidez a la trasnportacion del distrito |
| Other | We take public transportation to reduce our carbon footprint |
| Other | Some of the areas are having all routes eliminated from them. That would make it impossible to commute from home to metro and back entirely |
| Other | All the groups named need universal metro bus service! |
| Other | While I don't fit in any of those categories, driving into downtown DC would not suffice due to limited space with all workers returning pre-pandemic levels, thus not able to go to work and contribute to DC's economy. |
| Other | I expect that in january 2022 service should be back to full operations and people will be needing to get to work and other locations. |
| Other | Priorities seem good |
| Other | No reduction in services. |
| Other | â€œbuses in Virginia are vital links in my local neighborhoods. I am on disability so have not ridden in 2 years per earlier survey question but hope to get back to work after pandemic and bus usage important |
| Other | Strongly prefer prioritizing low income/essential workers in this decision. (Not ideal for me, but they need it much more) |
| Other | Im very concerned about reducing service. My understanding is that frequent, timely service leads to the best usage of the system. Reducing service may further erode the amount of people using the system. |
| Other | These are unacceptable cuts to service. Implementing these cuts will force me to seek alternative transportation options. |
| Other | Should also prioritize densely populated areas without Metrorail service or steep cuts in Metrorail service. |
| Other | Im glad that low-income customers and essential workers are being considered here. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Reducing to 50% capacity will cause the buses to become overcrowded and make it difficult for people to get to work. This would make it difficult for me to get to work and school |
| Other | Perhaps Department of Defense workers should be considered essential. Many of us traveled to the Pentagon throughout the Pandemic. |
| Other | As much as we rely on metro rail, metro bus service is overwhelming used by people underserved by rail Or economically disadvantaged people. |
| Other | We cannot cut bus lines as someone relies on each line. Bus ridership has been higher than metro during pandemic and we have to assume it will continue. We cannot cut services when ridership will increase |
| Other | The proposal to eliminate the D4 route is unacceptable. It completely eliminates the primary mode of public transportation through Trinidad. And with the additional planned elimination of the D8 route, Trinidad residents will have no immediately available public transportation. |
| Other | I support your plan |
| Other | Both metrobus lines within a mile of me would be eliminated. There is not even Arlington Rapid Transit (ART) buses in a one mile walk of my house. |
| Other | I cant tell what the frequency will be of the buses that I use at the times that I use them. While a minor reduction in service times is ok, once every hour is not!! |
| Other | This decreases the necessary number and frequency of bus routes far too much. |
| Other | So you are OK to cut out students who take the bus to school? Is that because they can't vote? And how in the works are you planning to measure which routes will have the most use post pandemic before we are actually post pandemic. You need to look at pre pandemic. That is simply ridiculous. |
| Other | This drastic cut to bus service will greatly impact low-income people, no matter how hard you try not to |
| Other | Cutting public bus or metro service is a downward spiral. As service reduces and become more unreliable, people look for alternatives that reduce ridership. We should be looking to strengthen the system, but weakening it |
| Other | Don't forget workers with disabilities who cannot drive |
| Other | Stop reducing service! You are harming people! |
| Other | I think generally yes, supporting those people is crucial but the it is also necessary for students to be able to get to school so if there is a way to support both, then that would be ideal. |
| Other | Please keep metro station at Grosvenor-Strathmore. One way to satisfy need to have metro bus and metro rail station nearby. |
| Other | Buses with service to metros is crucial. While I understand prioritizing routes that are most used, routes with reduced service would be better used if the service was increased. |
| Other | Buses in many areas are already full during peak hours and have had to leave passengers behind. |
| Other | I think my routes would be okay, but I want our city to expand bus service. |
| Other | I dont think the proposed reductions would affect the routes I use. |
| Other | This would eliminate the most convenient bus route for me to take to work, but that might be okay if the Metro rail stations near me dont close. I hope Metro will consider which bus routes and rail stations you close, so there is still at least one or the other option in each place where you offer service now. |
| Other | We need to make sure kids and teachers can get to school as well. |
| Other | You need to make sure you aren't unnecessarily harming low income communities with no access to a personal vehicle. Service reductions do that, and it isn't fair. |
| Other | Not a plan designed to help bus riders. |
| Other | With potential increased traffic and less rail, need faster and more reliable bus |
| Other | I want the buses to continue to be on time & get me to work on time. |
| Other | Concern is overcrowding with the groups listed as the masking is ineffective with overcrowded buses |
| Other | Im an essential worker living in Van Ness and working in Tenleytown and I worry about whether my area has enough essential workers and current riders to maintain service. |
| Other | This is confusing. The previous page seems to plan for adjusting to residents going back to work, but the 2022 plan seems to go an entirely different direction to reduce accessibility permanently. This is not ok. |
| Other | Devils in the details. Normally when you make. Changes the service gets worse. |
| Other | Bus service is already pathetically limited for such a densely populated, extremely wealthy metropolitan area. If youre going to cut it by 50%, why pretend to even have a bus service? |
| Other | See previous comment. |
| Other | Im not low income but I dont have a car and I rely on metrobus for essential travel. By forcing me on to Uber or whatever, thats draining money out of the system |
| Other | Makes no sense to reduce service in 2022 just as the region is recovering from COVID |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | This reduction would hurt essential workers the most, and the reduction in frequency would dramatically limit the usability of the system. |
| Other | Please provide transit to Dulles Airport. |
| Other | That seems to make sense, but I'd rather you raise additional revenue to keep those services. |
| Other | With infrequent service buses MUST be trackable via smartphone app. Your bus tracking system frequently fails. |
| Other | Looking at the MD changes alone - this cuts off entirely communities that have only a single bus route, eliminates service to the biggest university, and many people who still are served at all would be facing multi-hour commutes each way. This will kill people. People will lose jobs, lose homes, lose families. |
| Other | I appreciate metros prioritization of essential workers and low-income riders. |
| Other | Reducing service in 2022 would be counter productive. More people will be out and about in 2022 so reducing to 50% of pre-pandemic service is a short sighted response to the problems experienced in 2020. |
| Other | To close Metro stations on the Silver Line that haven't even been opened eliminates any possibility of driving ridership and most affects low-income workers and families who are living in the Virginia suburbs northwest of Fairfax and eastern Loudoun. |
| Other | Like many in my neighborhood, I am elderly, on a limited budget, and not comfortable driving most places. I need to get to the doctor and dentist as well as church. I volunteer for essential services and would have to quit that. My husband is increasingly disabled and was counting on riding the bus now that we have been vaccinated. My senior years would, frankly, be blighted. |
| Other | Try it. See how it works. |
| Other | As noted, the general measure of this seems stark and desperate, reasonably well thought out, knowing that there are extreme measures needed, but difficult for many. Luck to us all. |
| Other | No. Metrobus covers more of the city and provides more connections than the metrorail due to limitations in station locations. It is not acceptable to reduce Metrobus service if we want to provide equitable transportation options to all and especially those with lower socioeconomic resources and if we are going to meet our sustainability goals and reduce the impact of climate change on our region. If we want to meet our sustainability goals and vision zero goals we must incentivize alternative modes of transportation and disincentivize car use. This plan shows a lack of prioritization, a lack of courage, and a lack of leadership on the part of all DCs leaders. |
| Other | combining bus svc makes sense, but cutting lines would once again hurt the people who could least afford it. instead of cutting lines, reduce the # of stops by 1/2 |
| Other | The more you cut service, the more you cut ridership and encourage people to use Uber and Lyft. |
| Other | When I am able to move into my home, I will not be able to utilize public transit. |
| Other | The woman who cleans our house couldn't get to us |
| Other | Combining the Pentagon City and pentagon routes will lengthen travel times significantly introducing the pentagon route buses to more congested roads that will likely increase bus delays. |
| Other | My children would not be able to get to school safely. They rely on the M4 for transportation to Deal. |
| Other | Ridership will be increasing as the Pandemic risk improves. This plan cuts public transportation right when people would be returning to work! Bad idea. |
| Other | i think you should at least consider pre-pandemic as a factor in how ridership could increase again. |
| Other | There are currently no planned bus routes from VA to DC or MD... so my only option would be to ride the metro, but my station is also proposed to be closed so I'd have to walk a half mile each way rain, shine, snow, etc. which does not seem to be the best with these time frames seemingly being when employers will start to have employees back in the office. |
| Other | While I appreciate the equity focus. We should not have to accept this draconian budget. Metro should avoid all cuts thanks to the new federal emergency funding of \$30.5 billion nationwide. Any other shortfall should be met by the states of VA, MD, DC and local jurisdictions. Post-pandemic, with increased telecommuting might allow for shift of some peak hour rail and bus service to off peak, evening and weekends AND ensure we address equity in accessibility, which would help workers who don't have 9 to 5 office and help car free and car light households. |
| Other | That sounds awful. I thought the purpose of the 2021 plan was to get back to better service. Not cutting things to 50%. I don't see how this would help low income customers and essential workers. |
| Other | restructuring routes to cover as many stops as possible is counterproductive. some these routes have been running like they are for 100 years. people know where they go now! don't make the remaining routes unusable. run good service on existing routes. |
| Other | This plan is destined to fail. Return the bus routes to prepandemic levels no later than September 2021. |
| Other | Yes! |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | Implementing these changes would affect riders, and we wont be on a state of pandemic forever, Metro will not restore these immediately or restore them at all, when things go back to normal |
| Other | Cutting Metrobus access to Chevy Chase (e.g., M4) isolates the neighborhood from Metro and downtown access. With these bus cuts, it would be inconvenient to use public transit to get to the office downtown and I would likely switch to driving. |
| Other | Decrease significantly is a bad move |
| Other | I would have to see the plans for how Metrobus would identify which low-income areas to focus on. Its not acceptable to only do 50 percent capacity service for the primary public transit system in a major city. |
| Other | Why would the service increase in 2021 to then scale back in 2022? |
| Other | need more frequencies and service for essential workers. |
| Other | Harder for me to get to work |
| Other | The groups prioritized seem fair. I would add students in 6-12 - reduce pressure on school bus systems and allow more flexibility for participation in extracurricular activities |
| Other | #1 protect the drivers, get them on vaccine priority list. I would hope that by Jan. 2022 the whole DMV will be up and running again. Get Biden to give us the money to use this down ridership time to totally revamp Metro - no more diesel buses, safety improvements on the Metro rail. WMATA recovery is closely linked to vaccine distribution and income necessity. Curtailing service will impact economic recovery, community vibrancy and real estate development. But those who can afford it will use Uber and drive/parking lots or work from home or a combination (drive/e-scooter) until it is safe to ride again. |
| Other | I will need to start going back to work every day. How am I supposed to do that if metro cuts all the bus lines. What WMATA is describing is the collapse of public transportation in the region. I dont have a car. How am I supposed to live here. |
| Other | Metrobus should be made accessible to people of all walks of life. If it is limited to low-income customers, there will be strong declines in usage from individuals who are not low-income, and those individuals will be more reliant on personal vehicles. |
| Other | Who can possibly know what their travel plans will be in Jan 2022? That is a silly question to ask; last year at this time one would not have predicted the pandemic. At this time, we cannot predict its end. |
| Other | Too much mess to be transferred. But some people need more the bus than others and its fair to prioritize. |
| Other | Very few riders on D6 buses - Sibley has a shuttle to/from the Tenleytown metro so most use that or AU buses which travel back and forth on Nebraska & Loughboro Rds. |
| Other | Does not make sense to cut off service to low use areas, because they are most likely to be underserved by other transit options. |
| Other | 50% reduction is way too big. How will people rely on such limited service to get to work? |
| Other | But Metrobus will need substantial public funding if its to be a service focused on those who cannot afford cars, rather than also a service attractive to those who have cars, but prefer public transit, either for greater convenience (no need to find parking, can read or write while traveling), or to decrease carbon footprint, or both. Metro needs to attract both riderships (and tourists, too) if it is to be long-term sustainable. |
| Other | This plan would eliminate all metrobus service to our community. It would cause leave many commuters without a mass transit option, more commuters to drive into work (bad for the environment and traffic congestion), and decrease property values in our neighborhood. |
| Other | While the plan is not applicable to me because I am not an essential worker and use the metro not metro bus as my primary transportation, focusing on serving frontline workers and communities that rely exclusively on the metrobus seems appropriate. |
| Other | Access and frequency are my concerns. |
| Other | As long as kids can still get to school since there are no other options when parents work (i.e., no school buses) |
| Other | My wife relies on metro bus to get to work, which picks up in front of our house. A cut in service would make her commute more difficult, especially to time up with dropping or picking up kids from daycare |
| Other | Full support for focusing on populations that rely on metrobus |
| Other | I live next to a station that is proposed to be closed. Having a reduced metro bus would make it even more timely to get to another stat that is open. |
| Other | Why the hell would you reduce service to 50% of pre-pandemic levels? Again, MORE BUSES, MORE SERVICE, MORE DEDICATED BUS LANES. NO SERVICE CUTS. |
| Other | No service along washington Blvd through Westover |
| Other | This needs more service to help people to get their destination for the people in the community. |
| Other | Bus service should not be reduced once the peak of the pandemic has passed. That would cripple the recovery of Metros ridership and the region as a whole. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Given these priorities this is fine to me. I don't take the bus frequently and am only taking this survey to vote against plans that would disproportionately inconvenience low income riders |
| Other | Yes. This plan emphasizes equity. |
| Other | Unclear how you have determined 1/22 ridership needs given the pandemic and changes likely to occur with community vaccination. |
| Other | Again, cutting public transportation permanently for a hopefully temporary problem is nuts. |
| Other | I require elaboration on this. I have not seen WMATA actively prioritize the groups it mentions here in the past: low-income and essential workers. Most of the city's transportation decisions are made in adjustment with gentrification, not with the residents that have already been here for years. I had zero faith that WMATA will prioritize the groups mentioned as it has never in the past. |
| Other | Public bus service needs to be provided for all, especially those taking the bus |
| Other | If someone is an essential worker it's likely they are not going to be able to navigate downloading a PDF file and understanding what this plan means for this reason I am selecting not sure. |
| Other | The goals of this plan are good but a 50% reduction is too much. 75% is better. |
| Other | See my earlier comment |
| Other | Bus service is critical to get around the city, more so than metrorail. Bus should be given priority as it serves neighborhoods. |
| Other | Need more buses not fewer |
| Other | This proposal prioritizes groups that require regular access to public transportation to commute to their essential jobs. |
| Other | Many people will be returning to the office in January 2022 and will require more bus transportation |
| Other | Ill just drive more if I cant take the bus. |
| Other | This eliminates all of the lines I used to use when commuting as backup when Metrorail has issues. |
| Other | I can get around with other modes of transport if I have to. I am more concerned about low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes and essential workers, including those with jobs in healthcare, food service, social services, and other important societal functions. |
| Other | How will reducing service when many who have been remotely working are likely to return to work help the situation? |
| Other | It is ok to redesign the network, but not cut so much service |
| Other | You would be eliminating the routes that I use the most often for commuting. |
| Other | I would no longer have access to Metrobus. |
| Other | It sounds like Metrobus service will be so poor that it will not matter if it gets cut 50%. I am unlikely to return to riding Metrobus given its current state. |
| Other | I do not see any buses crossing from VA to DC. If there are issues on Metro, there is no way from residents to get back and forth between the jurisdictions. |
| Other | Don't cut rail and increase bus, that's stupid. |
| Other | M6 service is the last available service in our area. Fairfax Village. The V5 has already been cut. How will I get to work |
| Other | It will work for our needs if/when we begin to take bus and subway again. Service is adequate for seniors in our immediate area and for Takoma DC, Brightwood. Im not sure if new residents of Parks DC senior housing will be served by bus service under this plan -- dont know the route number which goes there. |
| Other | While I like focusing on the three areas you have said, I think tough to talk about cuts when we are essentially still in a pandemic and we need to have as much as possible in place to help with our recovery. |
| Other | Eliminating the only bus line serving Foxhall and Palisades neighborhoods affects thr school commute to/from the in-boundary elementary and middle school as well as employees commute to/from downtown offices. |
| Other | Please increase the frequency of services instead of cutting it. |
| Other | The detailed plan does not address how metro proposes to prioritize low income and essential workers. Please let us know what you have actually done to ensure cuts do not disproportionately affect the most vulnerable. |
| Other | Once again by January 2022 we will all be dead or the pandemic will be over. If you needed to save money you should have adapted to the pandemic last year |
| Other | The metro bus system does not deserve the monicker "œsystem" because it is irregular, never on time, and a total abomination. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | The only proven way to ensure continued (and increased) mass transit ridership is to maintain regular, predictable service through neighborhoods that are not otherwise served. Rider lost through service cuts are riders lost forever, as people will inevitably work out alternate means to get to the places they need to go. And since you will be teaching residents how to do without mass transit, you will be cutting yourselves off from a revenue stream for years to come. I appreciate the impulse to concentrate on low-income customers who do not have access to the same set of alternatives that wealthier residents do. But to serve the one at the expense of the other does a disservice to the ideals of mass transportation - reducing traffic congestion, easing the environmental impact of city living, and providing transportation options to all of the areas residents. |
| Other | Way too drastic - many of us depend on buses to get to our jobs and shopping. |
| Other | Not enough information easily available |
| Other | Bus routes needed to get children to school when schools reopen and access to metro |
| Other | Bus lines that do not meet a threshold of ridership should be converted to on demand service. |
| Other | Any reduction in bus service is unacceptable |
| Other | This is curtailing my sole bus route to my work, with out a replacement. You have not presented the trade offs in a fair, transparent manner, my commute might increase by 50-69 percent. |
| Other | The plan should prioritize service to low income commuters and essential workers. |
| Other | My home is close to the metro station and doesn't have metro bus station close to me. |
| Other | I dont see any exceptions to the options regarding peak hoursTwo different answers for me |
| Other | You shouldn't reduce any transportation |
| Other | If you can accurately identify and service the areas above, then that is very good. I think it sounds ambitious and could possibly be very difficult to do adequately. |
| Other | I think you need to be very careful with cuts to bus service. This is a lifeline for so many people. |
| Other | Middle and high school students need to be among the priority groups. Parents (including single parents like me) made school choices based on our teenagers abilities to get themselves around the city--were not able to rearrange our work lives to drive them to schools that arent in walking distance. Buses going to schools were frequently very crowded pre-pandemic--it seems like to maintain safety when schools reopen, we will need an increase rather than decrease in service. |
| Other | Sometimes during the day, like evening and weekends, parking is free. Thats unwise. Parking should never be free. You could offer reduced rates, but never free. Reconsider that. If people park at a Metrorail station, then they should pay something. You are losing lots of money with free parking. I know people who go back and get their car and drive out during the free times. I do not know how common that is, but even if only a few people did that, thats a lot of money you are losing. |
| Other | Almost perfect. You forgot the kids. There are a lot of kids relying on metrobus to get to school and the next available options are so much more expensive and inaccessible to a lot of families. Its hard for parents to drive kids in and back from school every day especially for Charter schools or magnet schools which take a lot longer to get to. |
| Other | Too much reduction in service. |
| Other | The focus should be on serving low income riders, but reducing service by 50% is extreme. Busses were crowded enough already prepandemic and this will be when more people are commuting. And for those who are not yet vaccinated, reducing service will make bus travel more dangerous |
| Other | Concerned about maintaining service to lower income riders city wide. |
| Other | I feel as if this will all result in an unfortunate no-win situation for commuters. |
| Other | possibly |
| Other | How do you decide low income? The only reason we can live where we are is with 4 working-adults in the house. We cannot even afford a dog, much less kids. To assume we do not need the bus, as sparse, unreliable, and inconvenient as it is, is presumptuous. |
| Other | Cutting Metro rail service and reducing bus service to 50% of pre-pandemic levels is UNACCEPTABLE and would greatly impact the workforce |
| Other | This depends whether bus service would also be affected near routes where there are proposed closings to stations. There will be increased bus traffic if stations are closed and therefore they will probably need more bus support not less. |
| Other | Focus on low income! |
| Other | Good way to realize operational efficiencies |
| Other | If we're not considering the pandemics impact on WMATA service as a whole, then these cuts would essentially gut public transit in the DMV area indefinitely. The pandemic of course needs to be accounted for in helping to shore up our public transit with subsidies or even slightly higher fares. Everything should be considered from a pre-pandemic perspective. As well, only considering those who are low income or essential leaves out a huge portion of the populous who rely on public transit anyway leading to less ridership as a result. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | How do you select who rides the bus? What demographic data is WMATA using to determine where essential workers work or live? And if there is no service, obviously there will be less riders. WMATA's logic makes no sense, sorry. |
| Other | Bus service is already too infrequent and with too many stops which makes travel by bus too time consuming. |
| Other | Ok, fine |
| Other | The plan provides an insufficient above-ground travel network for a city like Washington, DC. |
| Other | Plan should also prioritize students commuting to school. Buses should be available to people who live more than a mile from a metro station to get to the metro. |
| Other | This would negatively impact so many service workers in our area. It would also reduce teens' ability to travel without driving. |
| Other | 50% is a big number. A quarter of pre-pandemic levels should be the first phase, then reevaluated to reduce by another quarter. |
| Other | I appreciate the emphasis on maintaining service for low income riders and essential workers. I hope that the MetroRail proposal decision bears this in mind as well. |
| Other | Pre-pandemic service is needed when life returns to normal! |
| Other | We need to get people out of their cars and in to mass transit. |
| Other | While not the worst of your ideas, this is not great either. I understand funding is a problem, but this is not the solution. I will be writing to my representative to fix this. Most riders in Jan. 2022 is not an accurate representation of who these stations serve. Keep your numbers focused pre-pandemic. |
| Other | this plan would be problematic upon return to work. |
| Other | Metro needs to reimplement normal service levels as quickly as possible by January, as most people are expected to be vaccinated at this time. It seems strange to continue focusing on essential workers when most people will be back commuting to work and traveling throughout the day. |
| Other | So many routes would be eliminated, including my route. Please consider handing over routes to other local operators who would be willing to run them (ART, Fairfax Connector, etc) as these are essential public services. It's two faced of WMATA to propose green; initiatives when these cutbacks would encourage many lower income persons to purchase cars (inevitably more polluting ones) as their bus routes are being reduced or eliminated and there would inevitably also be people who would lose their jobs as they couldn't get to work anymore. |
| Other | This is not considering pre-pandemic ridership, shouldn't there be a comparison at least. |
| Other | I cannot tell from this description whether my bus line will be affected. |
| Other | I don't think it's reasonable to assume 50% of pre-pandemic ridership levels as of January 2022, so this service will leave out many returning commuters, including myself. |
| Other | It looks like the Lee Highway lines would be eliminated. They are needed by commuters. |
| Other | Once again, your plans re-engineering transit service to inconvenience and force feed bus riders into and onto the metro rail system, if they are able to get there. |
| Other | WMATA claims to care for its customers, yet the entire 2020-2022 approach is deliberately accelerates the growing inequity towards the Low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes including work! |
| Other | Metrobus should return to 100% of pre-pandemic service. People still need to get around. |
| Other | The proposed elimination of the portion of the M4 bus line covering Pinehurst Circle, Utah Avenue, etc. in the second half of FY 22 will pose a significant problem for Deal and Wilson students who live in Hawthorne and Barnaby Woods. My two DCPS students, who live ~2.5 miles from their respective schools, will be significantly impacted and will have no viable public transportation option for getting to school under this proposal despite DCPS's reliance on public transportation as a rationale for not providing routine transportation to and from school for DCPS students. (https://dcps.dc.gov/sites/default/files/dc/sites/dcps/publication/attachments/Student%20Transportation%20Policy%202017.pdf - section II(A)) |
| Other | that is far too many cuts |
| Other | MetroBus service in the suburbs is just barely adequate as it is. Any cuts at all make it entirely impractical to get around without a car. |
| Other | I live in Eckington and do not own a car so I rely on public transportation. However, I am also working from home so have not had to use public transportation much during the pandemic. That would change once we are back in our offices again. |
| Other | If the goal is efficiency and the routes are simplified with a focus on working class folks then I would be in support of this. Matching bus schedules with metro schedules is crucial. |
| Other | No comments |
| Other | This is an imposition for me, but it sounds fair as it benefits those in greatest need. |
| Other | It depends on the area that metro is looking to reduce service. |
| Other | Combined with the metro changes, this severely impacts my ability to get around the city |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | I understand there is budget concerns, but cutting bus lines is ridiculous if the idea is to reduce traffic in the city - people tend to drive more when public transportation is unreliable. We need to keep the bus routes available in all areas of the city to encourage participation in WMATA |
| Other | While it was understandable, the back door boarding put a huge dent in revenue. That said, if more business picks up in the next few months, a reduction in service would not be helpful. |
| Other | The plan eliminates all bus service to my neighborhood. I would not have a convenient way to get to my office in DC without buying another car and driving to a Metrorail station everyday. The loss of bus service in the neighborhood will also decrease my property value. The bus line is one of the reasons we bought our home. 2022 service cannot be planned based on ridership levels during the pandemic since they will not be comparable. |
| Other | Way over time coming! But sounds ridiculous to do this in 2022...just as people are coming back to full work. Start this NOW while people are already out and reengineering their own processes as they figure out how to deal with new realities. |
| Other | Cutting service by 50% is absolutely unacceptable |
| Other | Would metrorail be limited to every 30min? :(|
| Other | I do not understand how this plan supports low income people. |
| Other | Support the points of emphasis but not the 50% service level |
| Other | low income, night shift, health care, societal services should be prioritized for bus routes |
| Other | For the same reason laid out in the previous comment section. |
| Other | I appreciate that you are targeting service cuts to people who need it most, and urge you to continue to consider low income and less mobile DMV residents when you make your service decisions. However, the solution to Metros trouble in this instance (and all others) isnt to cut service to Washingtonians who need it- its to get more money from the state and federal agencies that are currently treating this public good like it is disposable. |
| Other | I have to consider the bus line cancellations in light of the rail station closures proposal. If my closest station is closed, then I have to rely on the bus. If the bus line is also canceled, then I have no means of commuting, and I will not longer be paying in to the Metro system. That said, I agree with the plan to prioritize bus service to low-income commuters (assuming that other commuters can take advantage of rail service). |
| Other | Sounds fair |
| Other | Great idea |
| Other | I don't if these plans include my bus stop. Busses into the Pentagon should be prioritized. |
| Other | Long term, do not fall into the trap of making public transportation uncool. Our environment needs us to embrace public transportation widely, even if parts of society can afford alternatives. Public transportation is also a way of making cities vibrant and successful and safeâ€”avoiding drunk driving and keeping nights safe for women. |
| other | See comments to previous question. |
| other | Your proposal takes away the bus route from Tenleytown metro to Sibley Hospital. |
| Other | My children used to the bus on a daily basis |
| Other | This language goes against your plan at https://wmata.com/initiatives/budget/ which favors elimination of a number of bus routes in low-income neighborhoods. |
| Other | As soon as the pandemic eases up I plan to return to riding the bus much more than now. I hope that will ease up by January 2022. |
| Other | I am very concerned that there will be no direct service from Fairfax/Burke/GMU area to the Pentagon. |
| Other | that is like having no service |
| Other | Given climate change, transit options should be expanding, not reducing so as to make them unattractive options. I take the bus everywhere because it is reliable and convenient. Cutting it by 50% would make it impossible to rely on. |
| Other | I want it works both because I go to work |
| Other | I like focusing on low-income customers and essential workers. I would also want the metrobus to focus on routes that do not have metro alternatives, for example logan circle to dupont circle. |
| Other | This is making it very convoluted to get around as well as much longer waits. |
| Other | If they are so Low Income --- why arent they shopping while people are at work. All those electric scooters are ridiculous |
| Other | Not having service on the Brock Line will hurt me financially. I work in DC and I depend on the bus and train to get to work. I am new to this area and the only reason I brought a house here is because of the bus service. |
| Other | Not applicable |
| Other | Im always a fan of buses that take you to a metrorail station, because I can get to my destination faster if my trip includes segments that include metrorailing. |
| Other | My new work location in Ballston is not conducive to taking Metrobus to the Pentagon. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Reducing service would severely impact my ability to use the bus for commuting |
| Other | I don't trust Metro to run enough busses on combined lines |
| Other | YOU ARE PROPOSING TO ELIMINATE THE BUS LINE I TAKE TO WORK WHICH IS ALWAYS CROWDED DURING RUSH HOUR DURING THE WORK WEEK. |
| Other | Reduction of metrobus always seems risky especially given the demographics of who primarily rides them. Focusing on low-income customer and essential workers is essential, but I think any service cuts would still definitely harm these groups whether or not the focus of the remaining routes was on them. |
| Other | I am glad the plan would focus on low income and essential workers. However, those areas that have "most ridership" should also be assessed based on a pre pandemic levels as Jan 2022 will likely be closer to that than pandemic levels. |
| Other | I support the groups targeted for service. However I would also need to use the bus to commute to the office (same as pre-pandemic) |
| Other | I appreciate the focus on providing service to low income and essential workers. |
| Other | Metro needs to stop being so effing racist |
| Other | Many of the Metrobus routes I have relied on during my life would be cut in with these proposed service changes. I have already lost all Metrobus service to my home in two previous rounds of service cuts, and this would further reduce all possibility for me to use Metrobus. |
| Other | METRO is a service to the citizens of this area. However, it must have sufficient revenue to operate. That revenue can come from either increased ridership: support from the Federal, State and local governments; or reduced service. THERE IS NO FREE LUNCH |
| Other | Again; I rely fully on metro rail and metro bus for ALL transportation"to and from work; to medical appointments and errands; etc. Customers fully reliant on metro include not only people who can't afford a vehicle but also those of us all over all areas of the DC metro who cannot drive due to medical issues and disabilities; and many of us are such that we don't need or qualify for metro access but are also unable to drive so we depend entirely on trains and buses |
| Other | 50% is too much of a reduction. |
| Other | There are a lot of commuters with multiple forms of employment. Long term changes should not be implemented as a result of a pandemic which is likely to abate after mass vaccination and better preventive measures. |
| Other | How about actually cleaning the metro cars more frequently. It is always disgusting that would actually benefit us all. Thank you. |
| Other | Im concerned about people who rely on bus service losing the service that they need. |
| Other | Although this would probably meet my needs, this reduction in service should be avoided if at all possible. Metro is a critical component to equitable economic growth region wide and cuts in service would disproportionately affect low-income workers. Metro is a public good and should not be run like a business. Although I understand if no further subsidy comes from Congress cuts might be necessary, please keep fighting. |
| Other | I dont have a car. Eliminating routes that I use, especially in Virginia, could force me to get a care and eliminate all use of the Metro system. |
| Other | I am not sure why it would not be based on pre-pandemic ridership, since this would be a picture of the scale of economic activity that ridership supports. I do support focus on low-income residents, as they are less likely to be able to use uber or lyft, but many of us cannot budget uber/lyft as ways to get around. All DC residents, especially those at the lowest income levels, need to be able to get to/from work, to/from shopping, doctors AND from friends/entertainment. |
| Other | One of the most attractive features of the Virginia, Washington, Maryland area was it's public transportation. Plans to make the DC area less accessible post pandemic are not in the public's best interest. |
| Other | I support the priority of offering service. Pre-pandemic, I was a relatively infrequent Metrobus rider (about once a month), but every route I normally take is scheduled to not operate in 2022, so I will definitely not be a Metrobus rider in the future under this plan. |
| Other | Reducing bus service would be a disaster. Buses are already infrequent, and this proposal would harm accessibility for the largely low-wage, Black and Brown ridership. How does WMATA expect to target cuts to preserve routes for low-income riders and essential workers? These groups live in every part of the service area, and have travel needs that take them across the DMV! If you want more traffic and greenhouse gas emissions, and less opportunity, accessibility, and mobility for low-income households, cut bus service. |
| Other | I agree with your prioritized categories. I hope you will also coordinate with any changes in metrorail service, for example if you close certain stations please make sure you maintain bus alternatives along that route. It is hard to answer this question definitively because like many people I do not yet know what my work/ commute/ public time will look like in January 2022. |
| Other | For the environment and for the people, buses should be bolstered instead of cut. Theyre easier to get than rail, easier to get to, and usually are closer to home/where were going. Wealthier people have more options, so please dont remove service from the bottom. |
| Other | Working to coordinate schedules between redundant or semi-redundant bus routes sounds like a great idea. For me personally, I would not be negatively impacted by the reduced service, but it does seem like it could be a hardship for a lot of people. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | How can you know where low income riders live? Cut the police funding and save public transport |
| Other | Im glad this plan focuses on people for whom buses may be their most common mode of transportation. |
| Other | Acceptable as long as this Metrobus plan focuses on providing service to Low-income customers who rely on Metrobus is taken very seriously |
| Other | If there were more express services at rush hours- I think you could alleviate some costs and overcrowding. |
| Other | Its important to provide service for low-income customers and essential workers, but Metrobus should also strive to become a preferred transportation option for all--serve areas/distances not served by rail. Long-term success and support of Metrobus requires that it become a desirable option for all. |
| Other | Combining routes in certain neighborhoods that are populated heavily with the elderly is not the best judgment. Please take their needs and income to consideration. |
| Other | By 2022, the worst stages of the pandemic will be history in the United States. Our transit system in DC should reflect that. |
| Other | At this point, Im working from home as my employer has shut down our DC office because of the COVID-19 pandemic). Once life gets back to normal (when the pandemic is over), whenever that is, employees in my office are likely to be expected to go into the office again, so while a schedule like this may work now (i.e., in 2021 while the pandemic is still going on), its not likely to work once the pandemic is over and other workers like me go back to working in the office. |
| Other | How do we know where the majority of essential workers live - or their commuting patterns? This seems bound to benefit only popular areas and while its written that lower income neighborhoods will be prioritized, this is not something thats worked well in WMATAs history. Whats to guarantee that this will be equitable and accessible? Schedule cuts are *not* the answer to rebuilding goodwill, even with promises of equity. |
| Other | Metro should be increasing service, not reducing service. |
| Other | Jan 2022 will see an INCREASE in ridership, not a reduction. Horrible idea to cut service if youre trying to win back customers. |
| Other | I rely on buses to get across the city. Less frequent service means I would probably not be able to use the bus. |
| Other | I especially like that this takes into account prioritizing customers who most rely on the bus for all aspects of life - not just the daily commuters. Thank you |
| Other | Reducing bus service that much would significantly hurt me, my community, and my students. We all rely on the bus to get to work and school. Pre-pandemic rush hour busses were packed full with no space to sit or stand (which of note increased sexual harassment). Having 50% service we won't all fit. People will have to wait too long. |
| Other | 50% of pre-pandemic level is low. I think the important thing here is keeping in mind the low-income and essential workers who rely on the bus to get around. Thats the most important thing. |
| Other | We have one bus line near our house, and its on the list for termination. That would make it very difficult for us and our neighbors, many of whom are lower-income or seniors, to get to the grocery store, work, and the metro. |
| Other | This would be a major bummer and make me much less likely to take public transportation overall. |
| Other | Sorry, but they are a lot of homeless people in the buses and stations during the pandemic. It is a health hazard and safety issue. |
| Other | I dont like that the service would get further reduced |
| Other | Before closing, I know that metro budget is very large but terribly mismanaged because of politics AND corruption. First, clean the swamp, appoint efficient, honest and knowledgeable people to manage the system and learn from how efficient services are offered in other countries (Paris, Brussels, Canada, London etc.) If they can provide an adequate service to the population, Washington area should be able to do the same. Instead, we feel like an area in a third world, undeveloped country. This is so shameful - all because of jerks and politicians who are not in touch with the mass. |
| Other | Please do not do this - the proposed route changes and eliminations would make commuting to and from work, appointments, and other necessary travel impossible. |
| Other | This splits some of the buses that I take and Id have to transfer to a new bus instead of being able to only take one bus to my destination. There are also no buses going over the Potomac, which is untenable. |
| Other | East of the River is dependent upon our buses, there must be no cuts. |
| Other | By 2022 I think well be back to normal. I wouldnt plan any changes now for 2022 |
| Other | Providing service to low income areas is fine, but many seniors who are not in low income areas still minded to rely on the bus to take them to hospitals, medical appts, appts downtown, where parking is limited or too expensive. Many students, not in low income areas, use the bus to get to school. Pp |
| Other | I dont know the details. But focusing on low-income passengers and essential workers is the right thing to do. They have the greatest need and the fewest other options. |
| Other | See previous response.. |
| Other | Circulator should go through East of the River, SE, etc to support residents in their transportation needs. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Cutting and consolidating bus lines mean my typical travels will have about 2 bus transfers instead of none. Pre-pandemic, a single bus transfers would increase my travel time by 20 minutes because it took so long for the next bus to arrive. It was horrendous, bus times were unpredictable. Will buses be more frequent under this plan? |
| Other | How would your plan provide service to the customers listed above if you plan to reduce it to 50%???? That doesnt make sense. By 2022, I imagine more and more people will be heading back to in-person work as well as many of the public health emergency restrictions being lifted. People will need a way to get around - Metrobus provides this service - do not reduce it! |
| Other | i do not use metrobus frequently |
| Other | It is crucial that healthcare and foodservice workers have early morning as well as later evening hours metro services available to meet the community needs for these essential workers. |
| Other | I dont ride the bus daily, but in order for it to be a viable committing option for me, it would need to run every 15 minutes. |
| Other | Keep in mind though that what you are implicitly doing here is the driving of more population back from the suburbs into and closer to the cities. With that being an unintended consequence, there is going to be too much population density concentrated in small areas which means that car traffic must be then further reduced as well. Otherwise, there is going to be too much pedestrian traffic and too much car traffic in these high population density urban areas with high cost of living where so much of the formerly suburban population without cars is now being driven into as another consequence and aftershock. |
| Other | I agree with focusing on providing bus service to those customers who really need it (low-income customers, etc) and to those areas where there are a lot of riders |
| Other | Sounds Ok, but when I click on a detailed description, its too much detail to comprehend and evaluate. I would have to answer you next week after Ive thought about the details. |
| Other | I really question this thinking. Jan 2022 is when people will be back in the swing of things right when all these cuts happen. This makes no sense considering the likely trajectory of people getting back out an about. Having the bus and metro available at lower levels than now when folks are able to get back out would cause so many issues. |
| Other | See previous comment. |
| Other | I really dont get this. Reducing both train and bus availability can only make DC less and less transitable. Both train and bus service will be slower, and everyone who can afford to will just use cars. Traffic jams will increase, and then itll take EVEN LONGER to get anywhere on the bus. With huge cuts to TRAIN service, there will be NO EFFICIENT WAY TO GET ANYWHERE! People will be, on average, able to do fewer things in a day in the city. This hurts businesses. All together, this reads as a plan to get rid of public service, increase traffic and the need for more parking spaces, slow everything down and make everyone unhappy. Not to mention the massive equity implications of such huge cuts on a service that most benefits the poorest and most underserved among us. |
| Other | The schedules must be available to everyone and maintained. You must evaluate he working people who must use the bus to get to work., |
| Other | Why increase it in 2021 only to cut it even farther in 2022? |
| Other | SW DC already has limited public transit options and it looks like you're taking some away. |
| Other | This is a further method to discriminate against working poor people and also give business to Uber and Lyft to clog our streets. Make the bus more reliable, predictable and useful and people will ride. |
| Other | As an essential worker I need more frequent rides |
| Other | Don't forget about middle income commuters who rely On the bus and can't afford to uber to work every day. Low income people are not the only ones that rely on the bus. |
| Other | Riders with disabilities should be included in the above list. Expecting that these individuals will instead be served by Metro Access is discriminatory and non-equitable. |
| Other | It would be crucial to include Restaurant and Bar workers in the essential category. Bus routes that run through areas with high numbers of restaurants and bars should maintain their schedules 24-hours a day |
| Other | How does it make sense to ramp up service in 2021 and then cut it in 2022? Everyone who wants to be vaccinated will be done in 2021. Further, people are going to be angry with Metro for playing games like this with them to say oh come back on Metro, but a few months later we will forever eliminate your bus line. |
| Other | Thank you so very much for considering the needs of essential workers and low income riders, many of whom may not be able to participate in this survey. We rely on buses especially to get into areas with light rail coverage. |
| Other | To be honest, it is really difficult to figure out what the transit options will even be with the elimination of so many lines and possible stations. This is especially challenging for folks who took a combination of bus/metro services pre-pandemic. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | Proposal seems to be good, but I do not have enough information to form a firm opinion. |
| Other | Im really glad to see the focus on low-income customers and essential workers. |
| Other | in January 2022, we may be back to work and need all the bus and train service we can get |
| Other | Busses would likely be too far apart, I would look for other alternatives. |
| Other | Bus service from the Rosslyn/Ballston to the Georgetown area is essential for many of our hourly employees. Without metro rail access, bus service is the only form of transportation available to many people. |
| Other | Timing of bus connection to metro is very important for me to get to work. With the cuts to bus service locations, times between busses and the 30min gap between trains I will not be able to get to work or home regularly. |
| Other | I expect to be commuting at 2019 levels in 2022. 50% cut to Metrobus would make my commute unsustainable. |
| Other | Cut is too drastic |
| Other | how do you determine the income level of individuals? will you create a new smart-trip card that determines income levels? |
| Other | Not enough details to assess |
| Other | With the proposed metrorail changes, decreasing metrobus will not help at all! |
| Other | Reducing service to 50% at a time when demand would be higher due to more people who would be transitioning to post-pandemic activities is a huge step backward for Metrobus. Public transportation should be for all, and not just for low-income communities. Reducing services would push middle-income residents to get cars, which would contribute to worsening traffic and pollution in the District. |
| Other | My bus route would be entirely eliminated, adding significant time onto my travel |
| Other | This is ridiculous. While I appreciate the areas of focus, you are basically encouraging people to look into other transportation options as well as penalizing people without the resources for a car who don't live in the target areas. |
| Other | Metro bus for me is a convenience, not a necessity. I appreciate that metro is considering prioritizing low income households and essential workers! |
| Other | The plan described above in detail is fair and completely understandable. I support this plan for 2022. Metro is being realistic about its future services. |
| Other | We need Metrobus to increase not decrease. Its to the point Metrobus is no longer a good way to get around period. |
| Other | Plan will eliminate 2 of 3 buses available to my neighborhood. This is completely unacceptable! As a side note, the documentation is not user-friendly. There should be a table of contents with clickable links. It is very hard to navigate and even understand the proposal. This is a complete disservice to the residents of DC. I only hope our elected officials will be standing up for us, |
| Other | This would isolate whole populations with no other means of transportation. Plus money coming in from any stop is still money coming in. It is a moot point closing stops especially since ridership in general proves that stop is needed unless there is absolutely no one getting on at a particular stop consistently. |
| Other | People need a form of normal and public transportation services provided that for them. It may not be in Metro's best interest but it should be there!! |
| Other | WMATA, as Always is Cutting Service to those who NEED it MOST! LOW INCOME PEOPLE, SENIORS, ESSENTIAL WORKERS. Not everybody can Afford MetroRail. Many of Us PREFER to use the Bus! KEEP BUS SERVICE AS IT IS! We've made this far, we can Finish WITHOUT CUTTING OUR BUSES! |
| Other | Hard to say based on information provided |
| Other | The bus is an awesome alternative to metro |
| Other | How are these three categories tracked in order to assess ridership? I think it holds a lot of assumption of what lines are used for what reasons, even if surveys are collected. Usually surveys are not wholistic and they miss a large portion of society that is unable to complete them (people with disabilities, mental health issues, inability to read, children or people who need adult consent). |
| Other | I use metrobus often to commute to work (pre-pandemic) and to connect more easily to areas that are not efficiently linked via metro. Reducing to 50% service would be a massive inconvenience. |
| Other | I feel that Metro really needs to concentrate on their Low-income and essential workers. |
| Other | Sounds appropriate. |
| Other | Bus service is essential to our elderly and non-driving public. |
| Other | Non-rush hour bus service already barely exists. Why not just remove dozens of stops from say, Wisconsin Avenue route to make the buses (on that route, at least) run more efficiently? |
| Other | Although if you close metro stops (like East Falls Church), bus service should not decrease as it would need to accommodate former metro riders. |
| Other | There is no part of this city where people do not need mass transit. Limiting metrobus service to areas where oppressed people live now ensures that they will never be able to live, or work, anywhere else. |
| Other | Combining bus routes that are typically crowded is a disaster waiting to happen. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | Bus crowding is already a big issue across the city; reduced service would make public transit even less accessible and reliable. |
| Other | I am strongly opposed to any reduction in bus service. 100% of pre-pandemic levels is the bare minimum standard that should be met, and ideally bus service should be expanded. All areas need to be fully accessible by bus, no exceptions. |
| Other | If they reduce their services I probably wont have any buses that will take me to work |
| Other | While I appreciate the emphasis on running bus services for essential workers and low-income customers/neighborhoods, I think it is a terrible idea to shut down services based on January 2022 metrics and not pre-pandemic ones. I think that, while post-pandemic ridership will certainly be different, we will not be able to track that by January 2022. Instead, we should continue using pre-pandemic models with the understanding that those models will be subject to change as we better collect and map post-pandemic ridership data |
| Other | you'd be eliminating routes I use for my commute and will use again when I go back to work. |
| Other | You cannot reduce buses. We need more not less Public transit. Petition congress or raise fares. |
| Other | This would work if Metro stations weren't closed at the same time. |
| Other | Why can't we run smaller, electric buses more frequently? More frequent buses would raise ridership. |
| Other | Though great that Metro's goal is to help low income + essential workers, all bus lines should operate on pre-pandemic levels + cut subway. With high subway crime, people try to avoid subway, as it's not as safe as bus |
| Other | My only concern about the criteria is the use of Jan 2022 as the benchmark, rather than pre-pandemic. It seems to me that, at a minimum, the benchmark should be a hybrid. We really don't know how far along we'll be in January 2022 toward emerging from the pandemic's effects so that month might be an odd snapshot. |
| Other | I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies. I moved to the Grosvenor area because of the metro being right there, am I supposed to see my home and move? |
| Other | The number of bus lines reduced makes the system much more unusable. Having to transfer results in longer, more frustrating trips -- which will reduce ridership. |
| Other | Reduced service will force many people to drive cars leading to more carbon dioxide in the atmosphere. It also creates a barrier for access for many who rely on that service. |
| Other | Prioritizing Metrobus service for low-income customers and essential workers is admirable, but if it comes at the cost of reducing service overall there may be disparate impacts on those populations that are unanticipated by this plan. Additionally, prioritizing areas with the most riders may also mean prioritizing the areas where users will have the greatest number of alternatives. I would like to see WMATA focus on expanding Metrobus in areas where Metrorail is not easily accessible. |
| Other | Metro should receive A LOT more funding from Federal and State sources to function. Climate change is real and people want to use mass transit if it works for them and is convenient. The pandemic isn't possibly to blame for all this-losing one year revenue shouldn't eviscerate the national capital region's public transportation system! |
| Other | This is super logical! |
| Other | Prioritizing service to low income and essential workers seems like a good approach. It would also be important to consider- with decreasing train line service, who will be left with no public transportation options at all |
| Other | As in previous comments - it is a city's responsibility to provide safe, appropriate, and frequent public transport to its citizens rather than find ways to cut services. |
| Other | I don't understand how reducing metro bus service to 50% and potentially closing and reducing service on metro lines, will help anyone get to work who does not have a car? There are a lot of one car or no car households in the DC area who have picked their home location because of the metro. We rely on the metro service to get around and offset the ridiculous traffic we have on our highways due to overcrowding. I am so disappointed and outraged that Metro is making their riders uproot their commutes because they don't know how to budget properly, shame on you. |
| Other | this will not work for a LOT of riders. walking to an alternate route that could add miles is unacceptable, and with added traffic from commuters abandoning transit, the bus system is going to be so much less reliable than it has been. especially as 2022 will have many more people going back to work |
| Other | Buses have lower capacity than trains. Reducing service to 50% of pre-pandemic levels would cause significant crowding on buses, which is a public safety hazard during this pandemic. |
| Other | Cutting service after people return to work will lead to overcrowded buses. Additionally, encouraging people to transfer to metrorail while cutting metrorail service will cause overcrowding on metro platforms. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | All commuters should be able to rely on public transit for commuting and otherwise. |
| Other | Appreciate the focus on low income customers and essential workers |
| Other | Im unsure as to why you would be reducing services to less than what they are during the pandemic. Why not reduce services when they are less in demand? |
| Other | I can work around the timetables |
| Other | Reducing bus service at the same time as reducing rail service and closing stations makes no sense. Metro would end up losing a lot of ridership and the hardship on people who depend on mass transit would be enormous, especially for lower-income workers. Restoring both bus and rail service to pre-pandemic levels will help the DC Metropolitan area recover faster from the Pandemic. Reducing public transportation options will hinder economic recovery for the entire region. Congress needs to act to provide adequate funding for both metro rail and metro bus service back to pre-pandemic levels. |
| Other | Im one of the riders that depends on Metrobus I have no car and no one to rely on most of the time to get me to and from but metro I can't afford Lyft and Uber all the time |
| Other | Any reduction in service threatens to drive ridership down, creating a downward spiral for Metro. Reduction in service also impacts those who cannot afford other modes of transportation. |
| Other | How about students/young population that uses metro system to go to school? |
| Other | Its not just low income and essential workers. Seniors and disabled people are citizens of this county too, and deserve to not be stranded. Again, its your public charge, and it matters more than your damn budget. |
| Other | Please, before taking the absurd measure of eliminating the D6 and M4 buses, check how many hospitals and schools are served by these two lines. (Sibley Hospital, Georgetown Hospital; schools: Hardy, Wilson High, Basics, Georgetown Day, etc.,etc.). |
| Other | It is really a little bit complicated and the description is too general - I hope you all will do your best because we depend on this transportation for everything in our lives. |
| Other | We are depend on buses and metro and not fair at all. We are tired of covi 19, struggling to go to work and now metro, we are really tired |
| Other | It eliminates the bus route that I use. It would force me to drive instead of riding metro. |
| Other | Pre-pandemic I took metro bus back and forth to work but not sure my route will be available under this plan. |
| Other | The description above does not say anything about specific routes and neither does clicking the link to a huge document. |
| Other | I am an essential worker this proposal would accommodate my schedule. I also support providing additional service for low income customers. |
| Other | Need more opportunities during rush hour to get to and from work. These long wait periods would Congest peak travel times and make commuting twice as long waiting for the next train. |
| Other | I hope WMATA take the pandemic as an opportunity to restructure bus routes to reflect current and future needs rather than retaining legacy routes. Now seems like a good time to do a wholesale change to increase the effectiveness of WMATAs coverage. |
| Other | Reducing train service is not acceptable. Does the Metro Board even ride the Metro? This proposal is not worth considering for the Nations Capital. |
| Other | The other strategy seems to be to force bus riders to take the metro rail for at least part of their trip. Once again, not focusing on passenger convenience, it does increase some ridership figures but it add valuable time to any trip because the walks between these various systems is non-trivial and the arrival times between these various systems are not coordinated to be efficient. |
| Other | not happy to see direct service all the way up Connecticut Avenue, but its more important to me that the populations youve mentioned above are taken care of. |
| Other | We have to care for or most vulnerable citizens. Otherwise, who the Gordon Bennet are we? |
| Other | Bus route eliminations would significantly reduce service in my area. |
| Other | Austerity policies are bad and public transit is good, simple as that. |
| Other | Please ensure the communities named above are not just considered but help to co-create the priorities. This is the only way to ensure it meets their needs. |
| Other | We should be increasing, not decreasing Metrobus service. |
| Other | You would confuse people in southeast with the changes to the bus. And it would be hard on the older generation just but under covers on the bus |
| Other | ABSOLUTELY NOT!!! |
| Other | Metro should consider a major redesign of all the bus routes in the system. Many of the routes are still the same routes from Metro's predecessor companies over 50 years ago. Demographics in the area have changed but Metro keeps running the old street car routes. |
| Other | Again, these restrictions make it difficult to plan and promote overcrowding. |
| Other | this would eliminate the only bus route to where I shop for groceries etc and I do not have a car |
| Other | please do not reduce service |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | We already have the second worst congestion in the country. We already have the major public transport infrastructure assets in place. Frankly, its insane to be talking about closing stations, much less curtailing services. Im sorry, but this is a horrible public policy decision. |
| Other | The buses are my husbands only way to get to work |
| Other | The same comments I made for the previous question. |
| Other | Assuming my employers offices open up in 2022, which I assume will be true, then I will have no way to get to the metro. |
| Other | I FREQUENTLY see riders get on busses without paying - driver allows them to pass, in rush hours they get on the back door. If you are using fares to analyze the metrics then you are not getting the complete analytics. Income from fares should be much higher than recorded. We should not suffer loss of routes due to poor analytics. Those living in areas that are not low-income generally pay for the service, and are happy to do so. This is a transfer of wealth that suits ALL. It lowers congestion on the roads - which will increase given the lack of alternatives. |
| Other | The second and third bullets are good, but combining routes might require people to ride longer and/or transfer more which can also extend the time people need to get to where they need to go, which will affect the citys poorest. |
| Other | I would be very disappointed to see such a drastic cut to bus service at all. Make more cuts to metro rail which is already centered around transporting more privileged and white people. Priorities are straight tho |
| Other | metrobus is far more essential to working class people than metrorail is because of its higher accessibility-- I personally would rather you gut the metro rail in order to keep metrobus fully functioning |
| Other | In order for me to get to and from work, I use more than one metrobus to get to and from work. This proposal seems like it would make it difficult for people to get to work on time. |
| Other | this impacts my ability to get to work/keep my job |
| Other | If you dont increase bus service levels you wont see more ridership. Riders do not come first. Bus service needs to come first. |
| Other | Why a 50% service reduction? It would be better to increase the fare. It would still be cheaper than having to take private transportation |
| Other | Please take a close look at how many people in the District/Southern Prince Georges county utilize the service. Most of this area has essential healthcare, food service, social services needs. These always are always the ones that suffer from changes. |
| Other | I am 81 years old, I depend on WMATA bus and train to earn a living and to buy my food. |
| Other | Youre saying youre going to focus on those who are most in need, That doesnt seem to be reflected in these plans. |
| Other | It would work as long as it kept lines currently operating late (around midnight) open at those same times. |
| Other | There are many elderly residents in Foxhall/Palisades who do not own cars or drive, and are dependent on public transportation. |
| Other | A more thorough question and summary of the proposed changes need to be provided. Not a 166 page document. |
| Other | Should add more express bus services and more services on Connecticut Ave md |
| Other | Since I do not own a car, Metrobus is my only option, especially if I need to go my doctors appointment, or if I need to stock up on groceries. |
| Other | We bought the house in Kings Park West to avail of Metrobis service. As a healthcare worker in DC, it will be a extremely costly to park in DC . I also think of the metro bus/ metro rail employees who will potentially lose their jobs. We need to keep all metro buses and trains open .The government needs to give metro rail budget to operate. |
| Other | As someone who does not drive and uses Metrobus often, though not daily, for essential needs (I am retired), I think that it would be a mistake to reduce service to 50% of pre-pandemic levels. Route consolidations and re-design might present problems of reliability as routes get longer. |
| Other | By Jan 22 I think most people will be commuting to work again so I don't think it is a good idea to cut service on bus or metro lines |
| Other | I applaud the effort to serve as many customers as possible and the focus on low-income riders and essential workers. That is as it should be. I also agree there can be some room for route redesign; there are some routes that probably have too many stops, slowing down overall trip time. HOWEVER, the goal needs to be to expand service beyond pre-pandemic levels rather than reducing it from pre-pandemic levels. More people will take the bus if there are buses running more frequently and with some added help like bus-only lanes and signals. |
| Other | Unsure how you absolutely know that people who rely on these services could still manage with these changes. |
| Other | This plan would work for me, however I feel concerned about reliable bus service needs for others who need and dont have alternative transportation, and riding the bus as an important alternative to driving and fossil fuel emissions. Access to public transportation is a major factor and a critical asset in providing equitable access to jobs, resources, and services, across the region. Proposed reductions could result in more people abandoning Metro instead of using it, creating a downward spiral of revenue and ridership. |
| Other | I appreciate the focus on low-income customers of Metro and support it. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Public transportation is a public good, just like fire fighting, appropriate law enforcement, good libraries. It cant be measured simply by the number of riders currently using it. Bus and rail service ought to be measured against many factors, to help the environment, prevent global warming, contribute to public safety (cars kill people much more than public transportation.) These questions here dont reflect the true value of a public transportation system. |
| Other | Metro is being discriminatory and profiling in focusing on low-income riders - a distinct group of individuals. This is not fair to other riders and shows NO equity. ALL riders should be treated equally and race/income levels should NOT be the basis for decisions. |
| Other | These sound like appropriate priorities. I expect my needs to change in the coming year and I am not sure what they will be. |
| Other | metrorail is much more expensive than bus, so unless this comes with metrorail price drops or full transfer benefits, this is not workable for low-income working people. |
| Other | Not good enough. I am a senior not an essential worker I am mid income but can't afford Uber |
| Other | Assumes transfer to Metrorail which is more expensive |
| Other | I would stop using the bus completely and, instead, drive to work with this level of service cut. It would take too much time to get to work downtown. |
| Other | Please consider educators and their students at all levels. |
| Other | You are really trying to put lipstick on a pig with the way you presented these changes. Cutting and combining lines does not better serve low-income customers and essential workers, it cuts off their legs. By reducing their ability to get to work, you are making it more likely they will be fired. You are making it impossible to rely on your product, which is only going to make people less inclined to be able to use Metro, which will then make this budget crisis go on long beyond COVID, which will then feed into even more severe budget cuts, and more genius moves like those proposed, making the system even more useless, and so the cycle goes. Have some vision for once and realize that saving money now often means losing a lot more of it down the road. |
| Other | If there are cuts in both rail and bus it will negatively impact ridership and increase traffic congestion as your former riders move to alternatives. |
| Other | I do think it's very important to focus on the three groups mentioned. But it's also important to build ridership in the rest of the metropolitan area. In Europe everybody takes buses but in the United States people often think of it as something for low income people. While it's true they need it more than higher income people, there are many middle income people who are concerned about the environment and would like to use the bus system. Therefore it needs to be convenient for everybody. We will build ridership by making it convenient. We must be patient though . |
| Other | This population needs to easy, reliable and efficient transportation. In the future all of us will need options that do not require cars. |
| Other | This is a good time to redesign the network for optimal use, but going from increased service in 2021 to decreasing service in 2022 doesn't make sense. |
| Other | Metro needs to secure funding! Most of your proposals are unacceptable for people like me who do not own a car (to protect the environment and fight climate change) and rely solely on public transportation. More people need to take public transportation if we want to live on this earth in 2050. Cutting service will not convince people to take public transportation. What is going to happen to metros employees? How many people do you plan on letting go? Your plans are unacceptable!!! |
| Other | I do not live near a metrorail station and rely on Metrobus for work transportation. |
| Other | The reduction to 50% does not help at all, but access to those that need it does... |
| Other | Not happy about it, but yes, I can make do. |
| Other | The buses should be available to the people who pay taxes that allow them to exist |
| Other | January 2022 metrobus and rail becomes unusable for me |
| Other | Cut service until pre-Covid levels return. Ask congress for additional funds. Im ok as a tax payer doing this as this pandemic through everything out of whack but Im ok with providing extra funds for our public transit system. It is essential for travel in the region! |
| Other | This will remove all public transportation from my neighborhood (Berkely/Palisades), and require my family to purchase an additional car and pay for parking every workday |
| Other | I use the trains as the are closer to my apartment. |
| Other | Again, Im concerned that our lower-income neighbors will have reduced service/support that they most need |
| Other | Again, if you are able to assess real needs and rebuild the bus system to provide the service that is needed at the times necessary, that would be a true blessing. |
| Other | I appreciate that you have tried to take low-income riders into account. |
| Other | I read the detailed plan link, but still dont know logic behind the proposed changes, why changes are in 2022, why assuming ridership wont resume post-COVID. Seems like this is being sprung on us. |
| Other | This may work, but I worry that buses will be crowded if services are combined. There are many lines that were very crowded pre-pandemic, and many that I have ridden that are crowded in the current environment. I worry that if any route is combined, it will make it very difficult to utilize the bus system. |
| Other | Logical reasoning. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | i do think low-income customers should be a priority. |
| Other | Prioritizing service for low-income customers and essential workers is the right plan. It would be great to see continuous updates on how service is prioritizing these groups. |
| Other | Stop punishing the riders! Take a paycut from your high salarier and save metro and bus! |
| Other | There are too many cuts to lines that connect communities to work. What is most concerning are the modifications that would require commuters to consistently transfer between bus lines. Unlike transferring from bus to rail and vice versa, transfer between bus lines is always complicated, rarely convenient, and in this case would cut off many communities from access to necessities, including vulnerable populations, low-income communities, and essential workers. |
| Other | I live in Foxhall Village, am 83 years old, no longer drive, no longer use a bicycle, difficulty walking more than 2 or 3 blocks. How can I get to Sibley Hospital where my doctors are located? How can I get to Wisconsin Avenue to use bus service to a Metro stop?How can I get to a grocery store?How can I get to church?How can my neighbors children get to any public school -- Key, Hardy, WilsonBusinesses along MacArthur Blvd are already suffering and with this plan they will be damaged even furtherI thought the City wants to increase the use of public transportation and eliminate private automobiles; this plan does the exact opposite |
| Other | Its already difficult to travel with bus since the frequency is so low and unpredictable timetable. 50% would make bus travel practically non-existing. |
| Other | This plan gets me half way to the Pentagon, however, no other bus picks up from there to finish the route. |
| Other | That sounds good, but does that mean you will cut back on the rest of us? |
| Other | I can't tell the impact on those odds us who solely rely on metrobus especially routes where there is no metro rail |
| Other | Not acceptable. Your prepandemic service was already inadequate. |
| Other | All bus connections between Virginia and DC would be eliminated, forcing people to use a Metrorail service that would run every 30 minutes. I fail to see the logic in this. |
| Other | See previous responses. |
| Other | A reduction to 50% would likely encourage me to just drive to work and no longer take the bus at all. Easier transfer to Metrorail would be a big plus. There's not a metro station near the intersection of Mass Ave. and Wisconsin Ave., but pre-pandemic this was a major intersection for buses. Since Tenleytown-AU, Cleveland Park, and Woodly Park metro stations are not very close to this intersection, would like to see continued, frequent service. |
| Other | This reads as contradictory. We should be focused on increasing access rather than decreasing access. |
| Other | If you've been operating at 75% throughout the pandemic how does dropping to 50% in 2022 make absolutely any sense??? Especially when you're planning on increasing service throughout 2021??? |
| Other | Do I understand correctly? You mean you are thinking about shrinking service in both metro and metrobus??? |
| Other | This plan works directly against environmental goals. It would force people to use cars or taxis. It would make significant negative changes to work and educational and recreational plans. |
| Other | I am an essential worker who would not be able to take public transportation at all if some bus and metro rail proposed eliminations occur. It is not clear if Fairfax connector may be able to fill in the huge gaps found in metro's proposal. Even though some stations are physically close the stations do not offer parking, buses do not connect the stations, and there are no sidewalks connecting stations. |
| Other | Consider issues of crowding if social distancing is still encouraged at that time |
| Other | Changes will confuse and would be hard to support travelers. |
| Other | There are low-income riders and essential workers throughout the city who have reasons to travel throughout the city. |
| Other | With any of them, for normal times it's important to have access to Metro busses and trains. Right now I am not using them because I am honoring the request not to use public transportation. |
| Other | Shame on WAMTA for not realizing that metro and bus ridership is a public service. The plans will hurt people. |
| Other | I agree with prioritizing routes needed by low income customers and essential workers and ensuring those routes run regularly. |
| Other | Yes! it is wise to provide service to high ridership communities but make sure they are paying when they get on the bus. So in the area where there are a few people who do not have a car can know that Metrobus will come in our area to pay Metro for transportation to work, healthcare, food service, social service and other important occupations. |
| Other | 50% in January 2022 when thing should return to normal much earlier? How are people supposed to get to work? |
| Other | There is only one service plan for the bus at this link- I cannot tell them apart, so my evaluation is still the same. If it doesn't have the line that connects Connecticut to Wisconsin via Porter, it will be more challenging for me. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | Cut back more. WMATA should not be wasting scarce sources on things it does not do well. It is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA. |
| Other | 50 percent of pre-pandemic levels?! Are you kidding me? That is atrocious. Bus service needs to be INCREASED from pre-pandemic levels, not reduced. |
| Other | I am opposed to service cuts, especially as they may affect people without other transportation options, or areas that were specifically built to take advantage of public transit. |
| Other | I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else. I have to rely on Metrobus when there are Metrorail elevator outages as well as get to a few other places. Please don't cut Metrobus service! |
| Other | I am not for service cuts. Metro is set to receive millions in COVID relief from Congress. It is not acceptable to cut service. January 2022 is exactly when most Americans are expected to resume their pre-pandemic lives. Cutting service exactly when we are getting back to our daily lives is unconscionable. |
| Other | This is vague and unspecific so I am unable to determine what its impact would be. |
| Other | See my comments above. There would be no Metrobus access to either Ballston or Rosslyn Metro stations from my neighborhood if the proposed plan is executed. |
| Other | No, you have to think about the people who live in those areas they just don't go to the places that you named they go to other places too. Those routes have always have good ridership |
| Other | Again, reductions in service mean excessively crowded buses that are not safe with Covid circulating. Also, crowded buses are not accessible to riders like me with disabilities who need a seat in order to ride safely. I've tried riding buses in the past, and sometimes I don't get a seat. Sometimes homeless people are napping stretched out across the entire disabled seating section (I'm sympathetic to their situation but it is not WMATA's job to provide mobile shelters in the form of buses). Or else riders without disabilities take up all of the disabled seating. If Metro reduces service, how will you keep the system accessible to riders with disabilities who need the disabled seating? And how will you ensure that buses aren't overcrowded and unsafe with Covid strains still circulating? |
| Other | The priority groups and a redesign for them seem wise but a 50% cut does not. We should be increasing bus service to facilitate more train usage. |
| Other | I do not ride Metrobus enough for this to impact me. |
| Other | If you have to make these cuts in January-- then by all means re-open fully for commuters in Sept. 2021, so that we have reasonable data to work with as to where the commuting needs are most acute! |
| Other | First half of 2022 is ok. 2nd half you've eliminated all the buses I would take. I don't know if ART would make up for some of it. |
| Other | I really don't support these proposed service cuts for metrobus a lot these bus routes I rely on and really hope you guys get additional funds come to help aid you guys. |
| Other | I like the priority on essential workers, low-income customers. I don't fit in either of those categories, but Metro needs to have service priorities to meet their needs |
| Other | I can work around this by taking a Ride On bus or some other shuttle if the new scheduled times don't work out with my schedule. |
| Other | I like the idea of providing service to essential workers. Our neighborhood has a nursing home, two daycare centers, a 7-11, and a large Safeway, |
| Other | Let the Metrobuses run in all areas |
| Other | This would eliminate all service between the north end of Alexandria and Pentagon/Pentagon City/Crystal City, which would add approximately four miles of walking or at least 30 minutes of time waiting for other bus routes to my daily commute until the Potomac Yard metro station is opened. Reducing or eliminating service in this part of Alexandria before the Potomac Yard station opens would be disastrous for me, and even after that station is open, eliminating bus access between northern Alexandria and businesses in Crystal City and Pentagon will raise costs significantly of those trips given metrorail vs. metrobus base fare. There is no replacement for this service via ART or DASH either because it crosses between Arlington and Alexandria. |
| Other | Metro should maintain or increase service for low income passengers who depend on MetroBus as their primary means of transportation, and if bus service reductions are necessary due to budget problems, reduce service to more affluent areas where there is less need for bus service. |
| Other | Stop cutting service in mainly black neighborhoods in DC. We depend the most on bus service |
| Other | I appreciate the focus on low-income customers and essential workers. |
| Other | Full bus service needs to be restored. Buses are often crowded during rush hour (pre-pandemic) and reducing or cutting Metrobus service would make it less attractive to use public transportation vs. commuting via car or car service. |
| Other | Why such a dramatic jump from 75% to 50%? How about something like 62% or 63%. Maybe I do not understand this question? |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | Some of these route changes and cuts are absurd. Why are you eliminating a line that had 4,000 daily riders before the pandemic? |
| Other | I'm for saving jobs. Where do all these people go when they are laid off? Economy will return once every one is vaccinated |
| Other | I rely on the buses to get to the metro station to commute every day to/from work between Falls Church City and Washington DC |
| Other | - |
| Other | I dont like this one bit because it could cause me to be late for work each day if I dont a time in which a bus should be taking me to work. |
| Other | I use the Fairfax connector to get to the Vienna metro station. I do not know how these changes would affect me. |
| Other | I must not understand the plan and the presentation on the webpage is a bit jumbled together. It does not make sense in 2022 to remove Express Buses. It seems like that would have been done over the last year or so since those busses looked empty every day. |
| Other | If you are truly focusing on low income and essential worker Routes, I am in favor of it. Unsure how this data was collected and if accurate. |
| Other | I have already seen buses not picking up passengers because the bus was full. If you have a way to track how much that happens, that could help inform your decisions. |
| Other | WMATA should be planning for POST-Pandemic ridership that emphasizes outreach to a larger and more diverse potential customer base. |
| Other | Again are you CRAZY. Washingtonians need to be encouraged to use public transportation for the citys economic recovery and to discourage car use to combat the negative effects of climate change. Public transportation needs to be more not less accessible!!! |
| Other | Adapting routes to fill gaps of closed metro rail stations would be the way to go. A campaign to get people to ride the bus would definitely be needed as the reputation of on-time bus service is lacking |
| Other | Shifting fund from rail now to pay for bus in January 2022 would be a better choice if possible. |
| Other | It you shut down my two closest metro stations, it is more than 2 miles to the next station and no bus. I have arthritis and cannot walk that far twice a day. That would have a big impact on my commute and I probably would have to start driving. I moved to a metro accessible area so I would not have to drive. |
| Other | See my comments above. |
| Other | The proposed route eliminations are nothing short of slaps in the face to seniors, financially-limited, and everyone who wants to live with reduced reliance on automobiles for travel around the city and region. Completely undermines DCs objectives to reduce the number of personal vehicles. What an utter disgrace. All of you should resign. Immediately. |
| Other | That makes sense and I agree with all three of your focal audiences |
| Other | This is not a solution to the budget shortfalls. The DC area relies so heavily on public transit that this would cripple commerce, and peoples ability to return to work. |
| Other | It looks like service is being cut too much within Anacostia given their lack of options. |
| Other | as of now not sure |
| Other | These cuts impact too many communities that need service. The most important priorities should be low income and essential workers. Higher income neighborhoods have the resources to afford other forms of transportation. |
| Other | Metrobus service should be expanded to reach as close to pre-pandemic levels as possible, and any significant reduction in service will be really bad for its riders. |
| Other | I think prioritizing especially low income and essential workers is absolutely what we should be doing! |
| Other | I rather cuts be made to bus and rail service than to raise fares. Now I do not regularly ride metro buses and trains because they are too expensive. I regularly rode metro buses when it was free. The corona virus is going around and people are dying every day. It should be free to ride Metro buses and trains. A lot of people can not afford to ride Metro buses and trains every day. |
| Other | Given the number of low-income residents, elderly residents, and those who rely solely on public transportation to get to work, it is absolutely incomprehensible to me that any service in the Anacostia and Fairfax Village areas would be reduced. This is absolutely unacceptable in our city. |
| Other | Need more buses from herndon and reston into DC and Arlington |
| Other | Service being reduced to 50% seems like it wont be enough in 2022. The frequency of some buses pre-pandemic was already lacking, and reducing service even more is highly concerning. Wait times would get to 40 minutes to an hour or more during non-rushhour, so what will it be at 50% capacity? |
| Other | The proposed plan would totally gut bus service in DC. This is one of the few cities in America where you can rely on transit to accomplish most of the tasks of daily life. If this plan were implemented, that would go away forever and DC would become a car town like Atlanta or Dallas. Emissions would go up, people would breathe more polluted air, and just as respiratory pandemic came to an end, more people would start dying from exposure to toxic fumes. Perhaps Metro cant stop this, in which case preserving the higher-ridership routes is the right thing to do. But it should be done with the clear knowledge of what is being lost. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | You should consider the needs of low income riders first, not the most populated areas. Low income residents are the least able to switch to a car if they lose their bus. |
| Other | I used to live in the area, but was out of the state the past 6 years. I specifically moved to my old neighborhood because of the express bus from Edsall Rd and Indian Run Pkwy to Pentagon. Now Im finding out that route is on the chopping block. The express bus option is even more important for 2022 when car traffic to Amazon and Marks Center will be significantly higher. We dont need more car traffic and having an express bus from Indian Run Pkwy and Edsall Rd to Pentagon is so important. |
| Other | This will not be acceptable |
| Other | The reduction of service to 50% of pre-pandemic levels is less than the service offered now at the end of the pandemic. This makes no sense and doesnt seem to be sustainable in the long run. |
| Other | Although I don't rely on the bus for work, I feel it is imperative that public transportation serve people who have to use it for work or daily life. |
| Other | For those who live in VA and MD, cutting bus service, or cutting bus service to metro stations and then closing certain metro stations is going to make commuting (particularly at rush hour, because again no rush hour trains) into DC near impossible |
| Other | We should already be back to pre-pandemic before January 1, 2022 so you don't need to worry about essential travel or any of that kind of stuff that's right now but, we should already be back to pre-pandemic by about January 1, 2022 or before hand so just to let you knowWe should already be back to pre-pandemic before January 1, 2022 so you don't need to worry about essential travel or any of that kind of stuff that's right now but, we should already be back to pre-pandemic by about January 1, 2022 or before hand so just to let you know |
| Other | Generally shorter routes, less subject to traffic delays, with better feeding into Metrorail, would enhance service even with less frequency. |
| Other | not sure if 50% service would be useful for the target group above |
| Other | As an infrequent bus rider, these proposed changes do not affect me. |
| Other | Several routes that connect the route 1 corridor will be eliminated in 2022, which directly impacts the ability of our community to travel both to DC and around our own area. Current county and local shuttles are not adequate and do not provide coverage during certain times/days. Relying on these resources is not sufficient to connect our community, and impacts our area negatively. We will no longer be a walkable community, and we will be largely cut off from the metro area during evenings, weekends, and school holidays (during which the UMD shuttle, a service being relied on to fill the gaps of the metrobus route cuts). |
| Other | WMATA provides too much service on routes with too few riders, including extravagant Metro Access service. |
| Other | Why would it be reduced by half of pre-pandemic levels in 2022, when ridership would probably be picking up? |
| Other | Seems reasonable |
| Other | This is based on occupation and location. There are many diverse neighborhoods and areas in the DC region. Low income persons, essential workers, who live outside the proposed service areas that arent cut would be greatly affected. Makes no sense. Promotion of metrobus in all areas would benefit me and all others and bring in revenue to metro. |
| Other | People rely on bus. Invest in bus, more bus. Get even better bus options. Have bus only lanes, enforce bus lanes, dont cut off the livelihood for countless residents. |
| Other | Although I rarely use bus transportation, i know many people who depend on it, and I hesitate to cut service. |
| Other | As the economy recovers, the public transportation needs of Washington will increase. For Washington to retain its strength as a center of government, business and culture, a strong Metro system is essential. In terms of fairness to the interests to all residents regardless of income, of minimizing damage to the natural environment, and maintaining transport/communication infrastructure at an adequate level, the Metro system must grow. The proposed reductions as a whole would be catastrophic for city and its residents. Given Washingtons role as the center of the federal government, Metro proposed degradation of public transportation would be detrimental to the country as a whole. |
| Other | As more people are vaccinated and returning to work, ridership will increase. |
| Other | The bus isnt my primary option but I still believe wholeheartedly in its crucial role, and I dont know that I wont need it much more in the near future. My roommate relies on it heavily to get to work, so would obviously not want him to be negatively impacted either. |
| Other | Already struggling to get service in AM.. the ART 41 bus I ride in AMs is filled beyond capacity due to metros reduction in services, and often has to avoid picking up passengers in my area due to overfilled bus conditions. Essential workers like myself are often early AM riders.. were not getting the levels of service we need in AMs. If people need to go to Drs and other places, they can go earlier and live with less mid day service intervals. Workers on the other hand do not have luxury of making appointments, or showing up later, or whenever in their employment. I have been car free for about 7-8 years as my car grew less reliable, and adapted to using metro exclusively. You are forcing me to look at purchasing a car since service reductions impact my commute so often in AMs in particular. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | If this also includes cutting VA routes by 50%, this could work, but the survey does not indicate which routes or not would be affected by this. |
| Other | elimination of Bowie lines is crazy. Areas without Metrorail need at least bus service to supplement. |
| Other | See previous page. |
| Other | Im skeptical, based on the routes proposed to be cut, that Low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes are being prioritized |
| Other | If essential workers and domestic matters are required, they need the best possible transportation available to meet their needs. |
| Other | If metro is focusing on low income fixed income essential personnel. In Fairfax village community. The M6 should not be taken away from this hilly community. It is not wise to have all that need M6 not have this transportation. |
| Other | Well youd be removing my actual bus line and there is no alternative. And one of your proposals for Metrorail would include getting rid of the Metro stop closest to me. And also this would severely harm property values. |
| Other | No matter how well you try to target certain high-need areas for bus service, people are going to get missed and its going to cause big problems. In addition, this risks creating long term stigma against the bus as a service that only low-income people use, which is bad for future attitudes toward and use of the system. |
| Other | The plan is awful and will permanently kill Metro. it will no longer be a feasible commuter service. It would no longer work as the way our son travels to high school. Given the stations you are seeking to close, we would no longer be able to walk to metro. Parking would become tight at the nearest stations. I would likely have to drive my son to school and then park near my office in DC. That would be a significant new expense for our family. Traffic would increase exponentially. Terrible proposals all around. |
| Other | Bus riders on every bus represent a mix of low income, essential workers, students, the carless. No cuts. |
| Other | Well, I have to trust you on this, as you have all the facts, but just be honest. Yes, God is alive, and He is watching. |
| Other | sounds good if you are making sure people can get tow ork, if they have no car. |
| Other | I am very happy to hear the rationale for metro bus changes being about providing access for those who are in most need. I believe we all benefit from mass transportation as it is one of our great tools in combatting climate change. |
| Other | I would love buses to support ease of transit around the area. |
| Other | Considering limiting access to transportation for low-income individuals highlights the lack of understanding of the needs of our economically vulnerable families. |
| Other | Im not an essential worker but I still have to go to the office for my job. So I need to use metro to get there. I need to get to work on time. |
| Other | Im a late-night essential-healthcare worker and I would strongly support a plan like this, especially the May 2021 plan with buses running until 2AM. |
| Other | By January 2022, workers will likely have returned to the office. Moreover, bus ridership has not declined nearly as much as rail ridership. Therefore, bus service should be restored to maximum levels expeditiously. |
| Other | new plans do not protect the most vulnerable citizens regarding travel time or cost |
| Other | how do you know who relies on this and who needs for what reasons? You are being biased and undemocratic. when im on bus, there are professionals, students, poorer people, handicapped, the lot. You are cutting needed services. See prior comments. A national capital that cant operate a modern day bus system. What an EMBARRASSMENT. Get a grip. Get innovative. Fight for the nations capital. You act as if only a DC matter and i take the bus to NIH, to DOD HQ with metro rail. You act like only needed by a small group of people. WRONG! and we will vote each of you out and investigate why this metro system the ONLY ONE IN THE COUNTRY that is faltering. BART is the same system and its had to deal with pandemic but is it doing this???? NYC? Chicago? DC will look like a backwater town and these changes will harm those who do business in DC of all kinds--and you should lose more of your tax base for lack of services when taxes highest in area. FOR SHAME |
| Other | I like the idea of providing needed services to low-income riders to do essential trips, and for essential workers - but how in practice do you target this? Buses everywhere with frequent trips allow all riders including low-income riders and essential workers agency in their travel and options. The main goal should be to reduce car-dependency and improve outcomes for people to arrive on time to appointments, work, school with dignity. |
| Other | Need more details to understand if Id be impacted |
| Other | Reducing both metrorail and metrobus service simultaneously would significantly clog traffic in the region. |
| Other | public transport shouldnt be for profit but a public service |
| Other | Make neighborhoods where rider travel to work a priority. |
| Other | I appreciate that youll focus on providing service to people that need it. I am concerned that youre redesigning routes to allow easier transfer to a metrorail that will also have reduced service so not sure how that will work timing-wise. 50% of pre-pandemic levels is also a huge cut along with the rail cuts. I cannot imagine the traffic jams, which will also make bus service less reliable! |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Metro is not really working for the low income families in DC. We strictly rely on bus / train to do everything we need to do. There needs to do more survey done in the low-income neighborhoods so that you can have better proposal. |
| Other | I dont drive, and rely entirely on bus and metro for commuting. Its going to be very inconvenient if metro and bus services are reduced at the same time. |
| Other | If bus service is cut, how are people supposed to return to work? Does anybody have statistics on how many people have gotten rid of cars to save money during the pandemic? Also changing the rail schedule will necessitate changes in bus schedules. Some places will need more, not less. Some places are walkable; some are not. Also, you must factor in the increased need for Paratransit that some people will experience if their walking distances increase or their travel routes change. |
| Other | The plan to eliminate the D6 line would be very problematic, as it is the only line that serves my neighborhood and my only method of public transportation for getting downtown to my office and to drop my kids off at school. |
| Other | I have been going to work since March 16 and present, when Mayor order the city to shut door I continue to work everyday Monday thru Friday 8:00am-4:30pm or 8:30am-5:00pm |
| Other | Good plan. |
| Other | Even though my response is not applicable, it is important for Metro to meet the needs of customers who are dependent on public transportation for their daily activities. |
| Other | Reduce hour of operation during weekdays and weekend. But do not close stations. You need to be more innovative than this. Also too early to make assumptions on what will happen after vaccinations. Your approach or closing stations will only put ou more in the ref with your budget as commuters will nude even less your business.Increase your parking fees even your ridership but do close station |
| Other | I see a lot of bus elimination and elimination of parts of routes. This plan is horrible for poor people and seniors. Limited bus routes and proposing no alternatives or alternatives that are miles away from current routes is a horrible plan. |
| Other | Please look for more revenue sources instead of reducing service. |
| Other | Just because we are currently challenged by and struggling to deal with COVID-19 Global Pandemic, people who required Metro Bus and Metro Rail services before remaining require it now. The Federal Government must reprioritize its current funding levels and invest more into a more reliable. sustainable long term funding solutions, |
| Other | I am one who depends on the bus and train to take care of basic needs and have been confined to my home or dependent upon the kindness of friends, neighbors and family members during this pandemic. I am most certainly anxious to resume my independence by using the metro services. |
| Other | I would be okay with some consolidation IF WMATA could create 4 to 5 express bus lines with limited stops that cover VA DC MD in a East West Pattern or Direction, and a beltway bus line that stops at metro stations close to beltway. |
| Other | The plan only gives numbers of affected riders and not the breakout to align with the stated goals. Low-income and essential workers MUST be a priority. There should be MORE service in and around from wards 7 and 8. Next up: wards 5 & 6. |
| Other | I appreciate the priority on low income travelers who don't have any option. I think the changes will be really hard on commuters, and would be likely to push me to look for alternate ways to work (e.g. biking). Would metro consider different winter and summer schedules? I feel really differently about walking and standing outside in nice weather vs when it's cold. |
| Other | It seems foolish to cut or alter bus service to allow for easier transfer to metro rail when you are also cutting service to train service. Forcing everyone to use a system that is often delayed and unreliable is asinine. Many of us use bus service because delays are often more predictable than rail service, and we use bus service to cover problems with rail service. Cutting bus service will not allow that to happen, and will only exacerbate problems on the rail service. |
| Other | Metro MUST do everything possible to provide the most service possible. Reducing service to 50% is not only unacceptable, its also irresponsible. Under this proposal, waiting on Metrobus could be longer, buses would be MORE crowded and fewer routes would be available. Metro would LOSE more revenue and customers if they slash service by 50%. Metro should be working to get service up to 80% or 90%, and eventually to where it was before March 2020! |
| Other | I am sorry but the VA bus route changes were 89 pages so I did not have time to read through them right now. |
| Other | I literally do not believe that Metrobus has figured out how to adequately serve low income residents and essential workers (to the extent that these are different populatons), especially with 50% cuts!!?? |
| Other | Given less traffic on the roads, bus service straight from Arlington Columbia Pike to downtown (federal buildings, etc.) would be wonderful. It takes too long to switch from bus to train and there is no wi-fi on the train. There is a huge need for more bus service that cuts out the need to transfer. |
| Other | Reducing service by 50% of pre-pandemic levels in 2022 cannot possibly achieve the goals above. |
| Other | Redesign of routes to get people where they need to go more efficiently sounds good |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | sorry what? yall better be 100% of pre-pandemic levels starting in january 2022. redesign for easier transfer to metrorail is cool though. and focusing on areas that have most riders + greatest need, that makes sense too. but dont try to sneak a FIFTY PERCENT REDUCTION IN SERVICE?!?! into this. yall reading SHOCK DOCTRINE the wrong damn way |
| Other | I do ride Metrorail much more. Cuts in Metrobus and Metrorail as proposed will likely have me drive mostly. |
| Other | Do students need to pay for the bus to go to school? And I like all the ideas. |
| Other | Pre pandemic levels were already too low. Cutting them by 50% is unacceptable. |
| Other | WMATA needs to see what happens as folks return to their regular activities. |
| Other | I want you to prioritize low-income people and essential workers, but this seems wildly inadequate to accommodate people going back into the office as more people get vaccinated. |
| Other | Not having a bus service to Fort Washington will create hardships to many of riders like me in order to get to work. There is not other bus that provide service to Fort Washington from anywhere in the Washington DC, Maryland and Virginia areas. A community without public transit services is not a community without concern for those in need of public transit to survive. All taxpayers need to be served in order for a community to grow. Public transit help those less able to get where they need to go to cover their needs.. |
| Other | Travel between NW, U corridor and SW would be severely complicated. It would be an invitation to completely abandon metro transit just when vaccinations and lower Covid cases would allow me to once more take transit as I did pre-pandemic |
| Other | You are eliminating service in some areas with no alternatives. This does not consider that some people use public transportation as their only means of transportation. If the government wont subsidize the revenue shortfall, then you need to consider providing services at a higher cost rather than eliminating them! |
| Other | Not a good solution |
| Other | This plain would not go well in 2022 we will get back to mid part of working and social life it may be a little slow it will pick up every may still have some fears, but we will need to still get around the areas. |
| Other | The areas of focus are extremely important to me, but I dont know that 50% of pre pandemic service levels meets my needs. |
| Other | People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get aroundâ€”especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinate, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around. The hours listed above also create a hardship on riders. If you miss a train, you have to wait a considerable amount of time for the next train to arrive. This can impact riders dependent on Metro to get to and from work. This is too limiting for people who are dependent on Metro. |
| Other | This will result in greatly expanded use of cars and create traffic congestion, particularly in neighborhoods. |
| Other | Adds too many cars into traffic. |
| Other | I think this would work. Not completely sure. |
| Other | It is critical to our family's continued ability to commute for school (DC public schools) and work to have continued service of the D6 bus line. |
| Other | Im glad that its pinpointing its focus on customers needs but at the same time there may certain areas in which they would like to be dropped off in order to get to whatever their destination is. |
| Other | It is wrong to assume that ridership will remain low after the pandemic ends, but it WILL remain low if you reduce service so much that the buses arent reliable. |
| Other | Does wmata not expect ridership to increase after vaccines are distributed to say least 70% of the population? |
| Other | Need to run buses at regular intervals no reduced service. Many people dont get off until after 11 or 12 oclock. |
| Other | Service was already below what was needed before the pandemic, this would only make metro less desirable and make riders search for alternatives. We need more service not less. |
| Other | I cannot imagine that cutting 50% of service would leave a substantial enough service for me to continue to visit without needing to rent a car (a hassle, expense, and environmental impact I try to avoid whenever I travel). |
| Other | Reducing Metrobus service to 50% would create more passengers on the other bus lines that are in service. Therefore, buses will be more crowded. |
| Other | Id like to return to public transportation when my office reopens full time. I would need the commuter buses that serve my area (South Arlington/Columbia Pike corridor/route 50 toward DC) to return to operational status. I dont know how I will return to work in the office if they do not. We cant all drive, and parking is limited in DC and prohibitively expensive. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Cutting bus service is unacceptable. |
| Other | How does Metro account for low income riders/areas that need to travel into higher income areas? Will they lose access because of a terminal point being higher income? |
| Other | Why are you cutting so many north/south lines while also cutting yellow line service to north side of the city and potentially closing green line stations?? This is where so much growth is happening! Invest in GA Ave and 14th st corridors, these are lifelines! |
| Other | Not enough buses |
| Other | I am primarily a Metrorail user to get to work, so the bus cuts are inconvenient but not horrible for my professional life.I can figure out how to work with the reduced times when using buses to cross the city. |
| Other | Most important thing is providing transportation to folks who don't have cars â€” those who need it â€” that must be priority. |
| Other | If the metro rail system is reduced, the bus will be my only method of transportation. It is already my primary method of transportation in the city. I have been stranded countless times in the past year because of reduced bus services. |
| Other | If the Cheverly station closes and I need to get to a nearby metro station then this might not work. It depends on the nearby bus route available to those stations or parking available near those stations. |
| Other | Replacing Metrobus with regional bus service is viable if and only if there has been discussion and coordination to make sure the county can provide consistent and reliable service. |
| Other | As before, closer coordination with local providers would improve service throughout the region |
| Other | there are so many changes - I cant really determine what impact this will have on me. |
| Other | Keep all stations open. |
| Other | See previous thoughts. |
| Other | As long as metro takes into account low-income customers/essential workers, then this plan will work. |
| Other | 2022 is a long way away. WMATA should be planning how it will quickly ramp up to deal with new riders - not exploring further service cuts after the pandemic is over. |
| Other | Again, we must always maintain an affordable public transportation network for all citizens. |
| Other | I already prefer metro because the buses dont run often enough. |
| Other | You say you will not compromise people who rely on the bus service. I oppose any plan that does not accomplish that. |
| Other | Im not sure how this would affect me exactly, but I think prioritizing low-income riders and essential workers makes sense. To be honest, you should be doing the same thing with metro rail service. |
| Other | This plan eliminates the closest route to me that connects me to both Metro rail and my current employer. This would add at least 10 minutes of walking to an alternative stop and might not even be viable for my commute at all. It would definitely reduce my travel into DC for recreation/entertainment/etc. |
| Other | Metrobus is already unattractive in the Hyattsville and College Park area. I cannot imagine how 50% LESS would work out. |
| Other | Bus service is valuable to more people than just essential workers. |
| Other | The absurdity of your proposes continues. |
| Other | This will disenfranchise many and could be viewed as inequitable |
| Other | We need more regular and frequent bus services |
| Other | The elimination or continued stop of some lines would make getting to and from work an obstacle. As a low-mid income worker I depend on the bus for transportation weekly when we are in person. |
| Other | We need to promote the usage of metro, and all public transportation, in order to achieve an inclusive and sustainable development. This is NOT the time to cut public transportation. I am strongly against it. |
| Other | n/a |
| Other | Pues creo afectarÃ¡a mucho a los que viajamos en bus si recortan porq yegariamos mÃ¡s tarde a nuestro trabajo |
| Other | I and other Federal workers need 18P to get to and from work each day. |
| Other | Unless routes are redundant and have low ridership, every route is crucial for someone. If it came to it, I would want to see exactly what plan is being proposed. |
| Other | If trains and busses are reduced so drastically, then any workers will be forced to spend 1 upwards of \$20/day or night catching rides and rideshares to get home, etc. |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | I am particularly concerned about having a connection from south east to the rest of the city, I think these changes are fine so long as we can ensure folks in low income wards don't just have access to the essentials like food and medical care, but to jobs and other economic opportunities outside of their ward |
| Other | I appreciate the considerations that are being made, however my concern is the note about combining routes. How is Metrobus addressing volume on buses. Were in a Pandemic and there are often still too many people on buses. It raises concerns on if we are actually doing our part to stop the spread. When really what should have happened was increasing the frequency of buses and having more buses available... Because you cut half the bus when you can only enter from the back and depending on the size of the bust protecting the driver... So now regardless of desire to practice physical distancing you are not. And for many of us we make the decision to put our health at risk due to the need to be somewhere and not having a swift back up option due to reduced service times. |
| Other | No |
| Other | There isn't enough information to make an informed decision. Given you are considering closing Van Dorn and Eisenhower stations, residents in NoVA are having their options significantly reduced. |
| Other | I don't have a job so being able to take the bus for free would help out |
| Other | I believe if services are not cut back its intirely this should work. Give ppl the options when riding on metro buses or trains. |
| Other | if you focus on areas that have the most riders than what about the people who are in areas that dont have the most riders . they wouldnt be able to get around which would be fair . |
| Other | During the pandemic, busses on Wisconsin Ave were cut to every 30 minutes. However, instead of staggering 2 different lines so a southbound bus arrived every 15 minutes, they OFTEN arrived back to back, so if you missed one, you missed 2 and had to wait 30 minutes for another 2 busses to come. Please have a better plan for lines with more than one bus. |
| Other | I work at a bank and use the metroway, metro rail, and Fairfax connector bus to commute to and from work |
| Other | Depends on what the plans are, what routes and the options offered. |
| Other | Keep the current schedule running |
| Other | Sound good |
| Other | It already takes me over an hour to reach many destinations, then to often wait over an hour to head back over another hour to get home.Making it longer is ridiculous. |
| Other | Everyone needs a ride but to do harm on these lines, will hurt everything. |
| Other | I want service to be expanded but also streamlined |
| Other | Maybe this is an opportunity to go through a full network redesign? |
| Other | It Will hurt everyone who work within those areas as well. |
| Other | I am military working at the pentagon and no parking is available for me. Metro bus is my only option. |
| Other | Its fair. |
| Other | Your not specifying the route which make it impossible to answer far as for me going to an from. |
| Other | I need to get from Columbia Pike and Walter Reed to Crystal City Metro Station, Pentagon City Metro Station, Pentagon Metro Station, and Mark Center Bus Terminal |
| Other | at least it takes into account those most reliant on bus travel |
| Other | It worries me about not reducing service when we are somewhat back to normal. It would seem that you would want to encourage more people to return to the bus and make Metro once again the way many of us can travel within the District. |
| Other | I mostly depend on metrobus to service my daily needs. To cut service would be a hardship let along overcrowded buses which can lead to on for seen circumstances |
| Other | I dont use metrobus for my commute anymore. |
| Other | Need regular and reliable service downtown |
| Other | This would be catastrophic. |
| Other | Yes we all |
| Other | In an effort to preserve revenue, this seems logical given the nature of stakeholders using public transit |
| Other | Some bus I do ride a lot need those routes |
| Other | Helping customers get to their destination |
| Other | I agree with the proposal |

| Route | Proposed 2022 Metrobus service changes |
|-------|--|
| Other | People are more likely to be comfortable on a bus than metro and if buses are over crowded and people need to default to a car, traffic will return to the nightmarish state it was pre-pandemic. you need to encourage people to take transit for many reasons including the environment |
| Other | It will be easier for me to get to work |
| Other | Especially weekend service |
| Other | Glad to see were focused on equity when it comes to ridership |
| Other | How do you focus on only those groups? All urban residents are encouraged to use public transit for many reasons that have nothing to do with your selected audience |
| Other | This looks like way more laziness by WMATA while you pay the psychos in ATU to do nothing but be crazy. |
| Other | When Metrobus was only coming 50% of the pre pandemic level, it was almost impossible to guarantee I would make it to work on time. |
| Other | Overcrowding would start the Pandemic again. Start with no fees for parking for @ 3 to 5 months. Most people may start back riding metro into DC. Or, the Peak times of riding \$2.00 anywhere flat fee, limit 1 to 3 months to get people back to riding. Just let people know it will change. Be transparent about increases. Make it inviting to come back to Downtown DC to work. Just be transparent about future cost. |
| Other | not sure how your plan to cut metrobus lines will reach more customers, especially those who have limited mobility and may not be able to travel to a farther bus stop if their preferred line of service is stopped |
| Other | Need every day |
| Other | I think you should just keep the all of the routes and maybe cut the Service time |
| Other | Should be based on ridership alone |
| Other | I only ask that you look out for low income neighborhoods! |
| Other | This is all fine, provided there is NO change to the Metro rail service - otherwise people will need the bus routes to still work correctly |
| Other | Barely ride bus |
| Other | Need more bus service |
| Other | I look at your proposed changes and shutting down of bus routes. You did not take into account the low-income or essential workers, it looks like you are basically cutting those routes out |
| Other | none at this time |
| Other | In January 2023 will metrobus service be reduced to 25%? |
| Other | I agree with the plan being offered. As long as the service isnt completely eliminated. |
| Other | No reduction in bus service is acceptable. We are facing climate catastrophe and working people are already suffering long commutes. You are really trying to make life worse for people in the DMV. |
| Other | The lines I rely on are already crowded both now and pre pandemic - reducing the amount of busses and the frequency will make them unusable, and I rely on them to get to my job. |
| Other | My route has already seen two service reductions and halving the one remaining route will make the bus worthless |
| Other | Prioritizing low income customers and essential workers is definitely my preference |
| Other | Me parece bien |
| Other | Metrobus services are very impactful and combining routes would be a significant barrier to me and lots of elderly who use the bus to get to and from. |
| Other | This is quite vague, which routes are you altering and which areas will have the highest traffic? Also, why make it easy to transfer to metro rail if youre reducing metro rail service? Are you bringing back price reductions for transfers? |
| Other | I think the focus of this plan is on target! |
| Other | More important to keep bus service in DC robust than to keep metro service to outlying areas. People in suburbs with cars are going to be working from home.... let them wait/face drastic service cuts first |
| Other | Yes if it also included essential workers that work at night |
| Other | No comment |
| Other | If riders are back in the office, we need the buses to get there. If people are not back in office, we need means of getting around without cars and rely of bus service. |
| Other | we all hate the bus service decreases, but at the same time I know you have no choice. I hope that ride on and the bus can step up and replace some of the discontinued routes. |

| Route | Proposed 2022 Metrobus service changes |
|-------|---|
| Other | Metro is the most reliable mode of transportation for residents east of river. So whatever you do you cannot cut of the buses that service these communities either serving as the transport to connecting metro subway or constitutes their entire transportation experience. Metro will be funded money thru the Cares Act and probably additional funding in congress.. consequently metro needs to better manage its money. Every year you are making budget slashes before the pandemic and minority communities and those east of river took the hit. Therefore you do not have people who can give your budget wholehearted support because you do this song and dance every fiscal year and NOW you truly have a crisis |
| Other | I support protecting those who are most in need of buses for transportation- they should be the priority |
| Other | This cuts out points were i would need to go for work. |
| Other | I am a nurse working at dominion hospital I and many patients use public transportation Mental health patient struggle financially It sounds like curt and limiting public transportation access to this hospital making difficult for me get to work vTimely and patient to get to hospital |
| Other | Extend benefits of government beneficiary program to contractors as well. Many contractors already ride Metro Rail and Metro Bus at Walter Reed but aren't offered any incentive through their employment |
| Other | Keeping service currently |
| Other | Do not decrease service. Find the money. Raise taxes. Raise hell. |
| Other | No way. Why? |
| Other | There are other ways to travel, cutting buses that are a drain on Metro resources is encouraged. |
| Other | Dont know how much Ill need the bus until the federal government goes back to 100 percent. Were still working at 25 percent. |
| Other | Does not seem fair to reduce public transportation even further. |
| Other | ¡Excelente! |
| Other | I'm not opposed to this plan but I'm not sure if it will be implemented correctly. |
| Other | Should consider providing continued services for low wage workers |
| Other | Less bus service would hurt all areas not just the ones listed above. |
| Other | I have a disability and rely on buses to get my groceries |
| Other | But many of these people need reliable transportation early in the morning and later at night. |
| Other | Love the emphasis on low-income riders and the routes with grocery stores. |
| Other | This would be a catastrophic nightmare...You are saying that while we are in a pandemic that you operate at 75% BUT when we return to normalcy you operate at 50%??? Do you actually hear or understand what you are saying and really have any logic to that? |
| Other | Noop starting now |
| Other | In addition to the listed riders, there are essential employees throughout the region that rely on bus services, especially express bus service to the pentagon. These lines could possibly use adjustment, but not elimination. |
| Other | Currently more metro bus set |
| Other | I would be willing to sacrifice bus routes where Metro provides service to make sure more essential workers can use the bus. |
| Other | There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy |

| 2022 proposed Metrobus service changes (Spanish) | Translation |
|---|--|
| Esta situacion no es adecuada, por que se le debe dar fluidez a la trasnportacion del distrito | This situation is not adequate, because DC's transportation should be fluid |
| Hay rutas como el 16 A que son necesarios | There are routes like 16A that are necessary |
| I dont see any exceptions to the options regarding peak hoursTwo different answers for me | I dont see any exceptions to the options regarding peak hoursTwo different answers for me |
| No deberÃ-an hacer ningÃ³n cambio hasta que no se normalice todo hacer cambios basado en la reducciÃ³n por la pandemia no conviene trabajo hasta tarde y necesito el servicio | They shouldn't make any changes until everything goes back to normal; making changes based on reductions due to the pandemic is inconvenient; I work late and need the service |
| Pues creo afectarÃ-a mucho a los que viajamos en bus si recortan porq yegariamos mÃ¡s tarde a nuestro trabajo | I think it would really impact those of us who travel by bus if they cut back because we would get to work later |
| Me parece bien | Seems good to me |
| Ã¡Excelente! | Excellent! |

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|---|
| Proposal to close 22 Metrorail stations |
| I am living 5 min walk from Grosvenor Strathmore and don't have and don't want to buy a car |
| Greensboro is essential for my commute |
| Clarendon stop open is a must for our family |
| don't close any stations not acceptable, reston town center is nowhere near any other station |
| this is outrageous. people plan their entire lives around how close they live to these stations. |
| need Clarendon stop open |
| College Park station is incredibly crucial and serves the University students. Especially those who live out of state and use trains as a way of transport to get home. |
| Closing these stations would prevent me from getting to and from my job and my community. |
| Need metro for work and daycare |
| This is a laughable proposal |
| Opening the Silver line as soon as possible is key to the regions economic recovery. |
| Need more orange and silver line trains open especially at Clarendon and VA square |
| DO NOT CLOSE TAXPAYER FUNDED METRORAIL STATIONS!!!!!! |
| My metro is cleveland park. If it is closed I cannot take metro. |
| Need these stops to get to work, take care of parents, and get our daughter to daycare |
| do not close EFC or Clarendon |
| the closing of virginia square metro and clarendon would impair my ability to travel |
| Greensboro is main tysons stop, we work right next to it |
| Do not close east falls church metro |
| Please do not close these stations, would be a significant inconvenience |
| Keep East Falls Church open! |
| Virginia Square and Clarendon are my 2 most frequently used stations |
| I commute daily from Clarendon to McLean (I work at Capital One). |
| We rely on the metro for daycare and to get to work. Need these stops in Virginia open |
| The stations I use most frequently would all be closed. |
| I and several other commuters that live in the Grosvenor park area rely on this station to get to our jobs. |
| Please do not close Greensboro |
| This would cause a reduction in my salary as I am hourly at the hospital and would have to leave early to get my daughter from daycare in Clarendon |
| These stations serve many commuters 1Not workable - do not close |
| Van Dorn Station is home to thousands of apartments and townhomes - if there was no metro rail, the Duke St traffic would be impossible. Please keep Van Dorn open |
| Not smithsonian. Only station that works for me by the mall |
| Grosvenor is the only station reasonably close to my house. |
| For these to be closed would kill the community of each of these stations. |
| Using Clarendon metro is integral as an essential worker |
| Virginia Square is an essential station. |
| No other station within walk or commuting distance from home (E Falls church) |
| I've been teleworking for the last year due to the pandemic but I expect to need to be able to use the metro station at Grosvenor Strathmore daily again in 2022. The other stations are not in walking distance from my apartment. |
| Don't close Clarendon |
| Do not want Grosvenor station |
| Don't close east falls church!! |
| please keep clarendon open!! |
| Please don't do this |

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| Proposal to close 22 Metrorail stations |
| Why are the brand new silver lines being closed? Thats a major waste. |
| Grosnevor-Strathmore is a vital stop on the red line! |
| I use all of these stations frequently - do not close any stations |
| Please dont close East Falls Church metro! Its difficult to get to Ballston due to the 66 HOV restriction and neither that nor West Falls Church are in walking distance. It is the most convenient station if you live in between Arlington and Falls Church. PLEASE KEEP THAT STATION! |
| Need more stops open for accessibility |
| I would no longer take metro at all if these stations closed, particularly the McLean station. |
| Shut down Greensboro permanently imo. |
| This greatly impacts people who live in Loudoun County as well as students who go to community college and GMU |
| I live within 3 minutes of Clarendon and wouldnt ride if I had to go to Courthouse. |
| I strongly oppose the closure of these metro stations |
| Close either Clarendon or va square but not both |
| I take the Greensboro station to work. Not only is it myself and my company, but there are tons of offices in the area as well as the boro which is right there. I think this station needs to stay open especially when returning to work in September. |
| This would be devastating to my ability to commute to work. I would probably stop taking metro all together. |
| This will bottleneck parking, traffic, and ride time at my station (East Falls Church). Ballston does not include parking, so the other closest station, West Falls Church, will have to bear the brunt of all of us from EFC - I dont think it can handle it. |
| I live and work in this area and value the open status of the stations in Arlington. Please keep them open. |
| I rely on multiple of these stations for my commute to work. These should not close. |
| Very terrible idea that would force many people to drive into the city |
| Do NOT close Van Dorn Street |
| The McLean station is essential for me and many colleagues and friends to get to work. We ask that you please do not close this station. |
| I am very dependent on the McLean station |
| Closing of the stations would require me to move. This would be devastating and completely uproot my life. Especially at this time, this would be a horrible decision. |
| East Falls Church is critical for commuting |
| I live next to East Falls Church, use it for commuting, and so not live near any other metro stop. |
| Would be ok closing EITHER Clarendon OR Virginia Square, but not both. Closing East Falls Church is a tremendous loss to the community and a hugely big deal. |
| Moved specifically between VA square and clarendon. Would definitely move in 2022 if these closed. |
| Our family moved to our current home due to the location between the Virginia square and Clarendon metros. We need metro stops within walking distance as we cannot drive |
| I use Clarendon Metro daily. I need this stop to remain open. |
| Do not close Cleveland park. Will kill local biz |
| Leave Grosvenor-Strathmore open |
| Do not close Clarendon and Virginia Square! |
| Do not close Clarendon and Virginia Square |
| my work is next to Clarendon metro, and this would severely and negatively impact my ability to get to work |
| Do not close both Clarendon and Virginia Square. |
| Do not close orange/silver line stations. |
| I count on the East Falls Church station. |
| This is insane! |
| Absolutely not |
| Currently live in Clarendon - from this neighborhood Ballston and Courthouse would be too far |
| Please keep either Clarendon or Virginia Square open. One or the other of these needs to remain open for riders in this corridor. |
| Grosvenor-Strathmore needs to stay open!! |

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|---|
| Proposal to close 22 Metrorail stations |
| Wouldn't be able to get between work and daycare in time |
| Would have to move daycares as we rely on the metro to get our daughter to the center |
| Do not close east falls church metro |
| There are a lot of residents that use the East Falls Church Station. It would be devastating to the community as far as convenience and to the property values if this station was closed. |
| Desperately need the Clarendon metro stop to stay open. We moved between the Virginia square and Clarendon metros due to these stops and chose daycare to be close to the Clarendon metro. |
| During non COVID times I take the Metro to College Park from U Street everyday. Shutting down this service is a huge hinderance to anybody who works in College Park and doesnt want to live with college students. |
| Do not close Grosvenor Station |
| College Park station is vital -- its already difficult enough to commute to the University without closing the closest station. |
| Huge impact if Strathmore Station is closed |
| Absolutely NOT. I take metro to work every day from East Falls Church metro. |
| this would negatively impact my commute to work |
| Need the McLean station to be open to go to work |
| i could maybe understand closing VA Square since its close to Clarendon, but the rest are all kind of far from each other so it doesnt make sense. |
| Closing the Clarendon metro stop would be disastrous for my commute. |
| Closing stations will mean that people will find another way to get to work and they will not come back to use metro ever again. This option is the worst for addressing your financial issues. |
| Do not close East Falls Church. |
| Keep Clarendon station open |
| Closing Grosvenor-Strathmore is a deal-breaker for me, especially if service is reduced to Forest Glen. |
| Please do not close Clarendon Metro |
| some of these arlington stations are way too important to be closed!! this would be a terrible idea |
| East Falls Church is not near any other station |
| Please keep the East Falls Church Metro open. We are expected to be vaccinated and back to work by then and will rely on the metro to get to work every day |
| Most of these stations (especially Arlington Cemetery, East Falls Church, and Federal Center SW) are not at all near enough to any other station to warrant closure. |
| I would never take the metro again to commute for work if this happened |
| EFC serves such a broad community! |
| I need Greensboro to get to work |
| Need Grosvenor Strathmore |
| Housing and childcare were chosen dependent on these locations |
| I require Greensboro for work |
| This would make my commute more expensive |
| East Falls Church will be used more once schools reopen and COVID cases decline. |
| Permanently? Clarendon and VA Sq are needed. |
| I live near East Falls Church and have oriented my commute around that station for the past 13+ years. Closing it would have a tremendously negative impact on my ability to get to work. |
| I live walking distance to Clarendon, this would be a very big hassle when getting back to work. |
| This is nearest metro to our apartment and we dont have a car. Closing the station would make it difficult for us to get to work if we are expected to be physically back in the office in 2022. |
| I live at Grosvenor Park precisely because it is CLOSE to the metro!!! Madness!!! |
| There's a ton of construction going on in Tysons and McLean! We need those metro stops to remain open |

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| Proposal to close 22 Metrorail stations |
| This destroys the metro- these stations are critical !!! |
| Grosvenor metro is essential as so many of us live in that immediate area and commute to DC to Rockville |
| The McLean and Clarendon stations are critical for my commute right now |
| East Falls Church should stay open in particular. |
| Easy Falls Church should remain open |
| staff at UMD would not be able to easily get to work and students would be impacted as well |
| My walk time to and from the metro would increase by ten minutes each way |
| I work across from Eisenhower Avenue, the closure would mean I have to drive to work |
| Eisenhower will get more business. They are building more apartments and they are putting up a Wegman's across the street. |
| Keep Eisenhower open |
| NEED MCLEAN TO GET TO WORK -CAPITAL ONE |
| It makes no sense to close both VA square and Clarendon. If anything you should keep clarendon and close VA square and Courthouse. |
| Absolutely not. |
| stupid costs you nothing to stop at a station stop being so lazy |
| Do not eliminate the East Falls Church Metro. |
| I think Clarendon is a stretch to close, it seems a lot of use when things arent closed down. I do create with Virginia square though. |
| It seems ridiculously irresponsible to spend \$\$\$\$ to build stations that could never be used |
| If the Virginia Square metro was closed I would stop riding metro altogether. Ballston is a cesspool. If you close Virginia Square, you must upgrade Ballston and get rid of all of the sketchy people that hang out there that make it dangerous and uncomfortable. |
| Mainly use Virginia Square and Clarendon metro. This cannot close |
| Closing East Falls Church would significantly impact my commute and mean I would be unable to ride metro anymore, as there is no other station within walking distance of my house. I also do not have access to bus service to a different metro station. |
| We rely on the East Falls Church metro station for commuting. |
| The College Park station is extremely important for University of Maryland students and staff |
| McLean is a heavily used metro for work commuting once office complexes are filled again post-covid |
| Do not close Grosvenor-Strathmore. Big mistake. Youll actually lose money because those riders will find alternate transportation - they will no longer ride Metro. |
| Keep Grosvenor open!! |
| Do not close Clarendon station |
| Clarendon is right by my job |
| dont close any stations |
| I live by the East Falls Church metro station which is critical for me since I dont own a car to get around the DC metro area. Closing this station would make it much harder for me to commute. |
| My home is at Eisenhower Ave. The next closest is Van Dorn. Closing both would mean I would not use metro. |
| To cut off all these stations would cause severe overcrowding at the remaining stations, esp if trains are running 30 minutes apart. |
| Closing both Clarendon and Virginia Square presents significant inconvenience. Recommend closing either one or the other, but not both. |
| Would be very inconvenient to close the clarendon station |
| McLean station is vital to my ability to commute to and from work. |
| I live in ashburn and need the metro |
| Closing any of the stations places undue hardship on the ridership and puts people on the already overcrowded roads. |
| I rely on East Falls Church metro station |
| Way too many orange line closures |
| Do not close Grosvenor and don't use data indicating reduced ridership during COVID as evidence the station isn't needed. Grosvenor has Parking that nearby stations do not. Don't close Grosvenor!! |

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|---|
| Proposal to close 22 Metrorail stations |
| East Falls Church is a CRITICAL NEED station |
| ABSOLUTELY NOT! I rely on Metro to commute, and adding a 7/10 mile walk to Ballston is unacceptable |
| I wouldnt be able to get to work without the College Park line. My husband is disabled and also relies on this line to get downtown. |
| Absolutely not. This arrangement severely limits transit options in Arlington where a large portion of DC employees reside. |
| EFC may be near to other stations, but its not near for the user/for traveler accessibility. Closing EFC would run counter to the public transport goal of limiting cars on the road--it would take at least an hour to walk to the WFT metro station, and longer to Clarendon. |
| A lot of those stations aren't close enough to any other to warrant closure. |
| These stations do still have ridership |
| Use grosvenor metro for daily commute |
| Several of the Arlington stops listed are usually packed pre-COVID. It would add even more pressure to the Arlington stations that remain open |
| This would drastically impact my commute and I would not be able to use metro if this happened. |
| The Clarendon metro station is my closest location. |
| Located in Reston specifically to take advantage of Reston Town Center metro |
| need mclean station for commute |
| Please do not close Greensboro Station |
| These stations are critical to my ability to get to work and home. |
| Do NOT close stations, particularly East Falls Church |
| IF you open the Silver Line extension; I would use it! |
| Please dont close Grosvenor-Strathmore!!!! |
| Est Falls CHurch is not close to other stations for people walking. |
| This would be devastating to falls church. |
| Archives is one of the two stations I use most frequently as it is the one closest to where I work |
| As a Cleveland Park resident, this would greatly disrupt my morning commute. My partner and I chose our apartment for metro proximity and to lose this would be frustrating. Furthermore, as the operator of a Cleveland Park restaurant, the impact on my partner's business could be devastating as the restaurant industry continues its recovery. |
| Eisenhower must be kept open. Very important. |
| I will need to use innovation to commute to work |
| I would only approve this if it is for a temporary basis (one year or less). |
| Cant close Clarendon. Too many bar bros would be drunk driving instead. |
| We bought our home specifically for access to the Grosvenor train station as I cannot drive. This would be a travesty. |
| This would impact my ability to take the metro to work, because I need access to the Greensboro station |
| College Park serves a vast amount of students, most don't have cars. As they're trying to work for their future many of them get internships in DC and take the Metro down to work. Cutting off the College Park Metro line would severely harm all the students and citizens of College Park, as well as impacting DC revenues. |
| East falls church station is NOT close enough to other stations. This would be detrimental |
| I rely on some of these stations for my work and travel. |
| EFC connects to silver line. Makes no sense to close this one. |
| Need orange and silver trains open |
| Due to the growing development in reston, rtc needs to be open for easy access, whiele reston east is not close enough by bus |
| Need greensboro for work. I could get off at tysons and walk, but Tysons isnt walkable like D.C. is, so that wouldnt really work either |
| I live in Cleveland Park and I am 100% opposed to this suggestion. This would make my commute way more inconvenient. |
| The Cleveland Park Metro stop is conveniently located. |
| If Grosvenor-Strathmore is closed then I will be forced to move, forcing undue hardship on myself and my family. |
| Grosvenor is packed when not covid times, don't close it!!! |
| I had been utilize Grosvenor Daily, especially with COVID and shots will be back to using daily in summer 2021 |

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| Proposal to close 22 Metrorail stations |
| Closing both Clarendon and Virginia square would leave us stranded. |
| This would really limit people coming into DC from Arlington and put SO MANY MORE cars on the road. Just ridiculous. |
| UMD will be open at full capacity by January 2022. Why would you close the College Park Station? Students/faculty/staff are heavy users. |
| Do not close Clarendon or RFC |
| I rely on EFC Metro to get to work. |
| East falls church is not near other stations for those that are able to walk from there neighborhood. We should be encouraging those walkable options. |
| Take Grovesnor train daily |
| I do not support the closing of East Falls Church metro. |
| I rely on East Falls Church for transportation. |
| Clarendon must stay open |
| East Falls Church rider |
| LOL |
| Clarendon and Reston Town Center should remain open. |
| I use Mt. Vernon Square and Clarendon. |
| McLean is a major station for capital one and Hilton employees. |
| NO NO NO NON NO |
| Please do not close Grosvenor-Strathmore station. This my only cost-effective method for getting to my job in Downtown Washington, DC. |
| My family relies upon the East Falls Church station, together with its adjacent parking, for our commuting needs. |
| I would not be able to commute |
| I live within walking distance of East Falls Church but not West Falls Church. Closing EFC would make me totally unable to commute using metro |
| This is a terrible plan!!! It takes away any incentive for people to move out to VA and commute to DC. This would be the worst case scenario. |
| I commuted from East Falls Church for the last five years and will do so again once my downtown DC office has returned to in-person work, but if you were to stupidly close metro stops I and many other people will have no choice but to turn to driving. |
| This is my metro stop |
| Closing Virginia Square AND Clarendon leaves a big gap for many in those areas that makes riding the metro unfeasible. Many people living along the Arlington corridor pay higher rents due to proximity to metro, and chose their locations based on metro access. |
| As a I stated before, I go to UMD and getting rid of our station would make it impossible for me to get into the city and home |
| The McLean station is in a high-traffic area that is difficult to traverse on foot. Additionally, thousands of employees use that station to access Capital One as well as other large businesses with headquarters in the area. Closing an already-built station seems like an incredibly inefficient cost-cutting measure. |
| Closing East Falls Church is ridiculous, as well as a lot of these stations. People live near these for a reason and in a post-covid world, they will need them back. |
| Metro needs to reduce labor costs. The ATU is driving up costs. Metro should be about serving the public, not a jobs program for union members. |
| I live in College Park at the University of Maryland. I use the College Park metro station to get to D.C. I have no car, and can only access this metro by UMD-provided bus. If the station were to close, I would have no way of getting to the metro, and thus, no way of getting to D.C. |
| Clarendon is a critical metro location for my use. Understand the budget concerns but as a Silver Line rider I would prefer clarendon remain available |
| These are important stations you clowns |
| Closure of Clarendon and Virginia Square would be a significant negative change in service. |
| This would dramatically impact my ability to use metro to get to work. |
| New stations have zero ridership close them first |
| I live at East Falls Church, and have relied on orange and silver lines to commute for more than a decade. This would impact me very significantly, given I am a solid supporter of public transit, for policy and personal reasons. Pls reconsider, thanks. |
| PLEASE do not close these stations. COVID will not last forever and folks will return to work, go to the museums, visit the city etc. |
| College Park metro station is crucial for transportation to and from the University of Maryland. |

Proposal to close 22 Metrorail stations

Some people can't travel to other stations so closing ones near them is unfair. This will probably decrease ridership even more since people can just work from home if they really want to.

Keep arlington stations open. People made significant housing choices based on a transit expectation

I really really really want the Silver Line extension to Dulles open. Like please. Also not sure if stations are mothballed and put into a state of very low maintenance or just completely abandoned, prefer mothballed.

My daily commute is from Clarendon metro station to McLean metro station

Grosvenor is an extremely important station used by many to get to/from different part of the city. This station should not be closed!!

This is a necessary step to preserve resources. We should not be funding metro to keep the sites open if I can ship is so low. In most cases walking to a adjacent metro stop or using a bus would supplement the missing station.

Get real!

These are very popular metro stations that would make travel much more difficult if eliminated

This would add 5 minutes to my commute, which may prompt me to walk.

I rely upon the East Falls Church station heavily and would see its closure as detrimental to my every day commute.

Grosvenor is my metro station

East Falls Church is not very close to other stations

This will not work for me or my neighbors, and will disenfranchise tens of thousands of commuters. You cannot simply close 20 stations, and believe that's an acceptable way to handle this situation. Instead of .3 miles away, my next metro station will now be nearly a mile. That is a major difference, and this is a wholly unacceptable proposal.

I live by Grosvenor and use it often. This is why I moved here. Please don't shut it.

As a student at UMD, this would make it much more difficult to commute around the area

We live right by and use the East Falls Church metro to get to work. This plan would cause significant delays in our getting to and from work every day.

Don't close Clarendon

Don't close Grosvenor. The parking at that station is crucial.

Not sure what pending silver line phase 2 is to comment

need mclean station to get to work

Grosvenor-Strathmore must stay open since it is the southern-most station with parking AND it services the arts center

keep Arlington

Eisenhower Ave station provides critical access for military personnel who reside in the local area and commute to locations such as the Pentagon Station. Closing this metro station would significantly impact their ability to use mass transit for commuting, and increase the cost of traveling to and from work.

Keep Grosvenor

Cleveland Park is essential when businesses reopen

I use the Cleveland Park station regularly, and having to walk to woodly or van ness would seriously impact my commute.

This would be extremely detrimental

College Park needs a metro station

Stop closing stations that I live and work near, thanks.

Many people in the College Park area need the metro to get to DC for internships, work, and other necessary functions

Please do not close Grosvenor-Strathmore station.

No, the Mclean station is a critical throughfare for the region.

Need the whole silver line from Reston on!

I commute to work using Metro. I am expecting to return to the office in the fall. I use the east falls church station. Using another station would make using metro harder than driving so I would have to stop using metro.

How would commuters, including students who attend Bishop OConnell High School or travel into Washington, DC, get to from work/school otherwise?

This is utter madness. All the money and time put into the Silver Line would be wasted. The riders will return to crucial stations such as East Falls Church, once the pandemic is under control.

Proposal to close 22 Metrorail stations

Lots of government employees rely on all routes affected. Leave all routes open.

i dont see how you can close both Clarendon and Virginia Square . that would move everyone to Ballston which would be a nightmare. Choose one of these but not both

Clarendon should remain open

East Falls Church & Clarendon lines are the life blood of the community. I strongly oppose closing these stations.

I use Grosvenor strathmore quite often

This is just patently Ridiculous on its face

This would work as long as West Falls Church stays open

I live in cleveland park and specifically moved here because of the convenience of the metro. This would double my commute time and I would likely have to move.

East Falls Church is an important metro stop for my business and there are no nearby walkable stops.

The college park station is one of the most accessible ways for UMD students to access other parts of the DMV area, and closing it would greatly harm the campus.

I think the metro should be more ubiquitous

This is the least desirable of all proposals.

McLean stop is used by myself and many other employees of nearby companies. No way to get to work if it is closed.

I rely on both the Clarendon and Reston Town Center station to get to and from work. This would severely ruin my commute to work.

EFC is walking distance from many homes!!

I will use Innovation Everyday.

I frequently use East Falls Church so this decision will greatly impact me

East Falls Church station is critical to my commute and my familys well-being

Need Clarendon metro stop to stay open. It's the reason we moved to our current apartments for chose our children's daycare. Closing this stop would cause us to uproot our children and move elsewhere. PLEASE keep this metro stop open!

I live near Va Square/Ballston stations and if both Clarendon and Va Square were to close, I shudder to think how crowded Ballston would get!!

East Falls Church should not be closed the distance between West Falls Church and Ballston is too far to go without a station in between.

I rely on the Cleveland Park metro station.

Absolutely not. Closing Clarendon, Virginia Square, and East Falls Church reduces home value and will cause a a bottle neck at the other stations. Why you close Clarendon AND Virginia Square. Leaving only one option for BOTH stations. We bought our home due to the proximity of the metro, do not decrease our home value and increase my commute time by 25 minutes.

Need Virginia square and clarendon

Closing Clarendon would be a disaster for me. Please reconsider

It's outrageous to propose closing EFC when it would result in so many people having to drive into other stations, causing parking issues and further delays. There is not another metro stop â€œcloseâ€ enough to justify this, period.

We need all these stations open.

Closure does not make sense given the expected availability of COVID-19 vaccines and the high likelihood of quick economic recovery.

East Falls Church is no where near another station. VA Sq and Clarendon are next to each other, so you could close one, but not both.

Do not want Grosvenor to close

I dont like the idea of closing stations.

Closing the Clarendon and Virginia Square stations would mean that a long walk would be required. This would be extremely inconvenient and harming to everyday life including grocery shopping.

Grosvenor Strathmore is a wonderful station and serves multiple communities plus the arts center at Strathmore - please dont close it!

Distance between ballston and courthouse is too far

We rely on East falls church every day for our commute. It is not close to any other station and would create significant inconvenience.

Clarendon is a key station. Do not close it!

Do not close stations. Reduce hours or have more time between trains

I rely on Greensboro and East Falls Church to commute to work.

Proposal to close 22 Metrorail stations

I use several of these stations and they would affect my ability to use the metro if closed

Please dont close the College Park Metro Station. College Park being so close to DC provides numerous opportunities for college students that dont have access to cheap transportation. Please.

This would be fine for my commute but would greatly reduce the likelihood that I would use metro on weekends

The Clarendon Metro should remain open to support the surrounding businesses.

If you have to close stations, you should not close both Clarendon and Virginia Square.

Cleveland Park and Judiciary Square are two of the stations I used most frequently pre-pandemic, and expect to use again frequently post-pandemic.

Need Grosvenor to remain open

HELL NAH

Clarendon and VA Square especially wouldnt work.

Closures of Clarendon, Virginia Square and McLean stations would not work

I rely on metrorail (orange/silver lines) to commute into the city from East Falls Church, VA every day. The surrounding stations (West Falls Church and Ballston) are too far away to justify this proposed closure. If the East Falls Church station is closed, I would no longer use metrorail services - it would double if not triple the length of my commute.

People buy houses and rent apartments based on location to the metro, so this proposal would impact a lot of people.

Clarendon is an important stop and it's expected ridership will increase in 2022

It would be very difficult for me to get to work if my station closes

Clarendon must stay open!

Getting rid of both Clarendon AND Virginia Square metro is highly problematic

This would present a huge waste of the infrastructure and would risk decay from disuse.

I use Van Dorn station when 21A/D busses are delayed or not running.

Being near another station is undefined and apparently arbitrary, it just makes anyone but the lucky few who dont rely on those stations commutes longer.

I live or work at multiple of these stations and closing them would probably force me to stop using the metrorail service altogether.

Closing Clarendon and East Falls Church seem bold. The rest I get. I do wonder about the people who need parking at east falls church.

My work is near the Clarendon stop - I expect to use it regularly once the pandemic is over.

Grosvenor-Strathmore is vital for work.

Need to keep either Clarendon or Virginia Square

I live in Arlington and use metro everyday. This would require me to spend more time on my commute and less time with my family.

No downtown stations should close on weekdays.

McLean station is essential for thousands of people who work at Capital One. Getting rid of that station would create an increasingly difficult commute

As soon as in person work resumes, I will need access to EFC and McLean to get to work. There are no bus routes that handle that route.

Students at UMD need the College Park station

Closing stations should be an absolute LAST RESORT!

Terrible idea. We would not use if EFC was closed.

Do not close east falls church metro especially since it has the silver line connection. This would be a huge waste of public funds since silver line was just installed And invested in.

I would cease using metro rail for my daily travel needs

I normally take the metro to work at Greensboro Station. This will significantly impact my commute when I go back to the office in Fall 2021.

Need Mt. Vernon sq.

SAVE CLEVELAND PARK

My primary station is East Falls Church. It is walkable from my house, eliminating the need for parking at the station. If East Falls Church is closed, I will have to drive to and park at a different station (additional parking required, more cars on the road).

prefer reduction in service vs. closing station

As a UMD college park student, the College Park metro station is the only way I can access DC for internships or anything else. Closing this station would make it impossible for me to access the city.

| |
|--|
| Proposal to close 22 Metrorail stations |
| i need the clarendon/ Va square stops to take to and from work |
| Need Grosvenor for commute to work |
| College Park is necessary!!! |
| Please keep open east falls church, Reston town center |
| Accessing any metro station near east falls church would add 30 minutes to my commute which is unacceptable |
| I rely on Van Dorn for my daily commute |
| Too many stations, maybe close VA square |
| My commute is East Falls Church to College Park. I also use Metro for baseball games. |
| This would eliminate my use of metro entirely if these stations were to close |
| East Falls church and others with massive parking lots should remain open. |
| You're nuts. |
| We bought a property in Herndon based on proximity to the metro. This is a years long decision. |
| There is no point in opening a bunch of stations if youre not going to use them -- youre asking us how we want our money to go to waste |
| I heavily rely on this service. Please do not cut it |
| Please do not close Grosvenor-Strathmore Station! |
| Good but will lead to overcrowding at other stations. |
| I regularly use the College Park Metro Station. |
| This would not work for me. |
| If Grosvenor station is closed, it would be detrimental to hundreds of residents in the north Bethesda/Rockville area. This station is a god sent to al residents here who work in DC, especially downtown |
| Un opened or lightly used stations can be closed w/o major impact. Nearby stations can pick up slack |
| Closing of the Loudoun gateway station (or rather never opening it) would be wholly unacceptable. This is one of the major reasons we moved to the area! |
| I use both the Virginia Square and Clarendon stations |
| I use the metro to get to the airport |
| Works for me because I am close to Ballston but I am concerned about those at other Orange line stations crowding the Ballston station at a time when we should be distancing. |
| This is nuts |
| I will need Grosvenor-Strathmore after the pandemic slows |
| Fine cutting all except Clarendon |
| East Falls Church is my closest metro station. |
| Closing these stations would further destroy businesses that have already been battered due to the pandemic. |
| Need Clarendon metro station to access my office |
| College Park is a college town where many kids use the metro to go to work and that is part of the appeal of the school. Also, as someone who works in McLean, I find this stop necessary. |
| East falls church should remain open |
| I live next to Grosvenor-Strathmore and am dependent on metro transit for work. My wife has no car of her own and is dependent entirely on the metro station to obtain medical appointments and to work |
| Please do not. close East Falls Church! |
| obviously some of these stations have low ridership due to covid-19 and will come back to be high ridership when things start to reopen in 2021 |
| Please DO NOT Close Eisenhower Av or Van Dorn St, with the vaccine roll-out, workers are going to be commuting again so we need these stations. |
| Grosvenor Strathmore is NOT near another train station and many residents will need the use of this train stop in 2022. |
| I rely on the East Falls Metro Station to commute to and from work. |
| Please dont close the Greensboro stop - I rely on it to get to work every day! |
| Multiple stations listed are crucial and would completely remove the desire to use Metro. You would just be discouraging customers even further from using your service |

Proposal to close 22 Metrorail stations

These only have low ridership due to COVID. by 2022 it should be back to normal

That is too many to close. This will decrease ridership further because of the lack of accessibility.

This is a great option if pandemic conditions dont change. If were no longer in a pandemic, Id expect service to return to pre-pandemic levels.

Absolutely not! Open more stations. Not close stations.

Need Grosvenor open

I live near Virginia square and use the metro for work and would not like a longer walk for me to go to another station to use the train

Closing the Virginia Square metro station would have very negative consequences for my commute

McLean station is the only one in its area with parking

I only use the metro to visit the historical sites/museums. This would impact too many of them.

I cannot stress how much this would be a death knell for metro

Closing Clarendon and East Falls Church would make it completely impractical for me to ever take metro

This is an awful idea and would cause me to drive and not be able to take the metro

My husband uses EFC to commute every day

Keep Clarendon open. Shopping with Clarendon Market Commons, both Whole Foods and Trader Joes, plus many restaurants and bars. Major economic consequences to these businesses if Clarendon is closed. Walking from Courthouse or Virginia Square is NOT an option.

These stations staying open is vital to my using the metro.

East Falls Church is critical for my commuting to work

Silver Line Phase II MUST stay open; critical for millions of square feet of office and Dulles Airport

Need many of these stations, including Cleveland Park, College Park, and Smithsonian

This kinda just sounds like blackmail for those who own housing around these stations.

Please do anything possible but do not close Clarendon metro. There are so many people who rely on it!

I live in Cleveland Park, and have taken the station for the last ten years. Closure would be horrible.

I use Grosvenor to commute to work. It's in walking distance and I don't have a car. I would be screwed if it closed!

Grosvenor has apartment complexes all over. It is an important station to keep open.

Sure. As long as these metro stations reopened once regular ridership was established again.

This would make my commute so much more difficult to the point where I would consider moving to reduce my reliance on metro

I need metro to operate in Grosvenor to get to work and back. I do not own a car and I am completely dependent on metro!

Please please please do not close east falls church! This is nowhere near other metro stations and would make commuting by metro almost impossible for me. This proposal is sending the wrong message about the environment by forcing more and more people to commute by car. I would much rather use public transport but if you make it totally inconvenient that won't be possible

Arlington stops are very important to me

No station in the orange/silver corridor should be closed. There would be an EXTREME NEGATIVE IMPACT if any such station is closed, including Virginia Square or Clarendon

Millions invested into the silver line phase 2 and you already are talking about closing stations there? What a disgrace.

This would significantly increase and complicate our commutes as offices reopen

As a resident of EFC, I would essentially have to stop using metro entirely with this plan

East Falls Church is essential to me.

This would not work because I live by Van Dorn metro and it will make my commute too long

This increases my commute time drastically. It is not fair to people who purchased properties at high prices expecting to be close to a metro for that to then be taken away.

Keep Grosvenor Strathmore open.

We need College Park open as a family

The metro is my only means of transportation

Closing stations would significantly reduce whether I use WMATA at all.

The metro stations I use DAILY are on this list. I would no longer be able to use the metro for work.

Proposal to close 22 Metrorail stations

Frequently out of town guests are met at this metro station from DCA or IAD.

I and many others depend on the East Falls Church Station and it would be a massive disruption if it were to close

Clarendon and East Falls Church are used A LOT. That would be crazy to close those.

The only reason I moved out to falls church was the metro access, this is a life line to myself and my employees working to Rosslyn and DC

No absolutely not. I rely on east falls church metro station for transportation. Please do not close east falls church station.

I use Clarendon station daily. This would be disastrous for me.

fewer trains before closed stations

Clarendon isn't that close to other stations. The others seem manageable though.

This is a strategy intended to pressure Congress to cough up more money. Lets hope it works.

Please do not close Clarendon or VA Square. Youd be leaving that entire part of Arlington-- which is the most densely populated in the county-- completely out of a Metro option.

Do not close Grosvenor

closing the Clarendon station would remove a heavily used station and the alternatives are not likely to be used, the result would be less use of metro and a continuing downward spiral in service

The Clarendon and Greensboro stops would interfere greatly with work commutes.

This would make it extremely difficult for me to commute into the city. I rely on the Grosvenor-Strathmore station to commute to work, as well as commute into the city.

I use the Van Dorn station. Im ok with commuting to another station if necessary, but there are not many metro stations near Van Dorn that have parking for me.

I live near Clarendon so hope it or VA Square remain open at least during the week.

Use Cleveland Park and Grosvenor-Strathmore

This would be a real disappointing outcome and would discourage me from supporting WmATA in the future. Thousands of people have made living and work arrangements based on acres to these stations

Cleveland park is my station. Our neighborhood would lose small businesses and home prices would be affected.

It would be a disaster getting to work or downtown

Grosvenor is vital to suburban Maryland. It needs to stay open!!!! It is used by all in this part of longtime ruler county plus those attending shows at strathmore!

East Falls Church is not only my neighborhood stop, but also the branch point for Silver and Orange lines.

We depend on East Falls Church station for commuting into the city and would have a much harder and longer commute if it were to close.

I pay a premium to live in Virginia Square, if my station is closed I wont have a reason to ever use Metro

Not a good idea as many people still depend on those stations.

This would hurt so many commutes and communities that thrive on metro access. Please dont do this!

Absolutely not. If my station closes, the next closest station is 30 minutes away.

I use the Cleveland Park metro on a regular basis

This is a lot of stations to close and impacts many commuters. Decreasing frequency across stations is a far better option. Closing stations will also increase traffic and congestion given the lack of parking at many stations.

Low ridership doesnt mean no ridership. Those of us who have been working to keep things running during the pandemic have already put up with enough transit inconveniences

Haha seriously?

College park provides an integral transit link to the university of maryland and to the neighboring community. In addition it is planned to be a purple line station to provide a better integrated transit network and closing college park is counterproductive to the purple line goals.

Grovesnor is a great metro stop. It's very convenient and easy to go instead of going to rockville

It does not make sense for Clarendon Station to be closed instead of Courthouse. Clarendon is a larger area with grocery stores and less available parking.

Do not close grosvenor this is a main station that a lot of people walk too to get to Dc

I depend heavily on judiciary square. Please keep it operating as it is a lifeline.

The distance between Ballston and Courthouse is too far not to have a station between them.

Clarendon needs to stay open. The other stations are too far away for me, and bus-to-rail is not an option.

Virginia Square would probably be okay to close but closing Clarendon would be a really bad move.

Proposal to close 22 Metrorail stations

These stations might have low ridership now, but a lot of them will become much more popular once companies start returning to work

This is horrible for property value and extremely inconvenient! I would move out of the area if this were to be implemented.

I frequently use the Clarendon station and would prefer it not be closed.

I prefer having stations open even if they are close to other stations. Closing stations adds 15 minutes of walk time to my commute each way.

DO NOT CLOSE CLARENDON

I live closest to Virginia Square and then Clarendon; if both of these stops close, I will be forced to walk a mile in the opposite direction of my commute to get on at Ballston. This will lead to overcrowding in Arlington and will be extremely inconvenient.

Do not close EFC, crucial to silver line and DC commute

I love the Cleveland park metro stop.

Please keep the College Park station - it is the easiest way for students at UMD to get into DC for work, housing, and other opportunities.

Virginia Square and Clarendon are next to each other. That would be closing 2 stations in a row. Bad idea.

No alternative to EFC station. Nothing within walking distance.

Please do NOT close Clarendon.

the ridership at the University of Maryland stop will go back up once classes are able to resume in-person given the number of commuters, both students and staff. Prince Georges Plaza is not nearly near enough when it comes to commuting to school, especially since the universitys shuttles, etc, dont go to Prince Georges Plaza.

East Falls Church, McLean, Clarendon, and Arlington Cemetery are all vital stations that would impact me if closed. I believe the McLean and Clarendon stations would also negatively impact the local economy and low income employees who commute from the city to these locations for work.

Do not close E falls church

I use the judiciary sq station every day.

Easy Falls Church is a major hub.

i will not ride the metro at all ever given these proposed closures. prior to the pandemic i rode 5 days a week

This is horrible news and I don't feel any metro stop should close. If anything stops should be added. This is our public transportation and we should be growing it not making it worse. And to close Virginia square and Clarendon which are right next to each other are terrible.

I use Easy Falls Church, walkable from my house

East Falls Church is where you change trains from Orange to Silver. This station (pre COVID) served a huge number of people and keeps many cars off the road. Closing the gateway to the silver line is just stupid.

I live near Grosvenor Strathmore and specifically purchased my home based upon proximity to the metro.

Some of these stations could easily be converted to lower maintenance stations. They wouldnt have full-service offerings and could be staffed by few if any WMATA employees.

I use the Grosvenor-Strathmore station everyday, as do many others who live near this stop

It makes no sense to close the Eisenhower stations for the following reasons: ridership is likely low because A) the station was closed for an extended period of time for repairs and then B) there was a global pandemic. Decisions shouldn't be made until the world returns to normal. There is an explosion of housing development near the station but far enough to be too far from another station.

I think its a huge mistake to close stations, even if they are (somewhat) near to others. I rely on a Metro station being just a ten minute walk away, and would NOT use it if I had to walk thirty minutes.

I rely on the Virginia Square station to get to work. It would make my commute extremely more difficult if it closes

Grosvenor-Strahmore is my station and it's closing would greatly detrimental to my commute.

This would be terrible. I am still working from home now but expect to be using the metro again by January 2022.

Please do not close the Greensboro station!

near other stations is not the same as walking distance. This would severely reduce the walkability of our neighborhoods and our city, and decrease quality of life, air quality, increase traffic and parking issues. This is a terrible idea.

Depends on how the Post-Covid ridership resumes and when.

This is also ridiculous -- most of those locations have become major residential hubs.

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|---|
| Proposal to close 22 Metrorail stations |
| East Falls Church is not close to other stations. It should absolutely not be closed. |
| I use EFC STATION |
| Absolutely and utterly unacceptable to make communities invest in new stations and work to support them for you to close them. |
| Shutting down both VA Square and Clarendon would be a huge loss. Many businesses, restaurants and retail are at these stops and are critical to be kept open |
| I use the Grosvenor-Strathmore station daily. Closing Smithsonian and Judiciary Square would also increase foot traffic at Metro Center, which could make it incredibly difficult for homeless people who depend upon Metro Center for shelter. |
| All you will do is clog up the roads with people who are too far from other stations and basically bring the entire region to a halt. This proposal is absurd and obviously meant as some sort of bargaining position that no one intends to actually implement. Again, no world class city would close half at stations. |
| I would use innovation center every day |
| I live close to EFC metro and purchased my house so that Metro would be within walking distance. If you close this station, I will need to find parking for my car at another metro stop. So many of us rely on this station -- please do not close East Falls Church! |
| Use Virginia square for daily commute to hospital |
| Would never ride Metro if this happens |
| There is a huge community of houses and apartments at Grovesnor station. |
| PLEASE DO NOT DO THIS! You would be cutting out metro-access to all of Arlington, which has a high number of commuters. Closing these would lead to heavy traffic increases and marginalize individuals without affordable transportation. |
| The EFC metro station is regularly used and the public transportation alternatives are very limited in that area |
| There are big businesses at the Greensboro metro station and this is a newer station. |
| I depend on this for work and my livelihood would be severely impacted |
| Please don't close East Falls church |
| This strongly affects me and I hope these impacts arent permanent |
| Please keep Clarendon |
| McLean is heavily utilized by employees at nearby office buildings. Depending on when those companies reopen, it would cause significant parking congestion if McLean was to close. |
| Yes, there are bus alternatives to other nearby stations. |
| Closing the College Park station would severely limit my ability to drop my dog off at All Dogs Club, a local doggie day care. |
| This is a terrible plan. I require the College Park station for work. Once people are back in the office and back on campus this will be a critical stop. |
| This is the stupidest proposal of all of them |
| I need the Grosvenor-Strathmore station to remain open |
| The Clarendon station is critical to the success of this neighborhood! The area is robust because it is so easy to go downtown or live and work. Please do not close that station! |
| Provide busing from these stations to nearby stations |
| I live in Arlington and would likely use multiple of the Arlington stops listed here |
| Grosvenor and Cleveland park definitely need to stay open. |
| I usually look for apartment further from the city so that I can afford it. East Falls Church and Eisenhower are ideal for that. |
| College Park is an important station, will be especially important when the purple line is ready, and isnt close to any other station in a meaningful way (PG plaza or Greenbelt are at least 15 minutes bus) |
| I dont know how you can write off Innovation Center and Loudoun Gateway before they are open. It makes no sense to build those properties and never utilize them properly. And none of them are all that close to each other. I have no opinion on the further eastern stations as I dont know how close together they are. |
| East Falls Church is a busy station that is critical to my commute |
| This would be a devastating blow to Arlington neighborhoods serviced by the stations in question. Bad for business, bad for property values, bad for commuters. |
| Closing these stations would impact myself and many other people who rely on those stations for commuting and other trips |
| WHAT IS THE THOUGHT PROCESS HERE |
| We need a metro station in Clarendon |

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|---|
| Proposal to close 22 Metrorail stations |
| Please don't cut Clarendon. |
| I travel to McLean daily |
| Closing Clarendon and Virginia Square would be a complete disaster for the Arlington area. |
| Again, this would severely limit my ability to get places within the DC area as someone without a car. |
| I moved to be closer to one of the proposed stations, EFC, to help drastically cut down my commute time/spending. It was a rather busy station pre-Covid. |
| I rely on many of these stations on a daily basis |
| Virginia Square is critical. Please do not close. There is a lot of residential development occurring right now and ridership will increase soon. |
| This would disproportionately impact George Mason students who depend on the Metro to travel to and from different campuses, not to mention D.C. |
| Virginia Square is very close to Clarendon and Ballston and is unnecessary to maintain. It should be closed. |
| Closing stations is probably the worst option given the elimination of accessibility |
| Please do not close Grosvenor-Strathmore! |
| Grosvenor Strathmore is my main form of travel, and would impact me significantly if closed |
| Please do not close Clarendon station!!!!!! |
| I work near College Park Metro station. Closing it would force me to drive to work. |
| Need to use Virginia square for work commute for healthcare |
| Many young professionals who work in DC live in Clarendon. Shutting down both VA square and Clarendon leaves Courthouse as the closest metro, which is over half a mile away from Clarendon. This is a ridiculous proposal that will take away all appeal from Clarendon for young professionals like myself. |
| The College Park station services many nearby businesses, including the University of Maryland and NOAA, and closing the station would require all of those employees to find other means to commute to work. |
| This would severely impact our work routine, eliminating the ability to use Metro for work and result in extensive parking costs to work in the city, if even available. |
| This will cripple Metro. You might as well shut the whole thing down. |
| Absolutely would not work to close the clarendon metro. This would be devastating |
| The Grosvenor-Strathmore Metro Station is about to undergo major redevelopment but, because no commercial development is involved, I suspect this station made the closure list. PLEASE RECONSIDER YOUR DECISION, AS IT WILL COME AT A CRITICAL TIME FOR THIS MUCH NEEDED NEIGHBORHOOD ENHANCEMENT. |
| After spending five and a half years on a bike storage area at the East Falls Church metro stop, I am surprised that you'd consider closing the stop. Really... Why don't you learn to manage things better and maybe you wouldn't be extorting people with these threats? |
| Need Eisenhower station |
| I live and work near the Greensboro station and would be very disappointed if I could not use this station |
| I commute to my work via the McLean station and there is no pedestrian path between McLean and Tysons. |
| I use the East Falls Church metro frequently and many people I know do as well. It is a key mode of transportation for people who commute and the alternative station is a few miles away, which is a major inconvenience for many commuters. |
| Grosvenor is very important to my neighborhood. |
| McLean is a VERY important metro station and will tremendously hurt the surrounding community if it is closed |
| I do not understand the savings. Many of these areas have development around the stations that would increase demands for Ubers rather than using another station. |
| College Park is essential. The covered garage makes it easier for families. Greenbelt parking lot is not easy to work with. |
| Do not close any stations they are needed!! |
| This would significantly impact my commute. |
| The Eisenhower Avenue station is conveniently located for many apartment residents. Closing it would not only be a big blow to those of us that commute but also to the buildings themselves. I used the Eisenhower Avenue station to commute M-F every week and if it were to close I'd be very upset and have to find new living accommodations |
| This would directly impact public transit options at my home and my office (when we return to work). |
| Greensboro station is not very walkable from other locations. |
| Greensboro station reaches further into Tysons than Tysons Corner. The walk from Tysons Corner to the Greensboro office park, which is now very developed, is long. |
| I moved to Clarendon one block from the metro so I could commute to DC easily. If the station closes I will leave the area. |

Proposal to close 22 Metrorail stations

Stations should be kept open to provide access to citizens in the area. Many people have chosen their home based on access to public transport, and this will make road congestion even worse.

I don't understand what the term near other metro stations means in this context. Most of the stations are miles or more away from their closest neighboring station in terms of how long will have to walk or drive to get to them. It would effectively make metro much less valuable and make me far more likely to take a ride share or to drive myself.

Keep all Orange and Silver lines

No! this would be awful!

Grosvenor-Strathmore is a crucial station.

The Cleveland Park station is essential to the homes and businesses in the area and very important to me because of ADA accessibility.

Being near other stations isn't good enough for people who live nearby and go to these stations because of other factors.

Too many closures.

I am a East Falls Church metro commuter

I likely would use many stations on orange and silver for work and general transportation once the pandemic slows down next year

Mclean stop is our go to stop. The difference W fall Church is too far away. Plus Mclean is THE stop for the new Wegmans grocery store.

Once working from home isn't an option all of the above stations will be back up to their normal capacity!!!

Doesnt hurt me, impacts others.

College Park station helps connect University of Maryland students to DC, and should not be closed

Wow this would absolutely not be acceptable. Many riders at Va square and Clarendon would agree

I frequent the Clarendon, Virginia square, and Federal Triangle metro stops. My commute would be a lot longer if these were closed.

You could close either Clarendon or Virginia Square, but closing both means that youre going to be cutting off people who live between Ballston and Courthouse. I know that a large portion of the car-less Arlington population lives in those neighborhoods, so that would be a huge hit.

All orange/silver line stations in Virginia need to remain open. They are vital for our local transit.

I ride daily from Clarendon.

Grosvenor-Strathmore; please keep this station open. Only COVID precautions have decreased my ridership at this location.

EFC is essential to my commute

If this is a short term, temporary solution because people are still working remotely, sure this makes sense. But to do it permanently is dumb.

This is an outrageous suggestion. Closing stations is a terrible idea that will have tremendous negative effect on people and communities.

Clarendon station is very important to the Arlington community and its businesses

Please keep the College Park stop. This is a necessary link for college students, many of whom cannot access DC otherwise.

Closing the Clarendon line would be criminal. Clarendon has many bars, restaurants, and retail so closing it would be detrimental to those small businesses. It will also affect condo values adversely and the people who live in Arlington are by far the highest tax base in Arlington County.

Do not close East Falls Church

Need the Silver Line to be completed. Moved to Reston for Metro access.

This would close all of the stations I use, I would stop riding Metro entirely.

This would severely impact my day-to-day commuting into Washington.

NO. Clarendon station has high ridership and I rely on it to commute.

I use most of these stops along the Silver Line and would not have access to work and class if these closed.

I travel from Van Dorn to Archives

Clarendon is a highly populated area. There are a few new condo buildings in the works that would increase ridership

Ghost stations are a bad idea

I live at grosvenor and rely on the metro for work and school

My office is right off of the Greensboro stop and I use metro to commute. It is a long walk from the neighboring stops, especially in inclement weather.

I need Grosvenor Strathmore to commute!!

We depend on this station and purchased this house due to proximity to the metro. This would be a disservice to our community

Proposal to close 22 Metrorail stations

Weve spent two generations encouraging people to live and work near Metro stations. The above concept is not workable, and not fair to anyone in the DC area.

You are closing vital stations. Why use the metro at all if I cant get to where I need to go.

Closing EFC would have a material impact on our familys travel needs. Proximity to the EFC metro was the MAIN reason we purchased this house and we use the Metro daily (pre-pandemic). Please reconsider closing EFC.

I would probably stop taking the metro all together if orange line and silver line were that restricted.

Clarendon is a vital station for me.

Please leave Clarendon ope as it is a means to get to work.

Closing college park destroys the college campus. Don't close grovesnor- it's a bust packed station during normal times, with parking!

That would increase the traffic drastically

Closing Clarendon and Virginia Square does not make sense. Close one or the other.

We moved to be closer to East Falls Church Metro and this would significantly, negatively impact our quality of life.

NO! the Mason Arlington Campus is between the VA Square and Clarendon stops. We must have one or the other open and available to our campus-- and open unti 10:30 PM.

Definitely not East Falls Church please

This is terrifying. Do not close Clarendon. Virginia Square I could understand since its so close.

As a UMD employee, closing the College Park metro station would have a disastrous impact on the university.

Please do not close Clarendon metro stop!!

Please don't close EFC metro!

If these stops close I can no longer be an active Metro rider. I use many of these stops and rely on them to get where I need to go. It will weaken the system and I believe the entire region will suffer if this proposal moves forward.

Closed permanently or just sometimes?

Losing access to the college park metro would severely impact my ability to get into DC and would make the planned purple line less effective.

PLEASE DON'T CLOSE THE EAST Falls church metro station. If it closes, we would have to drive to Ballston where parking is extremely limited.

Need the Grosvenor station open

This would ruin my commute

I live in Clarendon and one of the reasons I picked to live in such a high cost area (sacrificing certain other luxuries, like owning a car or paying off student loan debt faster) was to be close to a metro station. Clarendon and Virginia square are very popular metro stations when I was commuting prior to COVID and I am often carrying a heavy laptop and briefcase so walking to the nearest station if mine was close would be difficult. I would imagine even more so for those with a physical disability or illness.

It doesnt make sense to close adjacent stations like Clarendon and Virginia Square. Give consideration to where existing usage will divert if closures went into effect and maintain reasonable alternatives.

Do not close both Virginia Square and Clarendon because they are located next to each other. Instead, close one or the other. If you close both, people who live in between them would have to walk a long way either to Ballston or Courthouse.

I have taken the Metro for 20-plus years by walking to the East Falls Church stop, which is a bit longer than a mile from our house. I would discontinue taking the Metro.

No way this would ruin property value. There's zero parking for it so makes it harder to use. The people who use it still value it highly

There is too much distance between the metros around E Falls Church to warrant it closing. Many people in Falls Church need access to both these stations.

This would close the closest metro to me and the closest metro to my work. This would significantly impact my commute. As a result, I'd likely switch to drive commuting instead of metro.

Closing all of these stations dramatically decreases the viability of the metrorail system and results in more and more cars on the road as a result

As someone who lives in Arlington, after COVID-19 and everything is reopened, Clarendon is a very popular destination as that is where a lot of the bars and restaurants and shops are.

Closing the metro stop would eliminate people being able to get there and all of the residents would have to walk a decent distance to get a metro into DC.

Closing the smithsonian line will impact tourism significantly

Greensboro station is important for my getting to / from work.

Closures of these stations would drastically impact property values. People have bought and solid properties based on the proximity to metro access

Proposal to close 22 Metrorail stations

These stops are extremely important to those of us who only use public transit for work.

This is crazy I work off of one of the stops on the Orange Line. If you close Clarendon and Virginia Square that would be Ballston would be the only option that is not acceptable.

I use Clarendon and Virginia Square often. Closing both does not make sense as they are congruent. This makes living in the metro area inconvenient - not sure I would continue to live here if this is the case.

East falls church station must remain open. those without access to cars will be hurt by this proposal.

Compared to other stations here, EFC is quite far from any other walkable stations, which is what a big chunk of the community rely on.

please do not close East Falls Church Metro -- critical to our familys transportation needs that this stays open.

Do not close grosvenor strathmore.

We rely on VA Square

I rely on East Falls Church to get to and from work. This would be devastating for me and my family.

Virginia Square is an up-and-coming area where ridership will be increasing significantly as the Ballston Quarter sprawl develops. Closing this station would stunt the growth of this area significantly.

Some of these work but not all. Current ridership is primarily due to the pandemic, look at prepandemic ridership values too

Please do not close East Falls Church Station!

Terrible idea - might as well just shut down the entire metro system. It would be pretty worthless without those stations.

I chose my house based On It's proximity to East Falls church metro station.

I need the East Falls Church station for my commute.

Home station is Grosvenor Strathmore and if closed I would really ride the metro as there isn't anywhere else close

many of these stations are not within walking distance of other stations

Grosvenor-Strathmore is not only a turn-around but services a large number of residential communities. Ridership is low because the station was closed.

Access to EFC is very important to me, its not viable to use adjacent stations at WFC or ballston for me or my children.

GROSVENOR-STRATHMORE IS ESSENTIAL FOR PATRONS OF STRATHMORE, OF WHICH I AM ONE. IT WOULD KILL IT TO CLOSE STRATHMORE.

I love walking distance to Grosvenor. I purchased my home because of its proximity to the Grosvenor station. We do not have two cars because we rely on metro to get to work.

Do not close Grovner please

I live in Clarendon and have 3 stroller children. I need the station. That is why I moved to Clarendon.

If the office reopens, this won't work. If we remain on telework, it's fine.

As long as Grosvenor-Strathmore stays operating I have no problem

The closing of Greensboro is not acceptable, I need the station to commute to work

Having both the Clarendon and the Virginia square metro shut down would make my commute a lot longer both ways

Absolutely not. THis is terrible idea, as most of these metro stops are under utilized strictly because of COVID. The ramifications of when dining opens up/work (esp in Tysons), is unimaginable. Drunk driving would be rampant.

again! this is the most ridiculous solution

I am a resident of Reston, and opening the Reston Town Center stop is necessary to curb traffic at the Wiehle stop. The Wiehle stop is structurally quite dangerous and was clearly not designed for high capacity. It makes traveling there during morning and evening commute very difficult. Please keep the Reston Town Center stop open when the Silver Line Phase II begins.

I ride to Eisenhower Ave

I live at cleveland park so would really appreciate keeping it open

This would severely and substantially impact my ability to get to work.

Closing the East Falls Church station would prevent me from being able to travel to my job in the city.

Have used the EFC station for years and there appears to me to be steady usership pre-COVID. Also just finished two capital improvement projects which would go to waste if station is closed.

keep college park open

Closing Grosvenor Strathmore station makes no sense as it is always packed during normal.times and new developments are abound

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| Proposal to close 22 Metrorail stations |
| Grosvenor-Strathmore is my primary station. |
| Closing both Clarendon and Virginia Square leaves that entire corridor without access. |
| Clarendon is a heavily used station in non pandemic times. Is it possible to just close for a couple of months rather than a year? |
| Lol no |
| Its crazy to close stations that are already built. The trains have to drive right past them anyway. Arlington has specifically constructed entire neighborhoods around the presence of the Metro stations. You cant just close them |
| I will use Greensboro station to get to work |
| I would like the Grosvenor-Strathmore station open |
| Metro should NOT close East Falls Church station. This is not sufficiently near any other station to merit closure. |
| I work at Eisenhower Ave! |
| This is terrible and would create major commuting issues, parking issues and logistical nightmares for commuters in these areas. |
| this is dependent on adequate bus service to fill in the gaps in closed metro stations |
| Awful idea |
| Maintain Orange line Virginia stops |
| Closing Va Square AnD Clarendon makes NO SENSE! |
| Why is it that after all the money that has been appropriated and spent to maintain Metro, you are resorting to shutting down most of its services? This is utter incompetence on the part of your leadership. |
| grosvenor strathmore is my only way to get home, without this i cannot work |
| This will make metro less useful and make walks too far. |
| Keep Virginia Square open |
| Need Clarendon metro to get to work |
| The College Park metro station is essential for many staff and academics who work there. |
| Keep Clarendon or Virginia Square, but don't eliminate both. |
| I use Clarendon and Federal Triangle the most for medical reasons, to visit a medical provider. |
| Please keep east falls church station! I use it often! |
| I use the East Falls Church station frequently. |
| Please don't close east falls church metro. My livelihood depends on it |
| Do not close East Falls church. Too integral to linking service along Orange Line with downtown DC. |
| Clarendon station should remain open. It is a vibrant,busy area. |
| East falls church is not close to any other station. |
| Grosvenor is our preferred station! Please don't close it down!!! |
| The college park metro station needs to remain open to service university of Maryland student and the future ridership of the purple line |
| Live at Clarendon metro station and rely on metro for work. |
| Closing this many stations should be an absolute last resort. It would require a two mile walk to West Falls Church should East Falls Church close. May as well drive. |
| Closing all the busiest stations? Reston Town Center for everyone who works in Reston? |
| This makes the metro completely unusable. |
| The Arlington stations are packed at rush hour. With a large population of people living in condos near the metro with no cars metro is essential. Traffic is always heavy at any time of day and we don't need more cars on the road because of lack of a metro |
| You cannot close these stations. We depend on these for our livelihood. This will ruin our community if you close Clarendon station. |
| NO NO NO NO NO! This would make metro basically useless for most of us. |
| Do not close grosvenor-strathmore metro station, please! |
| I work in retail and do not have the luxury of working at home. If my station, east falls church, shuts down I will not be able to work and be out of a job. |

Proposal to close 22 Metrorail stations

You cut innovation station for lack of ridership? It's never even opened. How does that make any sense. I think there are 6 city blocks of 4 stories of apartments walking distance from this new station just waiting for this service. Don't turn away new customers and expect them to suffer you.

I exclusively use EFC to commute to Foggy Bottom m-f.

I use Clarendon and Smithsonian stops daily.

It would close all the stations I use and make my commute significantly more difficult, meaning I'd likely have to always drive and never take metro we use Grovesnor/Strathmore

The Clarendon metro station is a critical and highly used metro station - connecting one of the most densely populated DC suburbs with downtown. The removal of this metro station would be catastrophic to Clarendon businesses and unduly burdensome to the thousands of residents who rely on the Clarendon metro stop to get to and from work in DC.

Greensboro is the closest to most of the work places in Tysons and McLean VA

Please keep East Falls Church and Virginia Square open.

Reston Town Center is walking distance from my house if it is closed after it opens in July, I will have to drive to Wiehle East which will force me to pay for parking

Grosvenor-Strathmore is the closest station with a large parking structure. The next closest stations have much smaller parking lots, and would ultimately necessitate driving to Shady Grove for parking.

I live in Cleveland Park. Before the pandemic, I rode metro every day. If you close my station, I will not ride at all. People in my community will not walk to Van Ness or Woodley to get on the train.

Shut down the ghetto stations instead. Keep ALL Virginia stations open.

Save Grosvenor & Cleveland Park

I deliberately bought my condo right near the Virginia Square Station. With Clarendon being closed, it would be unreasonable to have to walk to Ballston.

I work in Clarendon and live in NW DC. This proposal would take away Metro service that allows me to get to work.

An entire large company depends on the McLean stop. Also, housing prices in Clarendon are so expensive largely due to the metro stop right there. Closing it would be wrong to those residents.

How can you close Grosvenor if you are turning trains around at it? No, don't close Grosvenor!

East Falls Church is not near another station for anyone that lives near it. It's also your most dense work from home spot in Arlington, so as soon as offices reopen it's going to be a mess without it.

Close Courthouse instead of Clarendon

Closing both Clarendon and Virginia Square would leave a long gap between orange line stations (Courthouse-Ballston) in that part of Arlington.

I would rather have slow service than metro closures. I live near Eisenhower Avenue and this would be majorly disruptive to me getting to work everyday.

Have been commuting using EFC for nearly 25 years pre COVID and expect to resume metro use in the summer

Please don't close Grosvenor-Strathmore or Smithsonian.

It makes no sense to close Clarendon and Virginia Square because they are adjacent stations. If one needs to be closed, Virginia Square should be closed.

This is the most asinine thought in this entire proposal. At least three of your proposed stations would be expected to return to closer-to-normal service once facilities open up again.

I walk to the Grosvenor station but would need a ride to another station.

I use the Grosvenor-Strathmore station, and it is my closest available metro station. This would greatly impact me. Please do not close it.

I will be using the Greensboro stop regularly once our office opens up again in late 2021.

I don't know how you can close Federal Triangle? That has to be one of the busiest stops at least on a workday.

East Falls Church metro is necessary. Easy to park serves a lot of customers from lots of different areas of Arlington and Fairfax

I live at Grosvenor metro. It's a very residential area in need of the metro. It's also the last stop on this end of the red line with plenty of parking to accommodate the surrounding areas.

Many of these stations don't have suitable alternatives, so closing them will essentially cut many riders from metro access.

As a resident of Arlington, the closure of so many stations on the orange and silver lines would be devastating. I would rather the trains run slower than close so many of these stops.

Stupidest idea I've ever heard

Proposal to close 22 Metrorail stations

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| These stations may have others in their vicinity, but stops like East Falls Church dont have another station that close, which means additional transportation costs to get to a station. |
| Are you kidding me? the East Falls Church station during the rush is very busy. Trains are crowded to the point we cant even board. NOT ACCEPTABLE. |
| Hopefully we will all be back at work by January 22. Please do not close our stations. |
| j live in clarendon and working in old town |
| We need Van Dorn station to stay open! We use it multiple times a week. |
| No, I only ride the metro because the East Falls Church station is walking distance from my house. I would absolutely not ride the metro at all if that station is closed. |
| I use the Grosvenor station |
| Keep all stations open |
| Please keep East Falls Church open. |
| It would be a mistake to close both Clarendon and Virginia Square, since that would result in a couple of miles between Ballston and Courthouse. Clarendon should stay open as the way point between those. Also Arlington Cemetery needs to stay open for tourists, who will help provide funding for Metro when they start visiting again. |
| Efc is a critical switch point for orange silver. I wouldn't be able to commute to work via metro. |
| Please do not close East Falls Church. |
| Would hate for these stations to go unused - MOST OPPOSED to this proposal. |
| Provide service to these stations on a on/off again basis instead of completely shutting them |
| Grosvenor-strathmore on Red line is used for commuting purposes. |
| I travel DAILY for work in Dupont from Grosvenor, I live in GP4, me and my husband live near the Metro so that we can take Metro to work. |
| We purposefully bought our home to be able to walk to Clarendon and Virginia Square. Now we would have to go to Courthouse? This doesnt work for us at all. |
| Would severely impact my travel plans with the Clarendon closure, given the next closest stop (VA Square) is also on the list. Suggest only closing VA Square, not both stations. |
| Our commuter community around East Falls Church needs this stop for a walkable metro option. Do not cut! |
| I rely on the Cheverly Station |
| East Falls church station was always mobbed before Covid 19. I would like to see it stay open so that when Covid restrictions relax, we can use our local metro. |
| I work at federal triangle. If this station is closed my commute gets 10 minutes longer each way due to the walk from metro center. This is 20 extra minutes of time I do not have, when I have to race to get my kids to and from childcare |
| PLEASE KEEP GROSVENOR-STRATHMORE OPEN. GIVE US TIME TO GET USED TO THE IDEA OF BEING AROUND PEOPLE AGAIN. |
| Too many passengers would congregate at Courthouse Station, which was already one of the most crowded stations during the morning commute on the orange and silver lines , posing both a public health risk as well as making it difficult for many passengers to even get on a train |
| I use the smithsonian stop to get to and from work |
| Stations should not be closed. |
| Keep the College Park station |
| Closing the two closest metro stations nearest me would ensure I have trouble traveling anywhere |
| EFC is crucial for my commute |
| Leave the stations alone. There are other ways to cut costs than saving on the 2 employees you have there. Incase you have never been there. Clarendon and VA square are not that close to other stations. 15 minutes of exrra walking is alot.. especially if you want to close it down early |
| Many of these proposed closures would impact the silver line which is the primary line I use on metro and the only reason that metro is useful to me. If these stations closed I would most likely quit using metro except for very special occasions. |
| I require the East Falls Church station for my commute. It would be very difficult for me to reach other orange or silver line stations without that station being open. |
| what the fuck, metro |
| Reckless shortsighted decision. |
| I would like to keep the clarendon station open, during precovid times it was always busy with commuters, and it is my main way of getting to work and around DC (I live in Clarendon and do not have a car). I commute to Amazon HQ2 in Crystal City, as do many of my colleagues who live in VA Square and Clarendon. |
| East Falls Church Metro is an important venue for use to get into D.C. and has parking availability that the Ballston station does not have. It would cause a major inconvenience. |

Proposal to close 22 Metrorail stations

This would be terrible for folks like me who have been taking the train at the East Falls Church Metro station for over 25 years; the station is walking distance from my house and if it were closed that would probably mean more people using their cars to commute which would be terrible for the environment and rush hour traffic in Northern VA.

closing the trains along the busy orange line corridor will kill ridership. Also, closing especially Clarendon and East Falls church will have an adverse effect on commuters, given the number of people taking trains from these stations

I plan to take the Silver Line Phase II once it opens, and I disembark at Federal Center SW. I strongly oppose this plan.

Clarendon is an extremely useful metro stop for those of us in the northern virginia area that dont live close enough to rosslyn or courthouse

How can you close a hub station such as EFC with parking & connecting bus routes??

The Pentagon City Metro station should also be closed.

There is no walking access to Clarendon. It would make more sense to close Courthouse.

Grosvenor is a huge hub serviced by many in the area, even beyond Grosvenor.

The closure of any station currently built out is entirely unacceptable. The stations were built for a reason.

East Falls Church is used often.

You should not be closing any stations or reducing your hours. Be better.

I rely on Federal Triangle for work.

I think Clarendon should be taken off the list for consideration for closure.

My station of concern is Clarendon since that is where my office is located. It would add considerably to my commute to close that station.

Due to its immediate proximity to the University of Maryland, it would be a very poor choice to close the College Park metro station

This would not work. There is not an easily accessible station near Mclean from where we are. Please do not close the Mclean station.

I walk to East Falls Church Metro. West Falls Church is too far for me to walk, so I would not use Metro at all.

We chose our housing based on proximity to the Clarendon metro station.

Don't close Clarendon. I wouldn't be able to go to and from work or spend time in restaurants. It's the most reliable elevator, too.

I moved to this area thinking the metro would be open at Reston.

Some of these stations are critically important to the region.

I bought a house near Grosvenor Strathmore and rely on the metro

Closing Grosvenor would not allow my husband to commute downtown for work

East falls church is a highly used station for falls church and Arlington riders.

Judiciary Square is an important metro station for those with Court dates, and it is a considerable walk to the Courthouses from Gallery Place for those who have any accessibility difficulties.

I rely on connecting at Eisenhower to go to work.

Please do not close the Van Dorn station

There are myriad people who live in the RTC area and work in Herndon offices around Innovation center; the closure of these stations would impede Metro's opportunity to provide a car-free commute to this group

I will be expected to be back at work in DC 5 days a week as soon as vaccinated. I will be using Grosvenor-Strathmore

Cutting off these stations kneecaps riders in College Park and in Montgomery County around Grosvenor-Strathmore, where there is a high-percentage of residents who live in the dense housing nearby and rely on the train to get in and out of the city.

Given that the pandemic situation is likely to be much better by next year and potential rider numbers will increase, how are tourists supposed to get anywhere in DC with all those station closures?

I travel from East Falls Church and frequently from East Falls Church to Clarendon. This is nonsense.

Closing certain stations altogether is an extremely drastic measure. University of Maryland prides itself on close proximity and accessibility to DC, which would be taken away if the Metro station was closed. This would have implications for students trying to secure jobs and internships around the DC area.

We use EFC metro for commuting to work.

Please do not close east falls church!

Huge mistake to close stations in general, Metro should be looking to make it easier for people to ride.

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| Proposal to close 22 Metrorail stations |
| Grosvenor-Strathmore is essential for my family. |
| We have been waiting for Reston Town Center to work for a long time. |
| Grovesnor station is the primary station that North Bethesda and Kensington use to commute downtown. While presently most folk are telecommuting, this will change as people return to the office. The loss of this station would be huge. |
| Closing both VA Square and Clarendon is crazy! |
| This would eliminate the station closest to me, the station closest to my job, and render my choice of apartment location and selling my vehicle entirely pointless. |
| Please try to avoid closing stations as much as possible especially EFC - they are important lifelines to the community! |
| I rely on Clarendon metro for commuting. |
| I use Clarendon station to commute to work (pre COVID) |
| Low ridership is because there arent enough stations and lines that make it efficient to travel this way. you should be adding more stations and making it more desirable to ride metro NOT making the problems that keep people off even worse! |
| Could tourist only stations like Arlington cemetery be just permanently reduced to half time? Given the track past willStill be used? |
| Virginia Square is my metro stop, so closing both Virginia Square and Clarendon would really reduce my use of metro. I would drive to work by myself and contribute to greater traffic. |
| The college park stop is extremely important for connecting the students of the university. Please reconsider shutting down the station. |
| I live near Clarendon and bought a place near the metro given some mobility considerations. Metro would not be a feasible option if Clarendon station closed.. Less frequent trains would be preferable. |
| Why not just close all stations |
| Stop counting overtime in your high 3 pension number and that will save money for everyone instead of giving a lifetime windfall to a few. Than use the saved money for service. |
| Clarendon is the only stop within walking distance of my house. Please do not close. This will have a negative impact on the overall economy of Clarendon as well. |
| Clarendon and East Falls church are crucial stations for Arlington commuters. Please keep open- even of at reduced capacity. |
| My station would be closed |
| Grosvenor/Strathmore is a very important station especially for those near that station. You also have the Strathmore music hall which hopefully, will see patrons soon. |
| I frequently use the Clarendon and Virginia Square stops, so this change would not work for me. Especially closing Clarendon. |
| I travel from Clarendon to Federal Center SW, so with both closed I basically would not be able to use Metro anymore. |
| VA Square OK, Clarendon is 1 mile walk and people frequently get off for the two grocery stores. It would eliminate a lot of service to that area. |
| Once the federal government agencies open back up after the pandemic, the Smithsonian metro station will be very busy and should not be skipped over. |
| College park is a major hub for the university |
| Dont close Grosevnor - Stratmore station. |
| I would switch to driving |
| This is a completely insane idea that seems designed only to get local jurisdictions to put in more money. This would permanently wreck metro. People move to areas with metro stations under the assumption that the lines will be permanent unlike bus lines. |
| do not close Clarendon and Virginia Square this makes absolutely no sense given dense urban Arlington corridor and development plan |
| Clarendon shouldn't be closed |
| East Falls Church is not near any other stations, nor are some of the other stations Metro proposes to close. Its unclear to me how closing stations would save money - it seems like the staffing requirements for the various stations are low, whereas the potential lost revenues from closing these stations would be high. |
| this us an over-reaction to the pandemic. you have to wait at least a year before taking such drastic measures. |
| The Grosvenor station is extremely convenient and necessary for those living near the metro. It supports the surrounding community. It is also needed for those looking to attend concerts at strathmore. Do not close the Grosvenor station! |
| The College Park station is by far more accessible than other stations nearby for students and the ability to go into DC would be gone. |
| I need east falls church to get to work. Driving to west falls church would add an unacceptable 10-15 additional minutes driving in the wrong direction |
| Please keep Clarendon open. Virginia Square closure makes more sense to me. |

Proposal to close 22 Metrorail stations

The only reason I moved to Virginia, is for the Metro and I live at the Eisenhower Stop. I always see people commuting to work from the Metro and I have started to use it more frequently since I just moved here. I think it would be a real burden to be closing stations right now as the vaccine is becoming more widespread. You will see less economic opportunity flowing into the DC area since more people would be forced to stay local too.

Once the world opens back up, we'll need these lines! They're low this year, but usually these are some of my primary stops on weekends

Do not close Clarendon and Grosvenor

I go to school at GMU and my classes meet in person.

If the Wiehle station remains open, this is more feasible.

Grosvenor-Strathmore is my key station and is walking distance to my house. It's the reason I purchased a home in this area. Walking to the next nearest station is not an option for me.

Closing Grosvenor would eliminate much of the park and ride option for travelers in this area, and would undermine the efforts to create a more pedestrian friendly area as people who are walking distance from Grosvenor would end up needing cars.

You want to close stations....that aren't open yet? Also, for Arlington, this would require everyone to walk to Ballston or Courthouse. Completely absurd.

I live near Greensboro and it would be a lot more difficult to walk to another station. While it may be convenient for Metro to not stop there, it would not be convenient for me to arrange to be at another station.

I live near the VA Square Metro

NO - I ride Archives every day for work

Closing Clarendon and Virginia Square would create a large gap between stations. Also, Virginia Square services the FDIC HQ and GMU's Arlington Campus.

Closing EFC would be terrible. Closing stations downtown would be terrible.

This is probably the worst proposal. Do not do this.

Please do not close Grosvenor Metro - it is so important to our community to have access to DC without driving.

Closing Metro Stations is not the answer to Metro budget shortfalls.

Leave all orange line stops open!!

Keep Metro running like a big city deserves!

This would drastically impact me and my travel plans. Closing Metro stations has a severe impact on property values and would result in less tax revenue and less money directed towards future service.

I am planning to commute from East Falls Church

I rely on East Falls Church Metro!

This would be an enormous problem for me in terms of being able to get around.

Not good for attending events at Strathmore-Grosvenor/Strathmore

Please don't close Grosvenor-Strathmore!

The McLean stop is used by 1000s of people working at or near Capital One's campus. Not only would this be an inconvenience, but you'd have 100s of people choosing to drive to work and traffic would be pretty awful. Additionally, during rush hour, hordes of people would be walking from the Tysons stop to McLean, which could be dangerous given all of the traffic.

East Falls Church Metro is down the block from us and we use it to get in and out of town frequently

I don't mind walking a little

Grosvenor/Strathmore should not be closed. It is in a major commuter area between several major roads, work areas and highway exits just before city limits.

Don't close Archives or Clarendon

I need the East Falls Church Metro to stay open as other stations are not in walking distance and it's our primary mode of transport for work.

We use Virginia Square station a lot.

Clarendon needs to stay open

Grosvenor is my nearest station!

Clarendon should remain open

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| Proposal to close 22 Metrorail stations |
| I have no other way to work the metro without a significant increase in commute (doubling time or more) |
| I NEED Greensboro Station to remain open. This is the location of my office. |
| I think this would cause way too much crowding at the remaining stations (eg every user of the Virginia square metro station would flood to Ballston) |
| I live near Grosvenor-Strathmore and use it everyday to get to work |
| I am TOTALLY against closing East Falls church. this would be devastating for me personally and would harm development in this area. BAD IDEA. |
| Several of these stations are crucial to my commute to and from work, which would drastically impact my commute and my use of the metro system. |
| I invested in a house near East Falls Church (and got rid of my car) on the expectation that the metrorail system would be functioning. |
| It would be a shame if the Clarendon station were closed. It is a long walk from Clarendon to Court House. VA Square, Greensboro, and Smithsonian are dear to my heart as well. |
| This is an awful proposal! |
| Is this change based on pre-COVID data? With the purple line coming through we need the College Park metro station to be open. Once campus opens back up the ridership should go up. Route one is a beast to travel on during rush hour so going to Greenbelt or PGPlaza is not a viable solution for those of us near campus. |
| Please do NOT close Cleveland Park station. I can never ride metro if you close the station. The buses are irregular and slow. |
| I live in Clarendon and take the metro into work everyday. I picked my location because of the convenient metro stop. Closing this stop means that I now dont live in a desirable area anymore and my close walk to the metro just doubled because I would have to walk to Courthouse. |
| The Arlington stations will return to normal use once federal employees and others return to work. Arl Cemetery is needed for tourism. |
| Increasing distance between metro stops from 0.5 miles apart to 2 miles apart creates unsafe situations for commuters |
| With the new Capital One center, it would be convenient for visitors to have the McLean metro station open. |
| Clarendon, Virginia Square, East Falls Church are heavily taken. Please reconsider. |
| i cannot even imagine this happening - this is basically the end of the metro system functioning as it needs to |
| I use College Park Metro every weekday |
| Please do not close East Falls Church! It is criticalTo our community! Cuts to hours are fine, but please keepIt open. |
| Do not close Clarendon. |
| What a terrible idea |
| Need grosvenor |
| Keep Clarendon open so many people use it!! |
| If this happens I will lose my job as I will be unable to get to my required station and to my place of work. I cannot afford to drive downtown. People live in proximity to these stations to support our ability to get to work. |
| Grovesnor is used |
| Keep the Smithsonian station open |
| East Falls Church is a critical junction between the Orange and Silver Lines. Closing this stop would make transfers more difficult. |
| Unacceptable. |
| Getting to Greensboro station (where my office is) is very hard if I had to go to another station. |
| This would be very sad, but would not impact me personally very much. |
| Closing VA square AND Clarendon? Yeah, brilliant move... This is a terrible idea. |
| I need the Clarendon metro stop!!! |
| Would not be able to commute between East Falls Church and Tysons by metro. |
| I rely on service to the stations lited. |
| This plan would absolutely not work for me. The Clarendon metro station cannot be permanently closed as I along with countless other commuters take the Clarendon stop to get to work. Both the courthouse and ballston metro stops are too far away to walk to to take the metro. If anything you should close the Virginia square and COURT HOUSE metro stops as courthouse is not far from Roslyn. |
| Now what the heck is this?! |
| I use the college park station! |
| I oppose closing Cleveland Park station. |

Proposal to close 22 Metrorail stations

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| East Falls Church is utilized for work and weekend travel. It is also the last station on the line with a parking lot (which is always full). How would West Falls Church accomodate all of the parking needs? |
| The Clarendon station is the closest station to a high concetration of bars, restaurants and grocery stores. I think this would be detrimental to many people. |
| Grosvenor-Strathmore is an essential service point for myself and many others in my community, as well as the large entertainment venue located here |
| As a University of Maryland student who does not own a vehicle, the College Park station is the easiest way for me to get to DC. If it were to be closed, it would make it a lot harder to get to DC for myself and thousands of other UMD students. |
| DO NOT CLOSE East Falls Church! You may as well close down all the Metro if you do. This will make you irrelevant to the tax payers that PAY for metro! |
| Every option you have presented would adversely affect individuals who need metro the most. |
| I hope it doesnt come down to this option -- though I do not rely on these stations, I know I would be devastated if mine closed. Many folks who rely on public transportation dont have other options for getting to and from work or medical appointments and adding a bus (especially a metro bus bridge) adds a lot of time and stress to an already stressful process. People who take metro truly do it as a last choice opportunity -- please dont punish those who need this service the most. |
| Severely limits usefulness of metro |
| I don't want my nearest metro station to close as I would ride more when it comes to 2022. |
| GROSVENOR is my local station. I will stop riding metro all together if I'm forced to bus or drive to another station. The economics of using metro quickly stop making sense. |
| Mt Vernon is the closest station to my home. Closing these stations will just reduce ridership further |
| I use Virginia Square Square Metro as my usual travel to work. The extra time needed to walk to a different station even ballston would inconvenience me getting to my family. What about alternating between which stations are closed? |
| College park and cleveland park are intetgral |
| People plan their living situation based on metro stops |
| Grovesnor Strathmore is my most frequent station and has parking |
| This would be incredibly problematic. I depend on Metro to take me from College Park to downtown for meetings and these closures would mean I need to find an alternative method of travel. |
| These stops are vital to commuters and getting to certain neighborhoods, especially on the red line |
| the closure of Virginia Square would have some serious impacts for students at the GMU Campus in Arlington. |
| The closure of the Virginia Square and McLean stops would eliminate my major use of Metro to commute between my home and office. |
| This would be terrible |
| I adamantly oppose closing the EFC station. It was heavily trafficked before the pandemic, our entire area relies on it and you just completed upgrades there which would become a complete waste of money. |
| I use Van Dorn Street to commute to work. It is not near other stations. I would simply have to not use metro to commute. |
| Judiciary Square is most critical to me. |
| I strongly oppose closing east falls church. There is no way I could get to a metro station without this stop. |
| Closing Grosvenor-Strathmore is the worst idea!!! |
| I use the Archives stop for work |
| Do not close Clarendon. Once the pandemic is over I will continue to use this station. This station is critical to reducing traffic congestion into DC. |
| I dont think you should close VA square and Clarendon. I would like Clarendon to stay open... VA Square is very close to Ballston and should be fine to close. |
| Please don't close the Clarendon metro stop! |
| Va Sq and Clarendon are consecutive stations on the same line. Closing both would make working in the downtown Arlington corridor much more difficult to use metro for commuting. Currently, the two stations I use most are East Falls Church (closest to my home) and Clarendon (2 blocks from my office). Eliminating those two stations would make me significantly less likely to use Metro for commuting or personal use. |
| Grosverner and Cleveland Park are my route home and work. These are critial |
| definitely an impact on stations I use. I would have to switch to another (i.e. go to Ballston instead of Clarendon or Virginia Square) |
| If you cut metro from suburban locations like EFC the traffic will be horrendous! |

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| Proposal to close 22 Metrorail stations |
| I get off at greensboro for work |
| I am a frequent user of the Eisenhower Ave stop normally. My use has been less frequent due to COVID, but I expect to return to normal metro use in the coming months. |
| Clarendon Metro station is vital to the people in this area! Closing it would affect home values, commute times, and general quality of life! This is not acceptable! |
| It will make Ballston more crowded, harder to get seat. With 30 min spacing, jammed cars have no ability to stay safely distanced. You would need an N95 to ride. |
| EFC metro is a critical component of living in a residential commuter area outside DC. This station is critical to our livelihoods, property values, Quality of life, and one of the defining reasons why we chose Arlington east falls church area to live. DO NOT close this station!!! |
| We need Grosvenor-Strathmore and is the reason we purchased our condo there. Please dont close this one. |
| It is vital that you keep the GMU/Virginia Square site open so that GMU students an continue to access the line. |
| this is absolutely crazy. |
| I live one block from the Virginia Square Metro. When things open back up I will be commuting from that station. While the Ballston station is not that far it would involve multiple road crossing which increases risk of getting run over. |
| DO NOT close Clarendon or Virginia Sq. This would consolidate traffics at Ballston and courthouse and make the wait times and bottlenecks at those stations far worse |
| Really really bad idea |
| This would be a financial disaster for my wife and I. We have financially committed to living near a Metro stop that would close under this proposal and did so with the assumption that our station would remain operational. |
| This closes the only station near my office. |
| I use Va Square and Clarendon |
| Closing that many orange line stations is ridiculously inconvenient for commuters. It would also drastically reduce property values along that corridor |
| These are major stations. |
| Absolutely not. I live near grosvenor and moved there because of metro station |
| While I do not use any of the above stations on a regular basis, I am against the proposal, especially for closing the College Park station given how it serves the UMD community |
| Archives is the station closest to my work. Please dont close it. |
| I purchased a home near the East Falls Church metro. The closure of the station would severely impact our commute. |
| I use the Archives station, federal triangle, mt vernon, smithsonian, etc, often |
| we need this open for our workforce traffic |
| This is not at all convenient |
| The closure of both Van Dorn and Eisenhower leaves a huge gap in service and would require riders to get to King Street. At a minimum either Van Dorn or Eisenhower should remain open to leave an option for riders. Perhaps a short term measure would be to close one and then consider whether post COVID whether rider rates will be up. Unsure what other Station Van Dorn is in close proximity |
| Van Dorn Station is a station I use frequently. If offices open back up in 2022, I will rely on this transportation to get to work so I would prefer that this station is not closed. |
| My workplace is next to Clarendon station. If any station along that portion of the Orange line should be closing, it should be Virginia Square. |
| Closing the stations which provide greater access doesn't seem like a great idea |
| College Park is not normally low rider, for the majority of students it's the only mode of transportation they have to get to DC and have a day away from campus. |
| By closing stations, you are making metro transit less alluring. Station closures especially impact individuals with disabilities and seniors who can't necessarily walk additional miles to alternative stations. |
| Prior to the pandemic I used East Falls Church to be able to go to Dulles, DC, and other locations. Closing it would have a significant impact for my commute and likely result in me no longer using the metro. Per the pandemic I am not currently using the metro but intend to do so after getting vaccinated and my work commuting needs coming back. |
| I need these stations to commute to work |
| I live walking distance to the East Falls Church station and expect to resume riding the metro daily when my office (in DC) opens in August 2020. Not having the option to ride from the EFC station would be hugely impactful to my ability to get to and from work. |
| I live in Cleveland Park and would like our station to stay open. |
| Clarendon and Virginia Sq development has been designed around no- or low-car usage. Closing these stations would disrupt this focus and harm those who have depended on it.. |

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| Proposal to close 22 Metrorail stations |
| Too many people live near Grosvenor-Strathmore and there is a lot of parking there |
| This would significantly impact my ability to travel on the metro. |
| Don't change Grosvenor!!!! |
| McLean is a necessary stop - please do not include McLean on this list |
| This makes sense |
| Please do not close Grosvenor-Strathmore |
| Please keep East Falls Church station open. |
| East Falls Church is the station that has the trains that lead to McLean, Tysons, and beyond. West Falls Church does not. Also, the McLean station is critical given all the new development opening in the next few months. |
| East Falls Church is an odd choice. I was looking at 2012 numbers (only ones I could find), and it was busier than West Falls Church. I'd assume it's just as, if not busier since the Silver line completed. It serves as a Major bus hub, lies isolated from other stations, and serves as the initial transfer point for the two lines. Keep it open. Keep them all open. |
| Lots of people use these! Would much rather wait a longer time for a train than take a stop away completely!And Please please please don't close Clarendon! |
| I use the Clarendon station to get to work when I dont have my car. |
| This would severely lower my property value near Grosvenor-Strathmore " the location near Grosvenor-Strathmore station is the entire reason we purchased property there. |
| Closest station is van dorn |
| Many students, staff, and residents of College Park use the station to easily access DC. By closing the CP station, you take away the ability for many potential travelers to use the metro, as they lack transportation to reach the next nearest metro station. And with the Purple Line still not finished, the problem would not be fixed. |
| Many of these stations are near high residency areas where people depend on transit. That would be unfair as many people need to use transit. I take the orange or silver daily from VA Square for my healthcare job in DC. |
| Do not close College Park! |
| Clarendon is a key metro stop that we use for our commute. We have just started using it again as our son's school is reopening. The school has no buses and this is how we commute each day to drop him off. |
| Do not close Grosvenor-Strathmore! |
| Need to have service to FFX and LoCo |
| Absolutely not. Part of the reason I chose to live in Falls Church was access to metro. This would severely impact my day to day life. |
| Virginia Square is one of my primary destinations. The alternative stations are not very close. |
| This is just stupid |
| Reston Town Center is the station closest to my location of employment. |
| Virginia Square, Clarendon, East Falls Church, Archives, Smithsonian are stop that I use frequently. That would completely eliminate the option for me to use the metro. I would no longer use it at all. |
| Horrible idea. This will not only crash local housing prices but it will cause an exodus from dense populations and cause even more traffic on the roads. |
| As long as there are walkways to the next station |
| All station stops need to remain open for accessibility reasons |
| I use many of these stations along Red and Orange lines. |
| Many businesses asking these lines will unnecessarily suffer from lack of metro lines. |
| Clarendon should not close, there is a need for people who live here, for the businesses, and those who work in the area and for those who come to the restaurants and stores in the area.. |
| If Clarendon is closed, I would stop taking Metro. |
| East Falls Church is a much needed stop! |
| doesnt stop near work - but ok for return trip home since Wiehle not listed |
| Keeping Grosvenor-Strathmore open is essential for me and my work commute. |

Proposal to close 22 Metrorail stations

So many students, faculty and staff rely on the College Park metro station to get to and from work and school, regardless of the COVID-19 pandemic. This would be a huge blow to the school and the people of College Park. There is no other metro station that would be nearly as convenient for people on campus to use.

I regularly use East Falls Church metro and closing it would not be beneficial because the other stations are not close enough and would severely impact my commute.

Not sure how you could close East Falls Church as it is a branch point of the Silver Line. This would artificially extend trips from people at the Western edge of the Orange Line.

I live in Clarendon and rely on the Clarendon station every day to get to and from work.

Please keep East Falls Church open

Absolutely do not close the College Park station. So many students use it.

These are top tourist attractions and a college town, this would not work.

It would be problematic to close both Clarendon and Virginia Square. Closing one or the other is feasible, but closing both leaves the entire Clarendon business district without service. The nearest stations (Ballston and Courthouse) are too far away.

Cleveland Park is my main station. I would use Metro less if it were to close.

East Falls church is the station I use for work, recreation

I exit at Fed Center SW for work.I am considering moving into NW DC

This plan is ridiculous.

Keep Clarendon Metro station open

The closure of stations would require significant inconvenience

Would this be permanent? Would bus service/transfer be provided between closed station and "closest" station?

Please don't close EFC! This makes no sense! I am not riding during the pandemic but other wise hope to and plan to return after my vaccine! This is how i commute and it will be devastating if the metro is not an option from NoVA!

East Falls Church is critical. It has two lines and outdoor parking.

I would close courthouse over clarendon as its in the middle of shopping.

No!!!!!! Please no!!! I travel from Clarendon to the Pentagon and/or Crystal City for work EVERY DAY!!! Lots of people do.

No way.

Keep Virginia Square open

Gorsvenor-Strathmore is important to my investments

People will use the stations especially the ones that have parking lots shouldn't be closed because they might not be near other stations.

Both Clarendon and Virginia Square are near my home and I frequently rely on them. Eliminating them would be insufficient for my commute and personal Metro travel needs.

Grosvenor-Strathmore station is convenient and seems to have plenty of traffic.

The businesses in Clarendon would really die. Getting to and from work would be extremely cumbersome. The home values in Lyon Village and Lyon Park would be negatively impacted.

AWFUL IDEA. People choose places to live based on proximity to stations. I can walk to some but cant to others even if you consider them near other stations. Walking 3 miles is not the same as walking .2 miles

VA sq is my local station so personally I would benefit from it staying open

East Falls Church is definitely not near enough another station to make that closure acceptable.

I oppose closing any stations and in particular the Virginia and DC stations. I am less impacted by the proposed Maryland station closures.

So many Capitol Hill staffers and government workers live in Clarendon and Virginia Square and rely on the metro to go to work. Forcing us to walk to the Courthouse Metro would be ridiculous

I moved next to Innovation Center just to be able to take this metro station.

Need station at Archives open

I use these stops

I vote NOT to close the Clarendon metro station.

Our office location is located directly across the street from our office location and many employees rely on Metro to commute to and from the office location.

Proposal to close 22 Metrorail stations

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| The closure of the Virginia square stop would greatly impact the ability of many residents to get into the city to work. DC needs to keep stops open in higher income areas so that those individuals decide to return to work in person, and do not work remotely. Without those people entering the city on a daily basis the general financial state of city businesses will continue to suffer. |
| Closing stations discourages ridership. Closing McLean station means there will not be a station with parking in the McLean/Tysons area |
| Could not get to work easily |
| Why did you make the silver line if no one uses the stations? Seems like something you should have looked into BEFORE you wasted tax payer \$\$ to build it. However, no issues with the closings except for the Smithsonian. A lot of people and tourists want to get off right on the mall, so this should stay open. Probably the same for Arlington Cemetery too. |
| If you close the stations, please make sure they stay secure and maintained. Do not let vandals and varmints ruin them. |
| I use Virginia Square. That is a heavily populated area and if you're also closing Clarendon then I'm not sure how you expect people to access that area. My gym is right at that metro stop so my commute there from Courthouse would become astronomical |
| East Falls Church Station is the transport hub for our neighborhood. Two bus lines pass near our house which go to East Falls Church, and we use it daily for Metro commute into DC. |
| Grosvenor-Strathmore and Cleveland Park are essential stations to me!! |
| I use and love the Clarendon metro station and need it for getting to and from work |
| Please keep Grosvenor Station open |
| Grosvenor Metro Station should remain open |
| Clarendon metro rail should not be closed. |
| Eisenhower Ave is my local metro station and helps to direct metro traffic coming from Old Town - some go to King Street and some go to Eisenhower Ave. Everyone going to King Street will create a crowded commuting nightmare. |
| I work at Fed Triangle. |
| Morgan Boulevard is my closest station and very essential for my daily commute as an essential worker into work daily. Closing this station would be detrimental to my travel. |
| The closest station to east falls church is 3 miles away, hardly an option for those who walk. It is also a transfer point to orange and silver. It makes no sense to close it. |
| Closing stations they are primary to federal government offices deemed essential and have worked through the pandemic would be detrimental. |
| Clarendon and VA Square are important to me personally, due to their proximity to social hubs in Arlington that Courthouse and Ballston lack. |
| Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| Closing Grosvenor-Strathmore is a terrible idea!! |
| Many many people commute from Grosvenor-Strathmore because there is so much parking. Its also critical to the cultural center. |
| Why would you close stops at all the major tourist destinations? |
| I generally do not use any of these stations |
| Need to use Reston and Loudoun and East falls church as west is far |
| Please do not close the College Park Metro station. It may be near other stations, but that does not make it convenient or practical given what it will take to get to those stations. Further, the station is a reasonable walking distance from UMD, whereas Hyattsville Crossing and the Greenbelt station are NOT. Also, the purple line will be opening, and apartments are already being constructed at the CP Metro - what about those people? |
| Grovesnor Station is the closest station to downtown with parking. Closing the station would make parking at other metro stations more difficult and increase density at the other stations. It also grants access to the Strathmore music center. |
| I am a student at College Park who travels to DC constantly. This would be a terrible hit to everyone commuting between DC and the university. I strongly encourage you to reconsider the closing of the College Park station, since it would be detrimental to thousands of people and would impact the economy of the College Park area and of DC as well. |
| Myself, along with many of my colleagues utilize one or more of those stations to commute to work 5 days a week when we are not in WFH mode. |
| Dont close Clarendon or Virginia Square stations. |
| College Park Station serves the University of Maryland, which has not held in-person classes since March 2020. Once in-person classes are held again, ridership is almost certain to rebound. The station is a target of transit-oriented development, and is not within walking distance of any other MetroRail station. |
| Two of the stations expected to be closed are my entry and exit stations for commuting to work. |

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| Proposal to close 22 Metrorail stations |
| will greatly impact my ability to get to my office which lies above the claredon station |
| How does Clarendon have low ridership? |
| I use college park Station daily, it would be a real hardship if it was closed. |
| These stations need continued service |
| I live within walking distance of East Falls Church and pre-COVID I depended on metro access from EFC to get to and from work. By January 2022 I expect to be working in the office again full time and will need metro access from EFC |
| This would kill our neighborhood and economy!!! It would produce economic hardship on top of what we have already experienced as a community with COVID. If people cannot access the neighborhood metro station they cannot access the neighborhood and driving or underwing is not a financial option for many people. Please please please save these metro stations and the surrounding neighborhoods. |
| Smithsonian cannot possibly be considered low ridership. Grosvenor is not near any other station. |
| This would leave me with no stations to which I could easily walk. It would probably preclude me from using Metro at all |
| I rely on East Falls Church Metro station to commute to work, for engagements in DC and Nationals games. |
| College Park Metro is within walking or biking distance of many residents and students. Saying they would have to go to a neighboring station is untenable. |
| Closing stops only as last resort. Run less frequently highly preferred. So many small businesses along the corridor and communities rely on their proximity to a stop. Better to have a known train arrival perhaps less frequent than close stops. |
| I live at Grosvenor-Strathmore so I can use that train stop. That is the whole reason why I live here. I need this stop to get to work! |
| Shutting down Grosevenor would be a tragedy for the community around and for the environment. It's a huge step backwards. |
| This is unfair and Unamerican. You make us pay through tolls and taxes, and now you plan to close stations. We paid for this, you need to better manage your funds to operate. |
| WMATA needs to completely fail and be rebuilt from the ground up. The current leadership and administration must go before any changes are even contemplated. SHAME on each and every one of you. YOU ARE THE PROBLEM. |
| Although it would work for me because I am equidistant to Courthouse and Clarendon, closing any stations along the Courthouse, Clarendon, VA Square, Ballston line is just plain silly. These stations are all oversubscribed, and it will create dangerous crowds and conditions at the metro stations that are open to absorb crowds from the other stations. |
| I need to use the East Falls Church station and dont have access to any others. |
| I WORK AT MCLEAN AND TYSONS. NEED BOTH STOPS. |
| The East Falls Church and Virginia Square locations are mission critical to so many travelers like myself!! |
| East falls church is an extremely important transportation hub for a growing community of high density housing near the metro. Closing this station would miss an opportunity to capture loyal riders. |
| I need Grosvenor strathmore as its a 5 min walk to my place |
| All these stations are vital. |
| This will impact my ridership with East Falls Church metro |
| Need access at Clarendon to meet anticipated work needs. |
| I could walk from my home near Virginia Square to Ballston. |
| Don't close anything |
| Grosvenor-Strathmore is an important station which should remain open. |
| Do not close any metro stations! DO NOT CLOSE ANY METRO STATIONS! |
| This would be completely unworkable, Metro station coverage is already sparse. |
| Cleveland Parks shouldnt be closed |
| GMU is especially convenient because the school is right there. Otherwise, I have to walk in the cold/elements. |
| This would just make it much harder for anyone to get where they need to go. Getting close to a place while taking the metro would mean having to take other public transportation, which just defeats the whole purpose of closing the stations, as it just pushes that responsibility/cost onto a different route, most likely bus or shuttle. |
| People with limited mobility need more stations to get closer to their destinations. And dont route Smithsonian tourists to stations that locals need to rely on for commuting. |
| I use EFC metro station all the time, especially pre-pandemic! |

Proposal to close 22 Metrorail stations

The trains and stations are already very crowded on orange/silver line and as we return to normal, putting people intentionally in even more crowded situations is unacceptable. I would ask for more frequent trains to keep stations and trains more manageable.

Utterly unworkable. Closing stations is not the answer.

Of these stations were to shut down, ppl would travel to the nearest station to go home bc that would be too much of a walk. They would either ride share or get a car.

Closing stations is a massive waste of resources. The stations are already there and people live around them. Not using existing resources makes no sense and will only lead to crowding of nearby stations.

Live in Cleveland Park. I'll leave the city if that station closes.

East Falls Church is a thriving, just renovated station. Post COVID numbers will show this. Also many of the DC Closures are some of the most important weekend stations.

Please do NOT close Grosvenor-Strathmore!!!

I regularly use one of the stations listed, so I said no. I would rather do this than shut the system at 9pm.

The Strathmore station is the most convenient for me with a convenient location and ample parking.

Ridiculous Grosvenor is my main station

My apartment community provides a shuttle every 15 minutes to the East Falls Church metro. The West Falls Church and Ballston stations are at least that far away, and during peak traffic times, are probably more like 30 minutes away.

Keep Clarendon and Virginia Sq. running.

I expect to be using these stations in Jan 2022

Clarendon to Rosslyn is popular and ridership should go up come summer.

We moved based solely in accessibility of Van Dorn street. Would not be able to get to work.

We cannot afford to lose so many stations that make life possible and sustainable for so many across the DMV. Not in a climate emergency. Not to mention that this will only lead to an even sharper drop in revenue for WMATA.

The metro at Grosvenor-Strathmore is my only way to get to work at the moment.

I pick up the train at Clarendon every day

Home values near Grosvenor would plummet.

Reduce the cost and provide faster service between stations

Why would Reston Town Center station close when it is just opened, and when Reston Town Center is one of Fairfax County's largest urban hubs outside of Tysons?

Federal Triangle is a critical station to the federal workforce. It is centrally situated to multiple federal buildings where thousands of federal employees work. Closing this station makes no sense. Bypassing this station after normal work hours may make sense, but closing the station completely makes no sense.

I live in Cleveland Park and I have not used the metro more than 1-2 times a year since 2005.

I am strongly opposed to this proposal. To me, Clarendon is a key stop and by closing both it and Virginia Square, it would be a long walk for me to the office (neither Courthouse nor Ballston is that close) and I would choose to drive instead. While I get that ridership is down now because of the pandemic, this proposal for 2022 when I would anticipate Metro ridership would be up again would seem to me to only decrease the chance that people start using Metro again. It seems to me that the proposal to close Clarendon and some of the others along the Orange/Silver line (particularly Reston Town Center and East Falls Church which is near my house) would serve only those who drive to Park and Ride and commute into the city and that the value of Metro as a mass transit system within Northern Virginia would be greatly diminished. Closing stations just doesn't seem to me to be the best way to achieve cost savings and it also just seems like a bad time to be proposing this as things start to get back to normal. I would prefer to see fewer trains than entirely closed stations.

Why not start this NOW? This is the year when people won't need those stations. By 2022, hopefully ridership will be back up.

This would be incredibly short-sighted. If you need to save money, reduced frequency should be the first option. Eliminating stations would weaken the network and make the entire system less desirable. Not to mention it would severely impact economic growth and development in the DC region and be very harmful to existing residents and owners near these stations.

I regularly take the metro to/from East Falls Church.

Greensboro used for employment travel to Tysons

I rely on the Mt. Vernon Sq. Station as it is near my residence. I also go to school at GMU and so rely on the Virginia Square stop to get to classes.

Proposal to close 22 Metrorail stations

This would have a disastrous impact on my life. Beyond disastrous. Cataclysmic

I would very much like to keep my station at College Park. Especially during a pandemic, I do not feel comfortable on a more compact bus ride. The big trains on the Metro and the less people on it that I have seen make me feel comfortable to get to where I need in DC. I don't think I have any other options if metro was gone.

How does this help? Those are mostly sunk costs. You just reduce ridership without meaningfully impacting operating costs

Keep McLean open

I would literally never have any reason to ride the metro ever again if you closed these stations

Horrible idea

I use two of those stations for errands, the post office on one and the grocery store on another. I would be forced to pay for rideshare to run personal errands.

This seems reasonable with the option of reopening if ridership goes up

Easy falls church metro is my stop and when we get back to normal it will be impossible to get to Ballston or West Falls Church by walking. It's expensive on the toll road into dc with parking costs very high. Federal taxes should be re-evaluated. Public transport is the back none of any city

Neighborhood around Virginia Square is quite dense in terms of buildings and population and Metro is essential to most residents.

Please do not close the East Falls Church Metro!

This works for me but would be an incredible hardship for low-mobility passengers who would need now to walk that much further do their destinations.

How much tax payer money was spent building these stations exactly? Can we have it back now, is that part of this proposal. They need to privatize you guys.

This is a great way to ensure I use other options to get to work.

How do you define "nearby" other stations? I would interpret that term as walkable to another station. I can see Smithsonian or Virginia Square in this category, but East Falls Church, located in a fairly high density neighborhood, is by no means walkable to another station.

Rely on access to East Falls Church; not walksake or parkable to neighboring stations

I have aging parents who rely on and need the Grosvenor-Strathmore metro station

I live and use the Grosvenor station to go to work

We use Judiciary Square to go to work.

It is idiotic to close Clarendon and Virginia Square. That leaves no stations from Court House to Ballston. So much for Arlington being walkable with this plan.

We need access to metro services, rather than close stations adjust hours to reduce costs

I use those stations. How would I get to work?

Very very important to me, my family, and Clarendon businesses that the Clarendon station not be closed. Thank you.

Keep Grosvenor-Strathmore!!

I live in Ballston. While I don't normally use Virginia Square, it can be convenient to get off there at times.

Grosvenor Strathmore is essential

I work at Arlington Cemetery and tourists and funeral attendees and employees DEPEND on the metro station. It is shameful to close off public transport access to this national shrine. Also, researchers will not be able to get to the National Archives if the Archives station is closed--there is little public parking and many researchers do not have cars. I also disagree with closures of Clarendon, College Park, East Falls Church, Eisenhower Ave, Smithsonian, Van Dorn, Va Square, all stations I rely on! This is a terrible idea. Closing these stations will destroy Metro as a system--no one will ride at all because it wont go anywhere.

Parking is not available at Medical Center or White Flint so they are not alternatives to Grosvenor.

Its not close each other!

I use the Clarendon metro station daily to get to work. Closing that would severely and adversely impact my commute time, especially since the next closest station (Virginia Square) is also listed as a station that would be closed.

Absolutely not

It seems if you closed Clarendon you cant close VA square Clarendon has more activity around it

East Falls Church is a busy and important stop for me.

This would end Metro as we know it. Please seek federal funding in order to keep Metro functioning

These are all frequently used stations. Closure would make use of metro very inconvenient

I live in DC and work in Clarendon. I need Clarendon to remain open rather than walking .5 miles from nearest metro to get to work.

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| Proposal to close 22 Metrorail stations |
| I use the Clarendon and Virginia Square stations |
| I require Eisenhower station to remain open; please do not close it as the ability to get to the next closest stations is difficult and time consuming |
| Do not close grosvenor-strathmore. It has parking. The other two options are not very walkable and have limited parking. Closing grosvenor-strathmore will create great hardship for riders and will have consequences |
| This is a terrible idea for some of the stations - some stations make sense. Closing stations in the Rosslyn-Ballston corridor is not a good idea. |
| Limits range of metro too much |
| My station is Grosvenor Strathmore, and there are no other stations within walking distance. If a station needs to be closed, why is Medical Center not being considered instead? Medical Center is within walking distance of Bethesda Station, and there are circulator routes that can take people close to it. Also, Grosvenor Strathmore has massive parking facilities which Medical Center does not. |
| Closing the College Park metro station would be of particular disturbance to transit to and from the University of Maryland for university classes. Closing the College Park Metro station would annihilate any commuters that made use of the Metro to UMD especially given the expectance of the return to in person classes as of Fall 2021. |
| These stations are vitally necessary, and serve important communities which are centered around them. Shuttering them would be disastrous for the entire region and would cause a massive loss of confidence in the metrorail as property values fell in response to the closing |
| I rely heavily on nearly half of these stations that are planned to be closed. Without these stations, I would be unable to get to work. |
| Absolutely not. I use the Greensboro station and know many others who do as well. There's no good alternative for us if the Greensboro station was closed. Tysons Corner is too far for many offices, especially to walk. Plus, what would you do with these closed stations that you already put the money into the build? Let them sit empty? That seems like a waste. |
| Losing Arlington stops especially through east falls church to DC will hinder a lot of people who have moved specifically to me close to a metro and does not have a car. This will also hurt apartment and house values since being close to a metro helps hike up the value of a house or apartment. Will shutting the metros actually be a cost saving when you factor in the drop in value of those neighborhoods without the metro? |
| Same as previous statement |
| This would require quite a change in my commuting plans, as I live by the Virginia Square metro. Furthermore, it would likely reduce property values. |
| Worst idea ever!!! |
| Metro should not close both Clarendon and Virginia Square - at least one must remain open |
| too many closures - close on weekends only if you have too |
| Nope. Mt Vernon Square is necessary for me. |
| I use Grosvenor Strathmore regularly |
| Please keep service at the East Falls Church Metro Station. |
| Why even run any trains at all if you shut down stations? |
| Federal Center SW is my end stop for my daily commute and is directly across the street from my employer |
| I use these stations and without them, I am unlikely to have to drive halfway into DC, park and wait 30 min for a train. This will likely take me out of riding the Metro as a whole. |
| This would work for me personally, but it seems like a total dealbreaker for residents that live near these metro stations. I would be furious if I had purchased a home specifically to be within walking distance of these stations (I live near West Falls Church and feel fortunate that it is not on the chopping block). |
| Please don't close the Eisenhower Ave station. Many of us in the neighborhood depend on the yellow line from here for commute to work. |
| GrovesNor Strathmore provides access to downtown with parking. This would isolate my neighborhood. |
| VA square, innovation center are expected to be utilized by me for commuting purposes |
| I commit to work on the East Falls Church Metro line. This would severely effect my ability to get to work. |
| This would be awful and ruin 1000s of commutes and businesses that rely on foot traffic |
| Our family relies on the Cleveland Park metro station for work and school. This would force us to drive instead. |
| Greensboro is my work metro stop, I live in the district, this would make me have to drive. |
| I can deal with reduced service. A total shut down of an entire station is unacceptable. |
| Smithsonian should remain open. |
| Please do not close East Falls Church. It is greatly needed for access to both DC and western VA (Vienna and Tysons). |

Proposal to close 22 Metrorail stations

People choose places to live, and pay more, precisely because there is a metro station near them. It is wrong to close stations. Reduce service if need be, but do not close the stations!

Definitely need more train for Grosvenor when things back to normal this year

Clarendon is the heart of activity in Arlington, I love to take the metro to the Smithsonian station to get to the mall

It is critical that we have White Flint, Grosvenor Strathmore and Medical Center

Closing the Clarendon station would make the Courthouse station insanely busy. These closures would also mean that I can't commute to my office on the Silver line from Courthouse. This is terrible for Virginia commuters!

College Park is a MARC linkup. Consider keeping.

I live near East Falls Church metro and I would appreciate the convenience of this stop remaining open.

These suggestions get worse and worse.

What station is near Arlington Cemetery? What bribe did WMATA receive from the tour companies that they would consider this?

I chose to buy a home near one of the stations that would be closed, so walking a mile to another station won't work.

Absolutely not--I live near one of these stations and they are crowded as it is during rush hour. This proposal is utterly idiotic.

Regular user of East Falls Church

I rely on East Falls Church metro station and live just a block from the station. This would have a huge impact.

This is not an awesome option.

Shut it all down. Rip up the tracks - sell for scrap. Sell off everything else. You will save a lot of money.

This is absolutely appalling and will severely impact the ability of people to get around using Metro. Considering the push to green and car-free lifestyles, it's unbelievable that you would even consider this as a viable option.

Clarendon is the stop where people in NoVa use to go to the only Trader Joes in the area that is metro accessible in addition to many other businesses

Closure of Virginia Square and Clarendon - which are next to each other - makes my commute via metro impossible. I will no longer ride metro if you close both.

Clarendon is HEAVILY trafficked in non pandemic times, which we will return to by the end of 2021. Virginia Square also gets tons of use.

Grosvenor-Strathmore is a very important commuter station with ample parking. It would be extremely detrimental to our community to lose this important commuter station. Many of the commuters are working from home now, but will return by January 2022.

Please don't close Grosvenor Strathmore. It is needed

I can only use Grosvenor-Strathmore. If it's closed, I'll stay home.

In this scenario, both Clarendon and Virginia Square are on the list meaning a traveler would have to take Courthouse or Ballston which is very far away. Why both and not just one?! Also East Falls Church is a major stop for those that live in Falls Church/Arlington and need parking. There is NO parking at the Arlington metro sites. Furthermore, parking is already troublesome at EFC for this reason. Closing this station will put a lot of burden on WFC and that station cannot handle anymore either.

LPW RIDERSHIP IS DUE TO THE PANDEMIC. CLOSING STATIONS IS PREMATURE. AS VACCINATIONS CONTINUE RIDERSHIP WILL PICK UP. THE EAST FALLS CHURCH STATION IS VITAL FOR THE NEIGHBORHOOD.

Clarendon, Smithsonian and East Falls Church are essential to my travel. Please do not close these stations.

There is a large population of metro riders that take the metro to work near the McLean station. This would cause a major inconvenience for many

I use Cleveland Park, Smithsonian, and Grosvenor-Strathmore

East Falls Church is my metro station. Driving to Ballston and parking would increase my costs and hassle. I would start driving to work instead. You would lose me as a rider.

It would mean a significant walk to the next station.

Clarendon should remain open

I moved to the Parkside Condominiums behind Grosvenor-Strathmore station specifically to facilitate my commute on metro. Neither of the nearest two metro stations -- White Flint or Bethesda -- are within pedestrian commuting distance from me, and neither have adequate parking. If you close this station, I'll have to drive and park to a distant metro just to continue using your services.

I have planned my move near Innovation Center and it would disrupt my commute on the Silver Line if this stop gets shut down. Really need this station to stay open for my family's commute.

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| Proposal to close 22 Metrorail stations |
| inequitable for working poor without alternate transportation |
| Depends on whether federal employees return to office. It would be ok if we are on max telework but not if we need to commute. |
| Expecting to travel to and from Judiciary Square and to and from College Park often - this would be very messy. Please do not close stations. |
| Are you freaking kidding? |
| This is a terrible idea. You can't close stations if you expect to get any revenue. If you close them, people will find other ways to commute and they will NEVER go back to metro. |
| This is the worst one. Asking people to wait is one thing, closing stations altogether is much more damaging. |
| Do not close both Clarendon and Virginia Square. Close one, preferably Virginia Square because it is smaller. Clarendon is a developing area with more and more people living there and a larger number of local businesses such as restaurants that depend upon the metro. |
| This limits access for those who rely on the metro for transport. |
| The property value of homes will decrease if you close these stops. It will cause an increased use of cars, which will increase traffic that metro eliminated by the nature of its accessibility |
| I cannot overstate how much of a misstep closing the College Park station would be. There are no other stations served by WMATA being targeted. This would be a drastic inconvenience for students, professionals, and others who rely on WMATA to get to and from DC. |
| My partner and I use the Grosvenor-Strathmore station almost daily to get to work |
| If you close Grosvenor-Strathmore, I won't be able to get to work. I'll be forced to buy a car I can't afford, or I'll have to move to an apartment in a higher density area, which I also can't afford. Reduce service if you have to, but do not abandon parts of your city, please. |
| I live near Virginia Square and Clarendon, I would need at least one of those to remain open for my metro commute to work. |
| Closing both Clarendon and Va Square leaves a huge gap in Arlington. Just close one or the other€"NOT both. Va square would be OK given it is not far from either Ballston or Clarendon. |
| Nothing should close between DC and Ballston. People that close to DC do not have cars, as we moved to where the metro is. The mile walk from Courth House to Clarendon is not possible for many months out of the year. |
| This is the worst proposal of the lot. People depend on access to their closest metro station. Reduce service if you must, but outright closing these stations is a terrible idea. |
| Please keep the Grosvenor-Strathmore Station open! This Station is critical to our neighborhood! |
| This would prevent me from getting to work! |
| Why in the WORLD would you close stations - especially some that have JUST been renovated and/or built??? In-station staffing is minimal and would not affect budget in a large way. Also, stations like McLean, ANC, East Falls Church, and the new yet-opened Silver Line stations are NOT within walking distance of others due to lack of safe pedestrian options |
| Closing Virginia Square and Clarendon would be a burden because these are two stations nearest to me. |
| This is ridiculous. |
| I use Virginia Square every single day to get to work. If you close that - and Clarendon - we have no open Metro station around us. |
| This is a terrible idea. This would destroy property values near these metros. One of the primary reasons people bought certain properties was to be able to easily walk to the metro. |
| Grosvenor needs to stay open. A lot of people in that area dont have cars. It would also hurt the Strathmore concert venue, and Medical Center is not an alternative since theres no parking. |
| We live in a place where there is a walk to any metro station. We do not benefit from any one station staying open. |
| That would close key stops that I use to commute and generally get around in the area |
| This would further reduce ridership. |
| this would likely lead to very crowded stations as people return to more normal commutes and very undesirable commuting for those of us with no other options |
| Virginia square or Clarendon needs to remain open. |
| I live near Grosvenor-Strathmore and would not like for it be closed. Smithsonian is also right on the Mall and should not be closed. |
| It would work, but increase my inclination to simply walk from Ballston to Clarendon and skip Metro altogether. |
| Many of these stations arent within walking distance of another station. This would really be detrimental to many riders. |
| Clarendon is a hot spot. How can you close two stops in a row, Virginia Sq and Clarendon? |

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| Proposal to close 22 Metrorail stations |
| Do not close Grosvenor. I would rely on it being open to get to work. |
| Closing stations is a foolish and shortsighted plan. Jeopardizing current workers as well as hurting the future of the metro system. |
| I used to commute every day to work in downtown DC before the pandemic from Grosvenor. |
| Closing College Park station is unbelievably short sighted. The number of students and staff for the University of Maryland who rely on metro for transportation is quite large. 40,000 plus students and 25,000 staff. If only fraction of those people use metro, it still warrants keeping the station open. This doesnt include others who are visitors to the campus as well. |
| I depend on Cleveland Park station for using Metro |
| Several of these stations, including my closest station East Falls Church, are NOT near other stations. The nearest station is over two and a half miles away! Thats not walkable and certainly does not work for the people who live near East Falls Church. Please do not close stations that are more than a mile away from the nearest other station. |
| I plan to use the East Falls Church abs Federal Triangle stations. Please do not close them |
| Many of the people in my building including myself and my husband use this metro line often. We use it to get into the city and around places where parking is minimal or non-existent. This would create a large hardship on us as well as many of the people in our building along with the workers. |
| Yo dependo de la estaci3n en Greensboro para poder ir a trabajar. Me mude a esta area solamente por la presencia de esa estaci3n de metro. |
| We will eventually go back to our offices stop this madness |
| We purposely moved to our house for the convenience to the metro and will be using it to commute to work. This will force us to drive and not use the metro at all |
| By January 2022 I would resume by commute from East Falls Church into DC. Closing this station would become a huge burden on commuting, either forcing me to drive (increasing congestion on the roads and cost to me) or extending my commute by 20-30 minutes to arrive at a different train station. |
| Closing East Falls Church would make me stop using Metro Rail completely. I also think closing the transfer station between Orange and Silver lines defies logic. |
| Critical to continue having access to metro |
| This would significantly hamper my ability to get to work as I live near east falls church and ride to federal triangle. I rely on metro every day. This would truly be devastating. |
| East FC is a very important station as the last stop for the silver line in the closer in suburbs |
| While East Falls Church is located between Ballston and West Falls Church, it is the most convenient station for many Arlington residents, cutting down signifantly on commute time to a metro station. Closure of this station would result in 40-50 additional minutes to commute to/from work. |
| Grosvenor station is very important to us and disagree on any changes! |
| I live near Grosvenor. It was such a hassle getting around when the station was closed before |
| I will likely be commuting from east falls church, and I need to use the metro. So I will need the station to be open. |
| Closing stations is not equitable. Better to have delays than close stations. |
| The EFC metro is crucial to our commuting needs and the needs of our neighborhood. |
| Critical that Clarendon station stay open for my needs |
| The Clarendon station is critical to me and must remain open. I urge you to find other ways to cover the costs to continue to operate it and other stations. |
| I commute form College Park and return to College Park via metro. I cannot afford to take Uber everywhere. If there was a bus to Fort Totten I wouldnt have any issues but College Park Metro is extremely convenient for me and the reason why I bought my house 2 blocks away from the metro. |
| I lived in Clarendon near the metro on purpose because I must use it to get to work at Walter Reed. I am an active duty Military member and am not allowed to drive to work, so I must use the metro. If you close the Clarendon Station, I will have no way to get to work. How can you take away my only mode of transportation? How do you think I will get to work if this station closes? |
| I am a UMD student relying on college park metro |
| This proposal = the end of Metro |
| Now it seems like you are also attempting to screw over people who cant walk to the next station |
| East Falls Church is needed. Unable to get to Metro otherwise |
| As I live near East Falls Church, I would switch to car pooling. |
| This is an extremely huge issue for the disabled community and the elderly who rely on the Metro. |

Proposal to close 22 Metrorail stations

I am a student at UMD College Park, and rented based on proximity to the Yellow/Green lines under the assumption I would be able to metro to College Park. We will be in person beginning Fall 2021, so ridership (and need for this service) would go up.

I rely on the use of the College Park metro stop for my commute to my position as a student and member of the faculty at UMD. The University is planning to open fully in Fall 2021 and faculty like myself will be required to be on campus. Folks like myself commute to work and need to use the metro and buses to do so.

McLean metro has parking. This is important.

Absolutely not. This is a horrific idea to close this many vital stations. Most of these actually wouldnt even affect me, but low income people who rely on metro to get to work would be out of jobs because of this decision. Please dont be that heartless.

Morgan is my only transportation

I need to get off College Park

How would people be able to visit Arlington Cemetery? It is hard to get to by foot. And Smithsonian is very important for tourism and the only station on the mall!

I use east falls church so closing the station would make me never use metro.

Keep the Grosvenor station open

This would be detrimental to work

This proposal would force me to find a way to get .6 miles to my apartment. I am disabled, so this would severely hurt my ability to commute.

Need Virginia Square or Clarendon. No point in closing both that are one after another

Closing both Clarendon and Virginia Square stations is especially problematic.

Youre proposing to close the Smithsonian station? This station cant possibly have low ridership. Its packed to the gills with tourists.

Please consider closing Arlington Cemetery permanently. This infill station is a drag on the blue line.

I am an active user of Grosvenor-Strathmore and believe that station should stay open.

This would place an undue burden on me and my family if Cleveland Park closed. The walking distance to other stations is just not practical for us

This is ridiculous and would devastate metro. Federal government employees need the metro stations like grosvenor in Maryland. Get rid of twinbrook or white flint.

This would greatly impact my commute and the property values of our home. It would add to traffic congestion as people would consider driving instead of taking another station. The push has been to maximize the efficiency of public transportation to ease congestion into DC and to encourage environmental responsibility. Shuttering stations entirely unfairly punishes certain home owners and renters and discourages this push in the Falls Church area. I am strongly against shuttering stations and in particular East Falls Church, which is the proposed hub to the Silver Line.

I do not have a car and would hate to see the Grosvenor-Strathmore Line closed. I have used it to go to musical events at the Strathmore.

I dont ever plan on riding a Metro train, not worth the hassles.

We recently bought a house in Grosvenor Park near Grosvenor metro and a big reason for the purchase was the proximity to the metro station. This would be terrible and inconvenient because we are expecting to resume some form of normal life in 2022 (including commuting to work daily and back).

My station is Greensboro. Without it, I would have to walk close to a mile each way to work from Tysons Corner or no longer use the metro at all.

These really arent as close to other stations as you think they are.

My family commutes from Grosvenor-Strathmore daily.

I use the Virginia Square station a lot and the Ballston station is a far enough walk that makes it challenging to use frequently.

Population density around the Arlington areas nearer to DC necessitates increased density of metro tail stations.

Closing the East Falls Church station would be a huge problem for Arlington, and will disproportionately harm teachers and other workers who live outside north Arlington but do work there: nannies, teachers, retail and food workers, grocery store staff, etc.. This stop has long had a wait list for parking spaces so I cant imagine how it could possibly have low ridership

Grosvenor-strathmore is an important station in this side of the red line as this is the stop that has parking.

dont close both Clarendon and Virginia. Its a long walk from Court House to Ballston

Grovesnor needs to be open. This is vital for commute.

No!!!! These are stations that I frequent

I use Grosvenor when my office is open downtown

Proposal to close 22 Metrorail stations

Absolutely not. The point of public transportation is to provide transportation in a city! All these stops are necessary

Grosvenor-Strathmore is vital for our commute to work. There is no parking for work and the station is near our home. We would have to move to be close to a metro station. Are you going to pay for our move?

My husband and I only have one car and commuting would become very difficult if our east falls church stop closed as we specifically live within walking distance to the metro to save on transit costs. This would be harmful for our family and others like us

Absolutely oppose this idea!!!! I won't be able to go to work.

This would be incredibly devastating to so many commuters and local businesses served by those stations.

You might as well shut down the entire system and go back having everyone drive. This will force crowded stations everywhere. Nobody will want to ride Metro!

The system already has not enough stations to be really useful. All should remain open.

Total disaster to close existing stations that folks depend on. We live in our neighborhood because of the metro proximity for school and work and depend on it, unthinkable that you would close a station that has been open for 40 plus years and that multiple neighborhoods depend on. And near is such a silly word -- would be better to close something like Virginia square -- you could walk to Ballston or Clarendon far easier than someone in East Arlington could walk to west falls church or Ballston.

I keep hearing about closures but am not seeing if this is just temporary. I live near East Falls Church and that station was one of the main reasons we bought where we did. As soon as covid gets under control, we plan to be back on the metro

No, I rely on the Mt Vernon Sq station to get to work. Having it close permanently would affect my ability to get to work reliably, especially in inclement weather. There is a reason the stations that are in place exist and not using them is a waste.

This is the worst of all the proposals. Thousands depend on these stations for mobility. Several are not near other stations, especially for riders with mobility limitations. Please do not allow this to happen.

why would you close a transfer station?

Do not close both Clarendon and Virginia Square. The GMU Arlington campus is there. Student ridership will increase soon.

My daughter uses CI Park to get to school

A lot of employees work around corporate offices near Greensboro metro station. I prefer to keep Greensboro station open!

Only if the stations can quickly be reopened when riders return.

The entire reason people move into Clarendon, vs Ballston or Courthouse is because of the Metro access. Nearly everyone in Arlington takes the metro to work. This would SEVERELY impact everyone in Arlington. Also - HOW would anyone be able to visit loved ones at Arlington Cemetery without owning a car - something that is very common in the area.

East Falls Church keeps me away from the high prices of the city but still easily accessible. McLean Station gives us the only metro accessible Wegmans - a staple for my roommates many food allergies.

I commute into dc and live near the grosvenor station.

Especially if combined with the first plan to limit the intervals between trains, this would extend my commute to the point that it would be more effective for me to just drive or uber into the office. The stations outside of DC need to stay open. Especially to maintain social distancing at the platforms/on the trains themselves.

How will people get to work if they have to walk miles to the nearest open station?? People have disabilities who need to use public transit too and they can't all walk that far

I live in courthouse so thats perfect for me

I live in Virginia square and I would need to walk 20 minutes to walk to a metro. This will definitely not work and is unfair. Close down courthouse instead.

The Clarendon station is necessary for our neighborhood and my commute.

I would need Clarendon station to commute to work in DC after Federal agencies allow employees and contractors to return to the workplace.

I worry it would crowd the stations that remain open, which already see huge numbers of commuters during non-pandemic times

Would have to work from home or quit if Virginia Square was closed.

I live near Innovation Center so I would need that station open when I start commuting.

I live in College Park

Virginia Square is right next to a large government agency. Ballston is way too far to walk.

Keep van dorm open

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| Proposal to close 22 Metrorail stations |
| College Park needs Metro! |
| This presumes that ridership will remain low due to telework. This could be a temporary solution but metro needs to quickly be able to reopen stations if telework is no longer available. |
| Cheverly ridership is low bc it's a neighborhood station with most workers at home. This is not a permanent situation. I believe that once businesses open offices, ridership will return. Please do not close permanently |
| Access to Eisenhower station is crucial for maintaining my job. |
| I use the East Falls Church station to get to work. |
| Closing some of these stations cuts off a persons ability to travel to work as essential workers. Closing Clarendon and Virginia square does not ease the travel constraints present for those of us still going into work. Closing both of those stations would require people who now live near the Clarendon station to walk a mile to the Ballston station or 0.6 miles to the Courthouse station. Please do not take this vital option (the metro) away from people who have chosen to live near the metro station so that they can travel to work |
| Please, please dont close College Park metro! |
| Clarendon houses a wide variety of attraction and is an important hub for all age groups. If need be, Ballston and courthouse should be closed. |
| I work at the McLean metro stop. How would I get to it if its closed. Thats way too long to walk from the Tysons Corner station its not comparable. |
| Closing Grosvenor-Strathmore would stop me riding Metro. The next closest stations are not easily accessible in a timely manner |
| There are still people going in each station, what would happen to the current infrastructure ? Would it just sit and it would cost more to fix it if it were to run again. If anything, stagnating the ride would be the option I would choose, but not completely closing bc these stations would just be sitting there |
| This would greatly affect me negatively. |
| I rely on taking the Metro from East Falls Church to work. |
| Outrageous that you would build a station like McLean and then shut it down. Who does this planning? This is a board that doesnt believe in public transportation!! |
| This proposal would be catastrophic for Metro service. I am a commuter in Falls Church who also routinely uses multiple stops that would be closed under Metrorail Proposal 5. I would be severely affected by this if it goes into effect. |
| You would destroy the property values of our neighborhoods that rely on metro commuting. |
| The metro stations are essential for the communities around them! This would be terrible for people who commute daily. |
| East FC is the link to the Silver Line. Leave that one open! |
| I use the college park metro to get to work, so no, this does not work |
| Closures of these stations would create a hardship for so many metro users and would, in fact, contribute to lower ridership in the future. Not a good long-term solution. |
| I don't use those stations often, but especially in the more residential areas I think closing them is unfair to people who moved there for metro. |
| We need this metro stop. |
| East Falls Church should not be closed. Although there are other stations that may be close, it isnt realistic for people near East Falls Church to commute to those stations....especially when the main means of commuting is the metro station. |
| Closing any stations in Arlington is a problem for me and others. The East Falls Church station is particularly problematic for me. Many of these stations are located in highly populated areas and the residents chose these locations to live and work due to access to the metro. This is not the way to balance the budget. |
| This would negatively impact my work and social reliance on Metro |
| This (sorry to be so blunt) is ridiculous. Closing these key stations would be very bad for ridership, and would limit my ability to get to my near by metro station with a young child. |
| I live at Grosvenor |
| I will need to go to College Park |
| station closure is impactful |
| I need this as my only transportation to work in CC |
| Medical center doesn't have adequate parking, grosvenor should remain opened |
| Living in close proximity to East Falls Church metro, this would have a huge impact on my commute. I own my condo in that area so that I have access to a nearby metro station (walking distance), and so I dont have to drive into DC. |
| Too many closures in arlington |

Proposal to close 22 Metrorail stations

I use EFC most often and would be less likely to use Metro at all if that station closed.

Closing the Cleveland park metro would be a major mistake. That metro is widely used by the CP neighborhood. I understand that telework has shown low ridership, but the Cleveland park metro station is integral to the community.

I work at judiciary square but could get off at Chinatown. This would However add to my commute time by about 5 minutes.

McLean station services many office buildings that nearby stations do not

I expect that in January 2022 I will be going into my office in DC again and will need access to metro.

I live in between clarendon station and virginia square so I would not have an accessible metro station with this proposal. I do not think two stations next to one another should both be closing. That is a drastic change in service.

The Grosvenor-Strathmore station is used by a high volume of commuters daily. Other stations in its vicinity have nearly zero parking options. This would be a travesty for Metro, and a huge problem for all commuters in and out of D.C.

While I am walking distance to Grosvenor-Strathmore, I do not have easy access via Metro Bus or other method to another station.

This is frankly unacceptable.

Closing Clarendon and Virginia Squares makes no sense since they are next to each other.

I am solely dependent on the clarendon, rosslyn, and foggy bottom metros stops. I have a disability that prevents me from bicycling to work and driving would result in prohibitively expensive parking. Im sure Im one of thousands of people who cannot work from home and depend on the orange line to get to work.

January 2022 COVID should be over and there are going to be thousands getting off and on the Metro at the McLean stop. You are going to be impeding so many people and increasing traffic in the area. Please do not close the McLean stop, and maybe even the Clarendon stop. The timing does not make sense. Why close it starting in January 2022, right when the COVID WFH issue would be going down

A closure of East Falls Church would be devastating to our commute schedule.

These proposals are based on ridership today, not once the world opens up. Also, it is not clear how you are defining close. East Falls Church is not within walking distance to another station. Unless you are nclude walking on Route 66.

The College Park metro is not close enough to any other stations to allow for decent coverage of the UMD student population.

I can walk to either Virginia Square or Clarendon. Closing one or both would mean a much longer walk to either Ballston or Courthouse or a bus ride to either. This would make the commute time much longer. The added time on public transportation would likely make driving a more efficient alternative.

This is, by far, the dumbest thing Ive ever heard. If this option is chosen, the entire system should just close. I seriously cant even believe this is being considered, it is that stupid. Why even have a rail system?

Need the Silver Line!!

Closing stations would further reduce desirability- if I have to take two modes of transportation I might as well take an uber

Clarendon is one of the stations that could benefit from staying available due to college students going from Ballston station to Clarendon

Metro nay decide to reduce its opex by using only manual stairs or have some trains not stop at the locations. However closing them down will adversely affect my daily schedule

Ridership is down but it will come back especially when tourists return. You can't close Arlington Cemetery or Smithsonian. There would be no public transportation to the cemetery. Clarendon will be thriving when restaurants open again.

We purchased a home close to Virginia Square so we could walk to the Metro. We fully support Arlington funding Metro and would expect this station to remain open as it has close to George Mason University and needed by residents who live in the vicinity. This is totally unacceptable.

Devastating for the seniors in our community who cant get to other stations.

This would close Both the station near my home AND the station near my work. I would need to purchase a car and a parking pass in a neighborhood that is already overflowing with cars. My husband would likely have to purchase a car as well. This would add two additional cars in the city just from onehousehold!

I wouldn't use Metro.

closing so many metro stations would greatly negatively impact peoples lives and would cause some people to have to move and uproot their whole lives. I think closing stations that people depend on would make people use the metro less, and reduce revenue.

I got on at the Greensboro station Monday-Friday before COVID.

I live in falls church and work in DC and rely on metro for transit

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| Proposal to close 22 Metrorail stations |
| Closing stations will drive ridership away. |
| Too many VA closures in Arlington/Falls Church. Keep close to city options open. |
| McLean is where I work. There's no way to walk to the buildings at the McLean stop from the Tysons stop. This would completely prevent me from getting to work. Also, Clarendon and Virginia Square are next to each other, closing both of them would make travel there really difficult (I live in Ballston and there's a lot in Clarendon I travel to). |
| I currently live in walking distance to the East Falls Church metro. If you close it, then I will be required to drive and pay to park somewhere further away from my home. Parking is expensive and not in my budget. Why would you close EFC which has its own parking lot. A lot of people drive to and park at? The Smithsonian is the stop I get off at which is right next to my office. It's also a tourist destination, it should remain open. |
| Why would you spend all that money building stations that would never open. |
| Clarendon and Virginia Square are high volume when businesses are open, and post covid metro closures right next to each other like these will hurt businesses operating in these areas |
| I use Franconia Springfield - with Van Dorn closed, our station and garage will become much more busy. That is not going to work with trains every thirty minutes. |
| Cut staff not service |
| I use these stations to commute and my schedule would be drastically impacted by the closing of the above stations. |
| You just spent millions on EFC station and shut it down while you worked and now you want to close it permanently? Insane. |
| There are so many facilities, daycares, shops, restaurants, and bars that are concentrated in Clarendon area. This would cause major inconvenience if Clarendon metro stop is closed. Please DON'T close Clarendon metro!!!!!! |
| A lot of these stations are near major attractions |
| Remove VA square but keep Clarendon |
| Would like to keep either Clarendon or Virginia Square open. |
| The metro should consider other ways to support these populated station areas for transit |
| I use College Park Metro consistently |
| I work at Capital One and need to get off at McLean station. |
| I work at College Park. I and many of my colleagues (and students) rely on the College Park metro stop to get to campus. Campus has reduced parking spaces due to expanded campus construction, so the metro is many people's only way to commute to campus. University of Maryland plans to re-open for physical, in-person education in the fall, so by January 2022 we will need to have the metro stop in order to commute to campus. |
| Lack of frequent and timely service will result in my abandoning use of Metro for my commute, resulting in my driving to work instead |
| Closing Clarendon and EFC would be an absolute disaster. If you have to close one, choose Virginia Square, even though I hate that idea. |
| Closing East Falls Church would significantly increase travel time and might be enough incentive to move outside of the area |
| How can you suggest closing major stations in the District like Smithsonian, which concerns me specifically, as it is the only stop I can use to go to work, never mind those who use it to visit the museums, is beyond me. By January 2022, do we not expect that things will be closer to normal if not all the way there, and that there will be a real need? Amazing. |
| We live in College Park, and use that station every day. Also, the University is very dependent on it. |
| I live near Greensboro station, so this is a major problem for me. I also used to live near Wiehle-Reston East and I can tell you that Reston Town Center is not realistically walkable from Wiehle-Reston East. |
| No reason to ride Metro if many of these stations close. Metro will lose business. |
| This is utterly insane. How would anyone get to work? Are these closures permanent? |
| I will likely be working in person again in January 2022 and will be using the McLean station to get to work. I can walk there. Although Tysons is close, it is absolutely not walking distance. |
| The College Park metro station is how I get to work. It is also one of the busiest stations during the school year, I'm very confused about why it has made the list. |
| Same as comments before. This will make platforms more crowded and it is appalling that Metro is considering this as a possible option |
| Don't close Grosvenor-Strathmore. |
| Potentially closing stations that haven't even begun operations (Silver line phase 2) is an abdication of the social contract taken in building these stations. Additionally, Dulles toll road drivers have been subsidizing the costs to build this line so would be unacceptable to have taken these funds and not deliver the benefit of rail service to all stations. |

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| Proposal to close 22 Metrorail stations |
| We use metro and this will not work for our family. Please do not do this. |
| Lots of closures on orange with Clarendon and VA square. Could be a long walk to either Ballston or Rosslyn. |
| College Park is needed |
| Closing the metro stations would have a disastrous impact on the remaining metro stations. It will increase the number of people that go to the other metro stations, which will cause longer lines, more stress, and delays. Additionally, large crowd gatherings will spread COVID and other infectious diseases. |
| I use Greensboro and Reston Town Center stations regularly for work. |
| Cleveland Park, Clarendon, Mt Vernon Sq, Federal Triangle are all core stations I would use. This is really harmful! |
| I live in Cleveland Park and am deeply concerned by this proposal, it would reduce my ability to ride metro drastically |
| Grosvenor-Strathmore is a very popular station! Countless people rely on this station. |
| My family rides from the Clarendon Station many times each week and it is important for us |
| I moved to my current residence specifically because of proximity to Clarendon & Va Square stops. many residents in these areas do not drive and like me, will once again rely on metro to commute to work once the work from home becomes less widespread. |
| Commuting between DC and McLean is important to me. |
| Metro is a public utility it serves the people. Without Metro, there is a snowball effect to keep more people in cars which we need to get away from if this area is to become its potential of a great metropolitan city. |
| I use East falls church station every day. |
| College Park is the closest Metro station within walking distance to my house. Its unsafe and more problematic to walk to PG Plaza |
| If Va sq and Clarendon stations are closed I would stop using metro. |
| This is the worst proposal of all of the proposals in the survey. I use many of these stations regularly, and I know for a fact I am not the only one. This is beyond shortsighted and harmful to the people who use the metro on a daily basis or to explore our city. Reduced stations when more people are going to be able to start riding the train is a terrible idea. As people get vaccinated, more and more people like myself will be returning to using the metro. These plans are very shortsighted. |
| Clarendon and Virginia Square are heavily residential with people returning to work downtown by 2022. The crowds at Ballston and Courthouse will be unbearable if those two stations close. |
| Use Grosvenor/Strathmore on a daily basis, including use of parking garage. Would present an immense hardship for me if this station closed. Additionally, we make full use of the Strathmore Theatre and this would make that more difficult without the parking facility. |
| I live at Grosvenor station and walk there to commute. I would have to move if the station shuts down. |
| College Park is a vital station for UMD students and employees and would severely limit my options for commute if it is closed |
| Clarendon, East Falls Church, and Virginia Square are my top stations. Virginia Square and especially Clarendon have high-density housing dependent on Metro. |
| This is crazy. These stations are close to other stations only if you are driving a car |
| I live in Cleveland Park. I do not own a car. I depend on Metro to get to/from work. And Metros solution is I need to walk a mile to get to either Van Ness or Woodley Park? A one-mile walk is not near another station. Adding a 20-minute walk to my commute more than doubles it. A totally unacceptable solution. |
| I walk to East Falls Church. It would be a much longer walk to nearest alternative. |
| I moved into my current home specifically to be able to walk to the metro (East Falls Church) to commute to work. This proposal would have a serious negative impact. Also, when ridership resumes post-COVID, the other nearby stations will become extremely crowded/over-crowded. |
| I depend on being able to walk to the East Falls Church Metro station to access Metro |
| Virginia Square OR Clarendon should be closed. I think thats a better compromise than Clarendon moving to Courthouse and VASQ moving to Ballston. |
| Stations are there for a reason, you need to give recovery a full year once were officially in it to track new trends and movement before just closing stations. What rides did before and during the pandemic isnt indicative of behavior after. |
| I commute via Metro to Greensboro - Tysons Corner is not a close enough walk. |
| Please don't close grovesnor. |
| I use the van dorn metro everyday |
| Smithsonian is key to taking friends and family to visit DC museums and attractions. |

Proposal to close 22 Metrorail stations

Even though many of the stations have others close by, it would greatly increase travelers headways. Relying on buses to run on time, especially during rush hour traffic, is a dangerous game to play when trying to coordinate that with reaching Metro on time for your train.

I use Virginia Square and/or Clarendon daily.

I am a frequent user of Clarendon and East Falls Church stations.

This is a terrible idea.

All this would do is make traffic in the DMV worse as people will be forced to drive to get to work in addition to overcrowding stations that won't be shut down.

People purchase homes assuming access to metro lines; closing stations could affect property values

I support closing some, but not all of these stations. For example, closing either Archives or Federal Triangle, but not both.

I use Grosvenor-Strathmore and it is a busy station for those who drive and park. I would not be interested in using Metro if I had to take a bus to another Metro station first, since parking would be limited at Twinbrook and there is not parking at NIH.

I rely on the Yellow Line and College Park Station specifically to get to work. Closing this station would make my commute much more difficult.

I live in the fringes of the metro, not even opening the silver line phase 2 would be detrimental to my commute

I rely on metro to get to work

I primarily use the Clarendon station

Close temporarily or permanently? What is considered low ridership? How did this proposal rise to the level of serious consideration given that it is effectively culminating in a non fully functioning system?

For my commute, this will actually speed it up (no stop at Eisenhower). But when riding Metro for other purposes besides commuting, having all of these closed stations is a real negative.

Dont close East Falls Church!!

Innovation Center should remain open with its large parking facility and similarities to a terminal station.

Keep all stations open by the Mall and keep Cleveland Park open.

Save Clarendon and Arlington Cemetary. Clarendon is the only stop I routinely use. If you close that station, I will stop using Metro altogether. I am voicing support for Arlington Cemetary only because I know my out-of-town family uses it when sightseeing.

I rely on Grosvenor - Strathmore for transportation

Why did we spend all this money on a subway system if half of it is going to be closed. We need more access to metro, not less.

Another horrible idea. Metro needs to be about service. This plan puts customers last.

I use some of those stops regularly

Work right next to the Mclean station and losing it would make the commute really rough; nearby stations are too far away to be useful (no safe way to cross 495)

I use those stations in Virginia often

Please leave Cleveland park open

One of the main reasons our family moved to the Grosvenor Place condominiums was the walking distance to the Grosvenor-Strathmore metro. Removing this station would be devastating and would also decrease the property values in that very highly lived-in area.

You cannot remove stops. There are valuable citizens who rely on these stops. Using 2020 or even 2021 usage metrics are irrelevant and not a reflection on the true usage. Please do not let one year of poor usage impact the future years usage (which will most like increase tremendously as citizens continue to increase their public exposure in the coming months/years).

If less stops means more frequency in cars, then yes

This is absolutely ridiculous and you all know it. Why are you spending millions on projects that wouldn't keep metro open? We all know when the vaccine is widely available and folks go back to work we all will be relying on public transit again. Why would you cripple a major metro region because of how your board mishandles funds? The people, small businesses, restaurants, museums, and region shouldn't be screwed because of the actions of a few.

I live in Reston - The Town Center Station isnt even open yet and you guys are closing it?????

Keep east falls church open

Proposal to close 22 Metrorail stations

Closing stations will force people to have to go longer distances for normal commuting and will negatively impact the businesses surrounding those stops which will then mean less money going into those communities and causing the decline of dmv area

Absolutely not - it is hard enough to get to stations as it is. Closing more stations will just make it worse. Grosvenor is extremely crowded, parking lot is often full, how could this be a station with low ridership?

This would affect my ability to travel to work.

I use many of these station, including Cleveland Park, on an almost daily basis.

Please keep at least one station open out of Clarendon and Virginia Square. I need at least one to stay open.

If these are permanent closures, I can guarantee that Metro would never recover from such a bad decision.

This would be really difficult

I literally chose to live in Virginia Square for metro access. Rents in the areas where there continues to be metro service will rise exorbitantly. Are you kidding me?

Large populations use these stations at different times. If they are closed, the riders would have to walk from the other stations, a dangerous situation in the dark. Many of us are widows and single women who take the Metro and can actually park near the station. This would be a HUGE disservice--and mean that I would NEVER take Metro.

We moved to Arlington for the sole reason of being able to mero to DC for work

East Falls Church is quite far from other silver/orange stops - I wouldnt consider it being near any station. McLean is also not near any station. McLean is also very important to the employees of Capital One who do not drive to work.

Why open the Silver Line Phase II stations just to close them again? Delay opening them if needed.

Smithsonian needs to stay open, or else Federal Triangle does. Tourism helps DC alot. So, all these stations close, and the trains run every 30 minutes? I dont see that working at all during rush hour.

The Clarendon station is VITAL! There are many restaurants, bars and shops in Clarendon which would be difficultly to walk to from other stations proposed to stay open. This would be awful!

The Virginia Square metro is a significant station for the FDICs office in Virginia Square.

I plan to ride the metro to work frequently and the closest station is Grosvenor-Strathmore.

Greensboro is my station

I rely on the Clarendon station to go out for drinks on weekends

I work at federal triangle

McLean Station is important for many big companies in the Tysons area. Shutting this station will further reduce demand for Metro service. Has a financial study been done to understand if cutting service to Mclean is cost effective? I worry that if Mclean is shut down, then it will further deter people from taking Metro, leading to an even worse financial situation for Metro. Is there any way to ask the nearby companies to help shoulder some of the costs of keeping the station running?

East falls church is a critical station

This is the worst idea. Too many people would have to give up using mass transit in a way that would truly enable various work schedules.

Closing EFC is a disaster and forces me into my car. VA square serves the university.

A lot of the D.C. near the national mall I would use.

This would severely hinder my use of the metro

I used grovsner because there is some parking there and none in medical center.

Grosvenor-strathmore improved to me

Closing both Clarendon and Virginia Square seems ridiculous. Pick one to close.

I use the East Falls Church station every day, Monday to Thursday. I walk to that station from my house. If that station were closed, the bus schedules to get me to the next nearest station would result in a 1 hr + commute just to get from my house to the (now farther) station, then my normal commute time. In other words, my commute time would increase by 200%, and frankly, I would stop using Metro altogether.

Given the excessive delays ALREADY in opening the Silver Line extension, this proposition may as well completely cancel the Silver Line as operational and also stop any chance of some agencies working with public transport.

No, I live beside Grosvenor-Strathmore and use it daily to get to-from work.

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| Proposal to close 22 Metrorail stations |
| The Clarendon station is important for my commute. |
| I use EFC to access the system and rely on it heavily. It is the closest and most convenient with easy parking and exceptional access to I-66 and the neighborhoods and shopping that I frequent the most. |
| I work in downtown dc, and many of the stations listed give me access to work |
| Do not close silver line! Especially to Greensboro. There are a Lot of offices there! |
| I use Metro to travel to work. If the station closes I would have no way to get to work. |
| Would these be permanent? With so few stations why would people use the metro at all? |
| I live right next to grosvenor and work at the NOMA station. My wife works at NIH. The closing of this station would cost me thousands in moving and/or parking fees. This is a TERRIBLE IDEA |
| It is important to keep Clarendon and VA Square metro stations open |
| No this would be terrible. I would not ride metro at all if East Falls Church metro closed. Please do not do this. |
| For the effort required to go to the closest station, I would just drive to work and wouldnt ride at all. |
| the college park station is so essential for many jobs in the area, especially as the university has plans to return to in-person classes and more students are likely to return to campus |
| This is a huge mistake. A lot of people chose to live near the above stations because of their easy access to the city. |
| It is absurd to consider closing metro stations. |
| Depend on Grosvenor-Strathmore |
| Access to metro via walking was one reason to purchase a condo near the Grosvenor-Strathmore Station |
| Closing stations should NOT happen. Better to reduce frequency than to close stations. Commuters use these stations for work and need the service. |
| I live above the VA Square metro for a reason- if I would have to walk all the way down to Ballston or better yet, have to Uber to Courthouse to get on the metro, I would literally never metro again. I often metro a few stops in Arlington itself and this would most likely cause me to never take the metro as I have no easy access. |
| If fed employees go back to work this year, then my metro station would be closed and increase my commute considerably. |
| If Grosvenor-Strathmore is closed, will more parking be made available at White flint? |
| Grosvenor parking lot has been closed and surely that impacted ridership. It is a very important station! |
| This plan is absolutely absurd. Local governments have pumped billions into the infrastructure and maintenance of the metro. Not to mention, Metro has been collecting toll money on 267 for decades. Completely disappointing that this is even a topic of conversation. |
| I commute to work via College Park. I also attend school at the University of Maryland, near the CP station. Please, please do not close it. |
| I live in College Park and Use the College Park station. The College Park Station is not a short or walkable distance from the adjacent stations.Please do not close the College Park Station. |
| The distance I would have to travel if both the Clarendon and Virginia Square stations closed would make it very difficult for me to use Metro and I would probably have to find other transportation for virtually all my needs. |
| Do not close Clarendon! It was always busy weekdays pre-pandemic |
| PLEASE DONT CLOSE GROVESNOR STRATHMORE! Im currently working from home due to the pandemic but I would use the train all the time once life goes back to normal, like in January 2022. Please dont close it! |
| One reason you have low ridership at East Falls Church is that Im currently working from home. Otherwise, Im a very regular rider of the Orange and Silver Lines. |
| Please do not close these stations. As a resident who relies on the Eisenhower Ave station, I know that I and many others would not have other options to travel to and from Washington, D.C. during the work week. Thank you. |
| Closing EFC VS and Clarendon is too many on the same line. Ballston would be way too congested. |
| Cleveland Park is closest to me and for health reasons difficult to get to Woodley. Also Woodley is always very crowded with a long wait for the elevators at peak times. |
| Many of us at my workplace depend on the Clarendon station! |
| The college park station is the only easy way to access the University of Md via Metro. Cutting it off prior to the Purple Line being deployed would severely limit my ability to commute. |

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| Proposal to close 22 Metrorail stations |
| Clarendon is the main station I use |
| Don't close any stations! |
| Its not ideal, but its survivable temporarily |
| I work in McLean and navigating those streets as a pedestrian is already so hard... this would make me even farther from work |
| Grosvenor station is essential for my commute during non-pandemic times. |
| Why are you cutting service in 9 months as opposed to now? We'll be back to work in 2022. |
| I take Grosvenor Strathmore metro station everyday to work. Please keep it open. I can accept lower or reduced service at non work hours for the station but please have it functional otherwise during work hours. |
| I will need to travel to College Park during this time |
| This plan would not work at all. This would increase my commute by at least 30 minutes. Clarendon metro is a very populous metro stop. |
| This would essentially make it so that metro would not be an option for me to commute. I would no longer be able to ride metro at all. |
| EFC is critical gateway to Westover, Arlington, Falls church including to lower income housing areas and should remain open |
| Please do not close East Falls Church. The ridership there seems relatively large, Im surprised this is considered a low ridership station. Could it be that with both the Orange AND Silver Line coming through it seems lower as there arent as many people on the platform at any given time? |
| Just shut the whole thing down. Congress just approved more money, I will contact them to shut the whole thing down instead. |
| Georgetown Prep students and at least four apartment complexes near by |
| Part of what makes metro appealing are the proximity and options offered in stops. Removing stops would remove a lot of what metro has to offer. I think closing these stops would be a HUGE mistake, a detriment to the communities and areas they serve, and would decrease ridership. |
| We need the Clarendon and Va Square stops to commute to work everyday! |
| Cleveland park is a vital station for downtown dc, close to vital community assets! We need to keep it open!! |
| As a commuter to College Park, Im not sure how I would be able to get to work. |
| I rely heavily on the East Falls Church metro station. It's closure would be devastating. |
| Cleveland Park is a important Red Line Station. Must stay open. |
| Office is located adjacent to Greensboro metro station and given the layout of Tysons (lack of pedestrian crosswalks, hills from other nearby stations (e.g., Tysons and Spring Hill) make it difficult to commute to Office) |
| Morgan Boulevard Should not be closed |
| Possibly the worst idea in the history of the metro system, and thats coming from a completely unbiased metrorider. |
| This would have devastating impact to my community, home ownership, commuting and other aspects of my familys and friends lives. |
| I live at Grosvenor Strathmore. Shutting down the station would limit my ability to transit and connect to the entire area. |
| Not totally unreasonable if it allows wait times between stations to remain shorter at rush hour |
| The Arlington stations and Smithsonian are vital for tourism and commuter needs. |
| Please do not close Clarendon station, as it is the center of Arlington on the Orange/Silver line, especially as public places begin to open back up. |
| Low ridership during the pandemic doesnt equate to low ridership all around. This is a terrible plan. |
| We primarily use the grosvenor Strathmore station and would suffer from its closure. |
| The college park metro literally serves the UMD campus. You can't close it. |
| The courthouse and ballston stations on the orange/silver lines are not equipped to handle the overflow crowds from Clarendon and Virginia square. There are not enough gates for entrance and exit without long lines, particularly in courthouse. |
| We moved into our current house because of its proximity to Metro. Closure of the station would force us to move far away, uprooting our kids from schools, and causing SIGNIFICANT socioeconomic disruptions to our family. |
| I use the Clarendon station to get to my favorite bars and East Falls Church to transfer from Vienna to get to the Silver line to socialize |
| I enter at Grosvenor and would need to start driving to work. This is the worst of the proposed ideas for me. |
| See comments to Proposal 1: this would mean longer commutes to Rosslyn along already congested Washington Blvd. |
| This would work for me but it outrageous for people who depend on these stations |

Proposal to close 22 Metrorail stations

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| Why are you closing stations that arent even opened yet? Doesnt that make you question whether they should be built at all? Maybe save some money by stopping construction. |
| Would not ride metro under this proposal. Clarendon in particular is near multiple grocery stores that make it easy to pick up something on the way home. |
| There are a lot of riders in Clarendon please do not close that station. |
| Not having a stop between Courthouse and Ballston with all of the residential, commercial, and office space there would be detrimental to that area. |
| Cleveland Park residents need this to get to and from work. As do the other stations. |
| I live between two metro stations - and must walk to catch the train. Both are slated to be closed in this plan, Clarendon and Virginia Square. Please close one or the other, not both. |
| Recommend closing Virginia Square as it is very close to Ballston and Clarendon. |
| Although not using it now, we intend to return to work by January 2022 and would need the College Park metro station. |
| Clarendon and Virginia square in high density areas and should not be closed |
| I live one block from Clarendon. You will force me into Uber |
| This is a terrible idea. East Falls Church is NOT close to any other metro stations. The parking lot is always full and I see people walking there every day (prior to the temporary closure). It is highly utilized without a good alternative. Closing this won't make people go to another metro stop. They'll just drive or Uber to their location.. |
| Work near innovation station, closing this station would make metro non viable. |
| You closed East Falls Church for almost a year of course it was low rider ship |
| I have no easy access to other stations - there's no parking at the two other stations closest to me, and taking a bus will add a huge amount of time to my commute. I'm a nurse - I'm already working crazy hours, taking pay cuts, and facing huge amounts of stress with the pandemic. This will impact my life in a massively negative way. |
| I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I dont care if they have to raise my taxes for it. |
| I park at and travel from EFC so its closure would be detrimental |
| Clarendon is an important metro station as it serves a commercial and residential community. Virginia square can close because it is a half mile between two stations. Closing both would create a 1.5 mile gap between stations with many homes, offices, and apartments in between. |
| What an unbelievably bad idea. near is subjective. It is grossly insensitive to individuals with mobility issues. Home values would drop significantly because they are no longer within what any rational human being would describe as close. Taxes on properties would need to come down. This is really among the worst ideas I have ever heard, coming from a longtime Washingtonian used to terrible ideas. |
| I rely heavily on grosvenor and other stations are not walkable |
| This would be the downfall of the metro. The Courthouse to Ballston area is so popular because of the walkability to the metro. Closing Clarendon and Va Square would be detrimental to the area and to the metro. If you close these stations I would uber to work and never take the metro. |
| McLean is the metro station closest to my office |
| I get on at East Falls Church and get off at Greensboro, so this would absolutely not work for me. |
| Keep Grosvenor Open |
| I use Grosvenor-strathmore on a daily basis. The entire reason I moved to Rockville was because of the proximity to this particular station |
| When the Metro bypassed many of the downtown stations due to the Inaugural festivities, that was actually one of the best Metro rides I had been on: quick, easy, got right where I needed to go. I think this would be great. |
| Grosvenor-Strathmore is NOT a low ridership station. |
| Grosvenor-Strathmore is our close station. |
| I would have to walk from l'enfant plaza to my work on the Mall twice a day, in work clothes, increasing my commuting time significantly |
| Would take away my metro station |
| This is diabolical. Especially the Cleveland Park and Grosvenor cuts. If you do that, I hope they just shut metro down entirely. |
| I depend on the Cleveland Park stop for my job. If it shuts down I will have to sell my apartment and move. Please there are a lot of people who need this stop. |
| I frequently use Cleveland Park, Federal Triangle, and McLean. I also dont understand how DC would propose to close the Smithsonian station - we have TONS of tourists that frequent the city and use the Metro from Virginia or other places. We are taking revenue away from downtown businesses and museums by closing that station. |

Proposal to close 22 Metrorail stations

No, no, and heck no. Some of these stations are very close, and require you to get in your car to get to the next open station. You know what I am going to do if I have to get in my car anyway, I am going to drive instead of take metro. Bad, bad, plan. Metro is so people DONT drive!

I sometimes take the train from Grosvenor-Strathmore and so this would not work for me.

East Falls Church is not near other stations and it is not in walking distance of another station and this will have a HUGE impact on the surrounding community.

I use the falls church metro regularly, and I have neighbors who have bought houses specifically near the metro.

I use Clarendon station and federal triangle

Need the Grosvenor station open

The Clarendon metro station is located next to my office where I expect to return to work once vaccinated. I use the metro form commuting and to travel to/from work for meetings in DC.

I could use an alternative station. I think this works as a temporary solution as ridership is recovering but it will depress ridership. Metro should run the math on how many trips will be lost versus the cost of closing these stations. Does closing them actually result in faster trips from other stations? It needs to be clear that this is a temporary measure and what period we expect temporary to be.

What was the point of the silver line if you're not even going to open most of the stations? Why not let it run and see what ridership ends up being? Urban planning in the Chantilly area has been banking on these stations. The pandemic won't last forever and when it ends those stations will be needed.

VA SQ and Clarendon are too close to me. hard to get to Ballston or Courthouse

If people are returning to work this year, this proposal makes no sense.

I use the Eisenhower Ave. Station. I moved here because it is outside or the city while still having access to my job. Being military, I move a lot and this would cause quite the dent on an already hectic life

This will increase traffic/crowding at nearby stations and impact needed economic activity at my Cleveland Park neighborhood

Absolutely not. Closing these stations cuts me off from reliable transportation

Grosvenor is a super busy station during rush hours - when there is not a pandemic. This idea is INSANE. How am I supposed to get to/from work in DC if there is no Metro? ANd how am I supposed to get / from evening events (also on the weekends) if there is no subway?

This would completely remove my ability to travel anywhere. Without a car, this is effectively isolating people who chose to live somewhere with the expectation they'd be covered by public transit. Please don't do this. Limited service is much better than no service.

East falls church metro is crucial to the community in which it sits. There would not be easily accessible options to other stations and it is the reason many people bought their homes. Closing it would be a big mistake

Absolutely not!!! As more and more people move to DC and return to work after the pandemic, people are going to need better transportation not worse. This is an absolute disgrace. Further, it would decrease property values in those areas.

I live in College park, you have a major university in college park. You would be cutting off so many people who work in the cities access to work as well as people who live in the city and work in college park. This will increase traffic to Prince Georges Plaza metro and therefore cause overcrowding. I doubt that after everyone is vaccinated they would feel comfortable going back to pre-pandemic packed like sardines on the metro. People are still going to want to keep their distance. PG does not have enough parking to accommodate the demand coming in from college park

PLEASE DO NOT CLOSE VIRGINIA SQUARE. This is the most vital station and it would be extremely damaging to me to close this station. I have health requirements that require me to have easy access to a metro station. The others are too far PLEASE DO NOT CLOSE VIRGINIA SQUARE. It's vital to my life.

I use East Falls Church station all the time for work, travelAnd recreation. People bought property HERE just to use the EFC station. Don't close it!

Given high ridership on the orange line during rush hour, I dont think any of those stations should be closed

One of the proposed stations is my main station

gap between courthouse and ballston too great. prefer you close neither VA square or clarendon, but definitely not both.

Closing these stations is hasty. Once Covid numbers drop my family and I will ride the metro and use half the stations above including East Falls Church, Smithsonian, Arlington Cemetery and McLean. Please keep East Falls Church metro station open. It has a parking lot and ridership overall will increase as vaccinations increase.

This would be a nightmare and render metro unusable

Closing stations will decrease ridership to a huge degree. Not the way to get back riders!

Proposal to close 22 Metrorail stations

The Clarendon metro stop should not be closed given the amount of commuters who do not have cars and the distance between courthouse and Ballston is unreasonable. There is no parking at these stops and the walk may be too far for some.

Please do not close Grosvenor

Smithsonian is ridiculous - that is how all tourists get to the mall. It would seriously hamper museums and downtown activities. Many others are critical for workers. This is a cruel proposal.

McLean is my primary metro station

I can walk to EFC but no easy way to get to Ballston

We moved to the Cleveland Park neighborhood and bought our first home here specifically due to the red line access and convenient Public Transportation. As a young family without a car we would be significantly impacted by the station's closure as we rely on it entirely for transportation.

I am OK with having to walk further to reach a metro stop, in order to preserve the entire WMATA system.

This is the worst of the offered proposals and most significantly diminishes the value of metro to commuters

Please do NOT close red line stations! We have no other way of getting to work in DC.

DO NOT CLOSE STATIONS! We are still dealing with the pandemic - people need to be able to easily access, doctors, work, and home. DO NOT CLOSE STATIONS.

near does not mean accessible...with the consolidation of bus lines, it will make it harder for many in neighborhoods served by these stations to get to where they need to be.

Clarendon is a hugely populated area- this metro stop can't be eliminated.

I would encourage metro to figure out a way to open metro stations without the need of a station manager. Having neighborhood stations open is too critical when most return to work

I use the VA square to ride downtown and to the airport

Need clarendon and east falls church to stay open!

Closing the grosvenor-Strathmore station would be detrimental to the surrounding areas. Better solutions must be considered.

All stations were built with our tax money! They need to stay open for the businesses around them, especially in Arlington!!!!

You cant close so many stations in a row in the ballston quarter; if you have to close some stations, close every other station out of courthouse, Clarendon, Virginia Sq, and Ballston. Too many people live and work there to have the whole corridor gone.

It would be impossible for me to commute with metro if this change was implemented

I live near Virginia Square and closing this station would greatly reduce my metro usage, and possibly ultimately drive local businesses away. Closing multiple Arlington stations could make traffic and parking much worse.

No, some of these stops I use frequently for work and pleasure

Higher fares, less service. You suck metro....

Eisenhower is my daily commuter and would impact my life significantly if it closes

Too many downtown stops on the closure list

I live near grosvenor and have used the metro station for my daily commute to work. Closing this station would have a big impact on my career and work.

Grosvenor-Strathmore is my local station and would force me to relocate due to declining property values. Also you literally just approved a new development at Grosvenor-Strathmore.

It would be very difficult for me if the clarendon metro stop closed. I would no longer be able to go into work because it is too difficult for me to travel to ballston for the train.

Please do not close Cleveland Park! I moved here to be close to Metro.

NO!

Pre-pandemic I rode Va Square to McLean for work every day. This is terrible for my work transportation plans as there is no valid way to get from Tysons to McLean station area.

I will use College Park more frequently as the pandemic dies down and people are vaccinated

Keep Cleveland Park open!

This makes the metro system almost useless!

Closing the metro stations would be a huge disservice to the community and would result in more people abandoning Metro all together. I'm afraid the stations would not be maintained and would then be harder to open back up when the area goes back to pre-pandemic ridership.

Proposal to close 22 Metrorail stations

This adds significant travel time to folks who live/work near those locations.

I moved to Cleveland Park so I would be near a metro. Van Ness and Woodley are too far away to walk to when I'm making an entire journey after that. Closing the CP metro is a breach of trust.

Loudoun has been waiting for metro access for years. Developments have opened with people purchasing homes expecting to be able to access public transportation to work. To have the delay to continue after years of paying additional taxes is unreasonable and poor management of funds.

People have chosen to live & work near these stations specifically because metro operates there. This is unacceptable.

Clarendon & Virginia Square are back to back stations- how can you close both?

I need Archives for my commute.

Need Virginia Square or I won't take metro at all.

We are not a third world country, don't close stations

Bus service between stations for handicapped people would put them at great disadvantage. The lack of working elevators is already horrible.

It wouldn't work for me only because Grosvenor-Strathmore is the station I use, but if it does have less traffic than other stations, I'd understand why it might be cut.

you're basically killing the Silver line.

NO!!! Grosvenor is the only station near me with parking. I would not be able to use Metro without this station!

This is completely ridiculous - I rely on many of these stations - especially Clarendon. Clarendon is an absolutely essential station that needs to remain open.

This would work for me, but I would like to learn more about other accessibility options if these stations are closed.

Grosvenor is an important hub. Medical Center is not much of a publicly accessible station. White Flint crowded and lots of construction; some people would have to drive far for realistic parking situation.

It would be foolish to base these decisions on pandemic ridership just as the vaccine is being distributed.

Are you considering closing stations that haven't even opened yet? That makes no sense.

You may as well shut Metro down and force all people to use their own transportation thus adding to traffic, pollution, frustration and the like.

Do not close the Cheverly Station - it's our only connection to DC without a car. Once the pandemic is over, ridership will increase

People will be getting back into offices before this. Greensboro needs to stay open.

Virginia square and clarendon are my main, home stations, both with residential density

You can NOT close the stop at ANC. That's how many tourists get there. This is just plain stupid

Please keep Grosvenor/Strathmore open.

Poor choice to close the Clarendon station. Also surprised to see Federal Center SW, Federal Triangle, and especially Smithsonian on the list. Would like to see Virginia Square remain open but can understand that more than I understand closing Clarendon. Closing both of them would leave no stops between Ballston and Rosslyn. Clarendon is also an area where young people live and they are more likely to look for a community that is metro accessible.

It is appalling to imagine that the once-proud Washington Metro, which serves the nation's capital and surrounding inner suburbs, would be compelled to shut nearly 2 dozen stations, entirely. If you had told me this was even being considered just 2 years ago, I would have been dumbfounded. This is a horrifying spectacle that sends ALL the wrong signals at the worst possible time. Whatever it takes--those stations must remain open.

My husband and I bought our home, which is within walking distance to the Grosvenor Strathmore METRO rail station so that we could walk to and from METRO and commute to work via METRO rail. We also bought our home near the Grosvenor Strathmore METRO rail station so that we would have access to public transportation as we age in place and so that our family would be able to travel to us when they can no longer drive.

Reston Town Center is economic / business center and closing would lead to business revenue leakage for the community and businesses in the area

Greensboro has many, including my office buildings and new apartment buildings as well as new restaurants and shops.

We have waited years for the Silver Line II stations. To close many of them will defeat the purpose of building them. Additionally, a lot of construction has been taking place in anticipation of these stations. These are sunk costs for the builders and the community. Finally, how do you know these will be low-volume stations until they open?

My whole family commuted using the Cheverly metro, and we will again once we are vaccinated. Driving to another station isn't feasible, especially for people without cars. When I was injured and unable to drive, walking to the Cheverly metro was the only way that I could get medical care and see loved ones. Please keep it open.

I use these stations regularly & when people do back to work likely in 2021, they will need access to these stations as well

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| Proposal to close 22 Metrorail stations |
| Please dont close College Park! |
| This guts metro access in one of the most heavily developed areas of Arlington. |
| This would severely impact my ability to work. |
| I have commuted from the Clarendon station since beginning to do so six years ago. Before the pandemic, I remember the station was packed every morning rush hour. I have called Clarendon home in large part because of the metro station. Closing it would be devastating. |
| We live at Grosvenor and it is not of feasible walking distance to the next stop (Medical Center or White Flint) |
| Grosvenor Strathmore is an essential station! |
| I need Grosvenor-Strathmore for commuting |
| I rely heavily and almost exclusively on Grosvenor, and the parking there is essential to those who need to drive to the metro |
| there is a major university between Clarendon and Virginia Square, as well as major office buildings. The area is slated for expanded use. Closing these would significantly impact education and commerce in this area. |
| Grosvenor-Strathmore is very important to me! |
| I would prefer that White Flint Metro close over Grosvenor. i use Grosvenor to go into DC when i go downtown. there are buses from Grosvenor to White Flint for those working at NRC. |
| I disagree with closing both Clarendon and Virginia Square. For people who live between those 2 stations, Ballston and Courthouse are pretty far. I would suggest closing one or the other but not both. |
| I relocated just to be near one of these metro stops and would be very disappointed if it closed. Some of these stops are also near many restaurants (e.g., Clarendon) and I think it would impact the businesses. |
| I live near the Ballston Metro stop, my daughters school is at the Clarendon Metro and my office is at Metro Center. This would create huge disruptions in my ability to rely on the Metro as my single form of transport on a daily basis. I would likely end up driving, adding to congestion on the road. |
| Metro should not expect any Virginia contribution to their budget with this TERRIBLE plan. We have a global crisis with climate change for which no vaccine can work and it will only get worse. WHY would anyone suggest cutting back on public transportation??? VERY BAD IDEA. |
| I use Grosvenor Strathmore constantly. Would be very difficult to travel with the station closed |
| Grosvenor-Strathmore is walking distance to my home. i am unlikely to use metro if i have to figure out how to get to another station |
| Too much space between open stations, especially on OR and SL lines. EFC was just renovated. In the same way that if you build it they will come, if you close it, they will drive. Closing stations will cause a downwards spiral for metro finances. |
| Metro should be heavily subsidized by the federal government because most of its riders are federal employees or federal contractors |
| As a student at UMD the College Park Metro station is extremely convenient and necessary for students to be able to travel in and out of DC. Without it many students at UMD may lose out on opportunities for internships and jobs. Closing the College Park Metro station would heavily impact staff as well, as many of the UMD professors and lecturers commute to campus using the metro. |
| I can see the Cleveland Park Station from my residence. I am against closing stations. |
| Please remove peak hours fares if there are not additional trains during peak hours. |
| I rely on the Grosvenor Strathmore station |
| Are you kidding. This would be awful. |
| I use Virginia Square and Clarendon stops every day!! |
| Please do not close Grosvenor Strathmore |
| This would severely impact my commute to work. It is not reasonable to walk in the snow, ice, rain to the next metro station |
| These are disproportionately in black and brown communities |
| Do not close East Falls Church station - no other stations are walkable to these neighborhoods. |
| Grosvenor has parking. Why on earth would you consider closing Grosvenor vs White Flint, which is in walking distance and has limited parking options. We bought our home because it was walking distance from Grosvenor. If you are making these decisions due to a pandemic, this is so shortsighted. Grosvenor should not be on this list. This is ridiculous. |

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| Proposal to close 22 Metrorail stations |
| I bought my house near Van Dorn specifically so I could be within walking distance of a metro station. |
| Closing the Clarendon one is a problem. Courthouse and Virginia Square stations are pretty far from it. |
| I rely on East Falls Church metro station as a key part of my commute |
| No to closing Grosvenor Strathmore, it has sufficient affluency |
| Use East Falls Church |
| Closing Grosvenor, Archives and Smithsonian would be deeply problematic for thousands of riders |
| This would reduce access to public transit for the most disadvantaged people who need it the most. This is a horrible idea. |
| I work on the mount Vernon square station |
| Closing Clarendon and VA Square will harm not only residential commuters, but also businesses that serve them. Closing East Falls Church would mean the end of a convenient station for the many people who enter and exit the Metro system from there. Have you considered perhaps bypassing those stations during non-rush-hour periods? |
| That is just bonkers |
| If COVID is under control by next January, riders will depend upon metro to return to their jobs. Closing downtown stations near their jobs will make metro less reliable. For me, it means I will have a 20 minute walk to my office. Also, it seems stupid to pay for a Silver Line extension if those stops will never be used. |
| East falls church connection point critical. |
| Close them forever? No way what about those people? Maybe limit their hours instead. |
| I currently walk to the Grosvenor metro and chose my home based on the Grosvenor stop. This is a very important spot as it also includes parking. This would be a major disruption to me and so many other riders who depend on metro daily |
| I live by Cleveland Park metro. This makes your system entirely useless to me. |
| I use the college park metro stop |
| WTF |
| I need East Falls Church open. It's walkable for me and gives access to the Orange and Silver lines. |
| These closures would be awful. |
| Grosvenor strathmore is a much needed station and provides convenient parking when driving there. |
| Why close down adjacent metro stations? For example Clarendon and VA Square stations are consecutive stops. If you have to close down stations you should close Courthouse and VA Square leaving open the Clarendon station which located between Courthouse and VA Square |
| Need at least one other stop past Ballston towards DC. |
| Clarendon is vital to many businesses |
| This would devastate our neighborhood (Clarendon) and many others. |
| Absolutely not. This impacts both ends of my daily commute. |
| Closure of Clarendon would mean that we could no longer walk to a station. |
| I live near Clarendon station and have no other transit to my workplace. Closing the station will severely impact my daily commute by public transit. |
| Its better to keep the access to stations with a reduced run schedule. We dont know what 2022 will look like, but when COVID begins to wane, it wouldnt be a good idea to cut stations. |
| How long would these stations remain closed? I could see this having very widespread effects, like on the real estate market for example. |
| Will there be bus service? Is this cutting off people that rely on these trains outside of downtown? |
| This is a ridiculous proposal. Jurisdictions and tax dollars have been invested in making Metro convenient. |
| I would not close Clarendon too many grocery stores in that neighborhood |
| Do not close my station - East Falls Church |
| I need to get off at McLean station for work |
| Bad idea for tourism, esp. closing Arlington Cemetery and Smithsonian |
| Just add an express train, NYC style |
| I feel that this proposal will end up costing the system more over the long run because it may overcrowd existing stations and eventually result in expensive reopening projects being dedicated to the abandoned stations |

Proposal to close 22 Metrorail stations

Please do not close Strathmore! When the concerts start up again, it will be needed.

Our station at East Falls Church is a key commuting hub for our neighborhood. It would put many cars on the streets of DC if service were ended there.

I specifically chose where I live to be close to the grosvenor metro stop. Other metro stops are not a reasonably walkable distance or even have safe sidewalks to walk

Clarendon metro is the best metro stop for my office. If there are shuttles from open stations to where the closed stations are then this could be okay.

I use 3 of these stops for everyday life activities currently.

I require Grosvenor-Strathmore station for my work commute

There is no train in Loudoun County; Reston being the closes would cause an inconvenience

It would be insane to consider closing Clarendon and East Falls Church.

EFC has been my station since 1989. Ballston is accessible during the week via ART 52 bus, but that doesn't run on weekends.

Keep open either Clarendon or VA Square to spread out the station closures.

This would significantly impact the ability for my wife and I to travel for both leisure and work. We live right next to East Falls Church and taking this away would affect our ability to travel into DC and MD.

This would be devastating. I use metro daily to get to and from work. My station is listed above

In general, I think it is a bad idea to close stations and would seek other alternatives, such as alternating stops, etc.

Grosvenor must stay opening. Residential buildings are there because of the proximity to the station. With the development at Pike and Rose, White Flint will become more crowded and the garage cannot handle the need of the White Flint and Grosvenor Stations.

YOU REALIZE PEOPLE LIVE AND WORK AT THESE PLACES, HOW DARE YOU

I use Greensboro

I live in Arlington. Virginia Square could be closed. Perhaps Arlington Cemetery too though tourists use that. Clarendon and East Falls Church are pretty important stations.

I always use the clarendon and va square. Closing one of them might be okay but ballston is too far to close both

I work in Virginia Square and although the walk from Ballston is not too long, traffic patterns and construction projects in the area make it difficult sometimes for me to walk from Ballston to Virginia Square in a timely fashion.

I am relying on Grosvenor-Strathmore parking and train.

I live in Cleveland Park and work downtown. This would be extremely inconvenient and only encourage me to drive to work.

I use all of these stations - I ride in on Clarendon daily. Those stations are all necessary!

Clarendon doesn't belong on this list. Closing the station would be devastating to local businesses, and there's nothing walkable from that station that would make a decent alternative.

Numerous stations on this list are used for regular weekday travel. Prior to pandemic they were used heavily. Maybe reduce use on some of these so they are closed on the weekend.

I think the stations along the Orange Line on this list (Clarendon, East Falls Church and Virginia Square) are in areas with significant growth, both in terms of single family homes and apartment buildings. Closing stations would be hugely detrimental to both residents, old and new, and businesses along the Orange line corridor.

east falls church may have low ridership, but the population is high, there is growth, and property values would drop.

I use VA Square!

Keep East Falls Church and other orange line stations in Arlington open! People in Arlington use these stations and closing them will just increase traffic on the beltway!

I live within walking distance of Grosvenor-Strathmore metro station. Considering I would have to drive to another metro station, I would just not take the metro at all.

Given that many of us are expecting to be back at a normal work schedule by next January, this proposal falls well short of what I would need/expect.

Horrible i commute by metro everyday

Several of these stations offer parking, where the nearby stations do not. Parking garages are essential for our family usage of the station. Several of these stations are very important for tourists (Smithsonian, Archives, Arlington Cemetery, Cleveland Park, etc.) which may not be visiting during the pandemic but will return. Others are key for Federal workers, who are again teleworking for now.

I'm not using the metro right now because of the pandemic and the situation. Once I'll be vaccinated, I intend to reuse the metro station. I only rely on the metrorail since I do not have a car.

Proposal to close 22 Metrorail stations

i hope you dont have to do this.

Would undermine the entire regional strategy of smart growth and density, given all the residential multifamily development around Grovesnor and other stations.

Falls Church stations are the heart of our communities. If either of them close, that will have a very negative affect. We have apartments and townhomes built near them specifically so a metro station is close. Reduce the number of trains tonget through the pandemic, but PLEASE dont shut them down.

This closes my nearest station

Arlington cemetery stop is a tourist stop. Eliminating it would cause issues once tourism picks up

What a great idea! Earn more riders (ergo more revenue) by cutting service and motivating them to seek alternative means of transportation that aren't Metro! Business Management 101 = Make your product so awful and inconvenient nobody wants to use it.

I am completely reliant on the east falls church metro. Without it, get to work work cost hundreds of dollars a month either in parking fees, uber fees, or increased living expenses. Theres no way around it.

East Falls church is a key station for those in Arlington and falls church as well as those just coming in off of 66. There is a large community of individuals that rely on this station outside of the current covid pandemic. west falls church is often too packed and ballston is cumbersome with the garage parking. EFC is also a key economic driver for our neighborhoods here.

Ridership is down now, but will bounce back after COVID.

I exclusively use East Falls Church Station. To get to West Falls Church would make my commute 45-60 minutes longer, especially if trains and buses come less frequently

We need more stations, not less. If you do this will you increase bus accessibility?

This is absolutely absurd that you would suggest to close Grosvenor -Strathmore. homes were built around the metro specifically for metro use. The value of our homes would plummet. If you look during non-pandemic times, the grosvenor strathmore parking lot is filled especially on weekends. Shame on you for even thinking this is an option

I much prefer decreased frequency of trains over closing stations.

This is a wholly unacceptable solution to budget shortfalls and an abdication of civic responsibilities to the greater DMV. Thinking like this is why Metro is and has been failing for DECADES it has nothing to do with Covid-19 budget shortfalls

These stations already exist and have been paid for. Why mothball them? What are you going to do with them?

Grosvenor vital for surrounding community especially since med center has no parking and given restored turnaround proposal.

Keep Cleveland Park open!

Keep East Falls open. This is a last transit point for silver/orange lines. You can consider closing other short distanced stations between rosslyn and ballston

I rely on Grosvenor metro stop

This is just an unacceptable solution. There has to be workarounds than closing stations, stations that people have moved closer to and rely on. Ridership will increase again.

I can only walk to east falls church metro

Closing any station would be unfair for even a small percentage of riders. Ask Congress for more money.

This plan is insane. I live near Clarendon and chose where I live based on proximity to metro. It would be horrible if that station and several key stations in downtown DC were closed. Not the kind of metro experience you'd expect from the nation's capital.

Not sure why Clarendon is being shutdown when its somewhat of a hub and a busy area too. It would perhaps be better to shutdown Courthouse instead.. it always seems dead, at any time of night or day. The others seem ok in your proposal

I would have to walk over a mile to reach my closest station. This would add 20 minutes to my commute everyday

There's no other option for those that live in East Falls Church not to mention the home price values will drop precipitously.

Virginia Square needs to stay open. Clarendon as well. These serve surrounding neighborhoods and tons of people walk to these stations from their home.

I use some of those stations

This would be devastating change the hours at these stops but DO NOT close them

I live near the Cleveland Park Metro station and strongly object to its planned closure. I use this station every work day M-F (during the pandemic).

This would inconvenience me and my family. We rely on Metro

If wriggle or Reston is open (one or the other) this could work for me but need one or the other in order to get to work.

Federal Triangle is closest metro station to my office. This would result in increased commuting time, particularly given congestion at Metro Center.

Proposal to close 22 Metrorail stations

I really worry about accessibility for those with disabilities or elderly who may have a hard time getting to their next-closest station.

This is by far the least attractive option for me. I chose my apartment and even sold my car based on the fact that I now live within walking distance to the East Falls Church station.

Closing this station would also make very little sense after the investment WMATA made in upgrading the station just this last year.

Closing both Clarendon and Virginia Square would leave a huge distance between metro stops. Perhaps one or the other could be an option, but absolutely not both.

Virginia Square and Clarendon are near high density residential buildings. Makes no sense to close those stations!!! Also Virginia Square is near an expanding campus and law school. Should keep that one open as well. And please dont close smithonian!!! how would we get to the museums????

I live at Avalon Grosvenor-Strahmore and chose this location specifically because of the metro as im sure many at the surrounding apartments have done. To make us go to another station would be difficult. Buses can get stuck in traffic along Rockville Pike and to have to walk to either Medical Center or White Flint is a little more precarious considering Rockville is a major highway.

It seems like this list is based on ridership during covid. Some of these stations have very high ridership - particularly when the Federal government reopens (for example, Federal Triangle). Closing these stations would result in heavy traffic and many delays.

Closing Clarendon is a horrible idea. The restaurants, office and communities in that area need that line open.

Greensboro should stay open as it is the heart of many riders in Tysons corner, also many businesses are in this area

My family only has one car. We specifically bought near the East Falls Church station so my husband could walk/metro to work in DC. Many people use the EFC station for commuting purposes as it has a parking lot and kiss & ride in addition to being near 66 and bike trails. It's a very important station for people's day to day lives to get to their jobs. Please do not close this station as it would have a tremendous negative affect on those of us whose families rely on this station.

Smithsonian and federal triangle are right next to each other.

Absolutely not. Those are all stations I frequent often, one that I even moved to be close to. This would be catastrophic in terms of lessening people's reliance on cars. Why would we close metro stations?

The orange line is so crowded and will likely return to that one vaccinations are rolled out, please dont close orange line stations. The crowding will only get worse!

NO, NO, NO. There is NO way this would work long-run in the busy Rosslyn - EFC corridor on the Orange/Silver lines, esp. when people start returning to work. Given vaccination efforts and likely reopening of schools in the fall, people will be returning to their offices and will need these Metro stations. Closing Clarendon, VA Square, AND EFC?!?!? That would cause MASSIVE congestion/overcrowding at Courthouse and Ballston (and likely WFC), not to mention parking problems from huge numbers of people driving from EFC to WFC, Ballston, or Courthouse. Combine the removal of all those stations WITH the 30-minute gap between trains and there will be a complete CLUSTER-F@#\$. Nope. No Way. This will NOT work.

I rely on East Falls church when I go into the city.

This plan would drastically reduce an already dwindling ridership level. Less service = less riders. Sort out your financial problems internally before taking measures that would cost metro rider ship and by extension revenue. This would make it so I am unable to commute to work via metro and as such I would probably not take the metro again

I rely on Judiciary Square for my work stop. This would make Gallery Place insanely busy.

Clarendon? Where the drunken millennials go? Keep it open and them off the streets

I anticipate using several of these stations frequently.

I use the East Falls Church station to commute. This would not be possible under this proposal.

this could be ok as long as bus service could make up for it

Archives and Judiciary Square are integral to my commute. They cannot be shut down.

We rely on the east falls church station

Some of those stations are easier to close than others. For example, East Falls Church is a transfer station and is not really near Ballston or West Falls Church. It should remain open. But Virginia Square is walkable to Ballston or Clarendon - closing it would be OK.

Must keep Grosvenor open, especially with new parking lot!

These closures would highly impact me to go to work as well as to live in the area

All stations are important. Closing stations will reduce my usage significantly

I use east falls metro to get to work. Getting rid of this station would be detrimental to me having reliable transportation

Proposal to close 22 Metrorail stations

I simply cannot believe Metro would consider closing the East Falls Church station. It is the only one within walking distance of where I live; it connects the Orange and Silver lines; and Metro just spent millions upgrading the station and installing a fancy bicycle kiosk. I cannot oppose this idea vehemently enough. I would have a little less opposition to closing Virginia Square, since it is relatively close to Ballston.

I am excited about the new Innovation Station and would like to finally not have to drive to a station to get to DC!

You just spent untold dollars to repair and increase the Grosvenor parking garage, additional residences within walking distance of the station are being planned, the White Flint garage is small and fills up early and you want to close Grosvenor and spend untold millions on a new Metro building? Tarring and feathering is the least you deserve!

Saying one station is near another (i.e. Cleveland Park) is ridiculous. Its quite a haul, especially at night. Closing a station saves you what one station manager position? Come on, this is such a useless proposal and directly impacts my usage of metro at all

please do not close clarendon. it supports a vibrant local community with many local businesses and residential communities. it supports more density which is good for the enviu, among other benefits.

Absolutely need East Falls Church service

You will kill small businesses who rely on Metro accessibility for their clientele, I use the Clarendon and Virginia Square Stations for many errands.

This would cause great hardship.

Grosvenor-Strathmore has better parking not to mention closer to my home than any other station in the vicinity.

I take the ride on 6 bus to grosvenor and have no other station convenient enough.

Closing Clarendon in particular would pose a massive hardship on my ability to travel.

Not convenient

I use many of these stations often, and nearby stations are not really nearby. This would be especially problematic for people with disabilities.

The closure of stations are unacceptable. I personally work at the Greensboro station and would need the station open. The other stations are not close enough to be feasible given the bad walkable infrastructure between Tysons and Greensboro, and between Greensboro and Spring Hill. Also if the trains are already running, what do you save by closing them?

The East Falls Church line is critical to my commuting

Live in condo walk to Grosvenor metro. Use frequently to go to sporting events, dining, site seeing.

Archives and smithsonian stations specifically are the ideal route to get to events on the national mall, and visit museums. I do not see how this will not inconvenience many riders.

East falls church is a critical stop for us!

Currently my closest station to home is Van Ness-UDC, but I occasionally get off at Cleveland Park to meet people at a restaurant after work. Closure of Cleveland Park metro would impact my ability to patronize businesses there.

I rely 100% on East Falls Church and Federal Triangle. This will make my commute untenable. I walk to the metro so I can just switch to other locations

It is very important to me to keep Grosvenor-Strathmore. It is my home station and the station I use all the time. Ive never used White Flint. It would be quite a blow to lose the station.

This would be a death nell for the metro. Why not just shut it down completely? I would oppose any further funding and will write my legislators if this is implimented.

I live near cleveland park and while I can go to van ness they are many many apartment buildings in my area that rely on that metro station as well as local businesses

Grosvenor is the closest station to my residence offering parking. Without this station operating I would be forced to consider other forms of transportation.

I reside in my current location BECAUSE of access to the East Falls Church Metro. Closing this station would be incredibly inconvenient for me. PLEASE do not close this station!

Cutting off service to Arlington Cemetery is barbaric. â€Closing' stations that haven't even opened yet due to low ridership is insane. We are waiting for those stations to open.

You cant close half the stations in the system. That makes the metro station absolutely useless.

Open stations, don't close them.

Dont close Grosvenor-Strathmore

Clarendon-Virginia Square-East Falls Church is a lot of stations in a row. Courthouse and Ballston are hard to find from the road.

Wow, are existing stations going to be so much more crowded!

Grovesnor-Strathmore is particularly important to me.

You're saying F the suburbs here. Doesn't seem fair to those without cars who rely on metro. For instance, I can walk to van dorn or take dash to Eisenhower. Without both stations, I am unable to get into DC via public transit. This will cut off a lot of people in Alexandria from dc.

Proposal to close 22 Metrorail stations

I believe there is not another station close enough to Arlington Cemetery that would be feasible walking distance for tourists, thus would increase car traffic.

Whats the point of running the system if youre closing so many stations?!

do not get rid of Grosvenor-Strathmore

Keep Grosvenor-Strathmore Station open

If East Falls Church closes, I would stop riding Metro altogether and simply take an uber. Also, while it does not affect me, closing the Reston Town Center station before it even opens, seems like an absurd strategy and evidentiary of why Metro cant ever seem to get into the black.

I am paraplegic and getting to a farther station is difficult.

This will motivate people to find alternate forms of transportation, not alternate metro stops. Especially bad idea on the Rosslyn/Ballston Orange line corridor.

I use Grosvenor Strathmore Station.

Clarendon + Virginia Square closures would be a big issue - due to the distance created between Ballston & Rosslyn and the social location of Clarendon

I commute on the silver line to McLean so closing that station would disrupt my ability to go to work

huh? what is near? if youre lugging a laptop and walking to/from your commute, Grosvenor-Strathmore is not all that near White Flint

Grosvenor-Strathmore is a key metro station for many riders

I need Clarendon station to remain open. It is too far to walk from other stations for me.

Closing the Clarendon station would be detrimental to my weekly commute

No, it's very crucial to keep Clarendon Station. It's the business and social attraction place for all of us living in Arlington. Please keep Clarendon Station.

Define near other stations. I commute to College Park and it is not near any other station on the Green Line in Prince Georges County.

McLean metro is over a 30 minute walk from the closest station (Tysons Corner) and dangerous. Closing that station during peak hours on weekdays would definitely force me to seek a non-wants solution. Even if service were to be limited to stopping a few times during peak hours - I could plan my workday around ensuring that I can catch a train.

Closing Virginia Square and Clarendon Stations would be detrimental to the area.

Do not close stations!!!

Closing down stations is insanity. Will give riders ever more incentive to drive the whole way. Enable riders walking to stops from their homes.

NO! Please DO NOT CLOSE EAST FALLS CHURCH! Its not walking distance to any other stations!! We need it! Also, please keep the planned stop for Reston Town Center!

TERRIBLE and elitist.

I use the Smithsonian station every day

Some of these stations need to stay open to ease the uptick in tourist traffic. Others are too close together, if you close both Clarendon and Virginia square it doesnt make sense. Cleveland park is much closer to the zoo and is a much easier walk (advertise that and youll get more traffic there)

I use the clarendon metro and walking to the ballston or court house metros would drastically increase my travel time. I think closing either clarendon OR VA square would work, though.

East Falls Church station is the last transit point between orange and silver lines. Would have to travel much further to get to work/home or have to start using a car to commute.

I use the archives stop to go to restaurants and museums and would prefer not to have to walk further from lenfant or Chinatown. Smithsonian closing will be a big hit for tourism when it returns.

This will for sure make me use METRO less.

Youre actually proposing closing stations that havent even opened yet? Just run trains reliably and more people will use metro. Its not rocket science.

Metro has always been a safe, affordable and environmentally sustainable option for residents who cant or choose not to drive. this would severely affect our quality of life and increase cost of transportation

I use many of these stations and closing them would make traveling difficult

Virginia Square is major stop for GMU and offices (FDIC)

I live in Cleveland Park and take the metro often for work, leisure, etc. as I do not have a car. Station .75-1 mile does not count as close enough for Cleveland Park residents without a car. Our neighborhood depends on the metro for transportation. Limiting service to provide trains less frequently is a much better option than eliminating stations that DC residents rely on in their daily life.

Proposal to close 22 Metrorail stations

Closing both Virginia Square and Clarendon is a bad idea, in direct opposition to Arlington County development of additional apartment housing (apartments and condos) in exactly that location. These buildings have parking at .75 spaces per unit - less than one car per unit; clearly the county's assumption is that residents will use public transportation. Closing these stations would have a bad effect on Arlington's urban core and car-free initiatives. Personally, it would greatly reduce my likelihood of using Metro as Court House and Ballston are too far to walk, especially after dark. At least one of them should remain open.

The Clarendon Metro stop is very important for bike and other non-auto commuters at my workplace. It enables those of us without cars at work to efficiently travel to the Pentagon for meetings. Closing it would make it much more difficult to meet with military personnel at the Pentagon due to the increase in travel time and lengthen the commute for many of our younger employees who live in DC or along the other Metro lines west towards Vienna and Reston.

East Falls Church was just reburbished and serves as a bus hub. It does not make sense to close that station. I do not support closing any station.

Unacceptable. Antithetical to a public transit system.

This is the worst option compared to all. You cannot shut down metro stations, it hurts our home values and neighborhood access.

The Grosvenor metro station is the only station within walking distance to me and has been the only reliable means to get to and from work in a timely manner. All bus routes force me to change buses in Bethesda and is EXTREMELY inconvenient

I absolutely need Grosvenor-Strathmore to stay open.

I, as well as many tourists, use the Smithsonian stop. I always see many riders using this stop. I am surprised that it is considered a low use stop.

Stations within walking distance to others might work. However, closing East Falls Church in particular would be terrible for me!

ridiculous

I use the Virginia Square Station and it would be too far for me to walk to another

The silver line has a growing population of individuals who commute to Arlington and DC via the metro.

How can you propose turning trains around at Grosvenor and then close the station? No one can be that stupid. If youre going to close a station, close Medical Center, where you cant park.

Any station serving the National Mall should not be closed. And the gap between closing VA Square and Clarendon is too far.

The college park metro is the only accessible metro station in my area and it connects dozens of students without other means of transportation to Washington DC. Closing the College Park metro station would be a huge blow to the campus community and make it difficult for students to commute to internships or go to the city for entertainment.

I consistently use East Falls Church and live in the area of that station. There are a growing number of businesses that attract visitors from outside the neighborhood. Metro is a valued option; parking is very limited.

Need Mount Vernon

My work is at the Greensboro stop so this would be a major inconvenience

There are no other metro stops convenient to UMD- College Park. Without the College Park stop, many, many students, faculty, and staff would be left with a out a convenient way to get to campus. With plans to reopen campus for in-person operations by January, we will need this stop to be available to us. Otherwise, students, faculty, and staff will be unable to live outside of the immediate College Park area and still get to campus easily.

Grosvenor-Strathmore is one of the few stations with easy access to the Beltway, with parking -- I think its a mistake to close this station.

I use the Grosvenor Strathmore Station, as it is walking distance to my condo. If this station closed, I would have to take a bus to another station, which would add a great deal of time to my trip. Additionally, the College Park Metro Station is vital to the National Archives at College Park, where I work. This stop is important to both employees and researchers, as the National Archives at College Park is served by the C8 Bus route, which picks up at the College Park Metro. This bus does not run to other nearby metro stations. With the College Park Metro station closed, this would cause a great hardship for employees and visitors to the facility.

Go fuck yourselves on this. It will ruin communities and we use these stations daily.

It does not make sense to close these stations, especially certain ones near tourist destinations (like Smithsonian). If Metro is basing its numbers on pandemic times, this will not accurately support post-pandemic ridership needs, as people start using the system more frequently again. Seems very shortsighted.

I bought a house at Van Dorn during the pandemic with shuttle service to the metro. I have no idea if you eliminate my station how I will get to work.

I would have to take a bus to woodley park. At that point I would take bus all the way downtown.

Proposal to close 22 Metrorail stations

Do not close College Park. That is insane. It provides access to the areas largest university. Allows for the DC to UMD flow. Surrounding stops are not sufficient for College park, for students, commuters, sports fan.

Jesus Christ. This is not acceptable, you cannot think that this year was a normal year by any means. So, for me to get to my job on Pennsylvania Ave., I would either get off at Archives or federal triangle. Obviously there has been low ridership this year, but pre-pandemic, Federal Triangle was an essential stop for those people working in the gov't.

please do not close va square. i need it for school.

Decreasing train times and asking riders to go to few stops will overwhelm stops/trains. worried about overloaded trains.

I primarily use the College Park station. It would be especially hard for University of Maryland students to use a different Metro station. Once the University of Maryland returns to full in person classes, you can expect ridership at the College Park station to pick up. I expect this to occur around August 2021.

Shutting down Grosvenor seems ridiculous, given the parking lot there.

The CLARENDON station is CRITICAL to those of us in the surrounding neighborhoods, and also to the many many businesses in the Clarendon corridor

Strongly object to this proposal. Need all stations open during working hours

I would use the Virginia Square stop every day. This is not a good solution. Metro SHOULD NOT close any stops. Change the train times or make weekend adjustments, but after fighting for so many years to open these stops, closing them seems incredibly foolhardy and short sighted. Clarendon and Virginia Square are dense areas with new high rises. Things will get better, but closing stops only makes surges at others. And it decreases real estate value which no one appreciates.

Self serving, but some of those stations are key for me.

I rely on the East Falls Church Metro for work 5 days a week AND on the weekend. My household and I do not own a car. I chose to live within walking distance of the East Falls Church Metro so we could have convenient access to the metro. Closing the East Falls Church Metro would severely impact my day-to-day routine, going to work and leisure activities on the weekend. Please do not close the East Falls Church Metro Station!

Dont close Smithsonian station. We often use it for guests in town.Dont close Virginia Square. Too many people live close by and would make Ballston even more crowded.

Why are you closing Cleveland park?!

All stations needed. Pre-pandemic, I used most Redline stations, and many of the blue/orange yellow ones, multiple times per week.

East Falls Church is a busy commuter station that is ESSENTIAL.

As a UMD student, i would need access to the college park station

The College Park station is integral to the students of University of Maryland. Student presence at the university has dropped due to Covid-19, however the president of the university has already stated that classes should be expected to be in-person beginning Fall 2021. Thus, on-campus student population will increase, and ridership will increase at this station. Closing this station will make it much more difficult for students to acces job, internships, and other opportunities.

These stations are extremely important for riders to have access to the city for many reasons. This would negatively effect the economy of the DMV.

I live near and use East Falls Church station on a daily basis.

Metro should not close neighboring stations such as Clarendon and Virginia Square. The distance between the remaining stations, Courthouse and Ballston, would make it inconvenient to access anything in Clarendon, vs if just Virginia Square closed.

I take the metro at the East Falls Church stop because both the Orange and Silver line stop there, thus cutting dramatically my commute time. I think it is a very bad idea that will cause a lot of outrage.

I work at federal triangle. I travel with a stroller - and metro center is hard to get to with a stroller.

Closing stations is devastating to so many people. This would close both my entry and exit points for all my travel needs and would make it virtually impossible for me to sustain living in my current area. I am paying to for this service and the rug would be ripped out from under me and so many people I know. Closing stations would increase travel times astronomically, severely impact folks with or traveling with young children and those will special mental and physical needs. Traveling to another station is not possible for everyone and thats the reality. This leaves me stranded and greatly negatively impacts my mental health. Closing stations would also cause overcrowding at open stations as well as increased wait times because not everyone will be able to fit on the available trains especially during rush hour. Plus folks will pile in on top of each other which is not great considering the pandemic were coming out of. Please do not do this, it would be a massive slap in the face to all public transit riders who rely on these stations for service.

Access to the University of Maryland is a must for me, so closing College Park would be extremely detrimental to my households needs.

This is also a terrible idea, please do not do this. I will say, as a University of Maryland alum, closing the College Park station would be an especially devastating move; UMD attracts students from all throughout the state and country, and we should make it as easy as possible for them to see our beautiful region.

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|---|
| Proposal to close 22 Metrorail stations |
| If Federal Triangle and Mt Vernon Square are both being closed, would be nice to have access to the National Mall via the Smithsonian stop. |
| This would close both stations closest to my work - archives and judiciary square |
| I live between VA Square and Clarendon, so I need at least one of these to remain open. |
| . Closing some will have a negative impact on property values as people purchased homes based on their proximity to Metro. Silver line stations should remain open for at least 2 years from when the Silver Line is complete to get accurate count of ridershipFinally closing these stations would put more cars on the road and increase traffic and pollution. |
| I rely on Grosvenor-Strathmore station! It is near a huge number of condos and townhomes. |
| I use the Grosvenor station to go to work Monday through Friday. Once Covid restrictions are lifted I will be going back to work in DC and I will need the Grosvenor metro station to get to work. |
| I live by the McLean Station. I will not have a reasonable way to work. |
| Mt Vernon Square is the station closest to my work |
| This is a lot of stations. I think closing some of these stations would effectively cut off certain communities (like Mt. Vernon Square) from Metro access. And some, (like Smithsonian) would have negative effects on tourist use of Metrorail once that comes back in (hopefully) 2022, because there would not be a direct stop for National Mall/Smithsonian access. Additionally, what would the empty space be used for? |
| This one would be catastrophic |
| Horrible idea |
| I plan to use several of those stations |
| My station is Grosvenor. Walking to a different station means that I would likely skip metro and drive instead. |
| Youre talking about closing MY metro station. Please dont. |
| Closing conveniently located stations will make me use metro even less. I will come back to metro after I feel safe. |
| Cleveland Park is a vital access point for one of the only commercial districts for miles. Completely vital for a metro. |
| my office is literally right at the Greensboro station, which is exactly why i take metro instead of driving. shutting that station would dramatically and significantly impact my ability to take the metro to work |
| Trains must stop at Grosvenor-Strathmore! |
| This is truly the worst. Why have public transportation then? |
| MORGAN METRO IS 3 MILES FROM ANY STATION AND COST 14.00 TO GET TO BY CAB!! THIS NEIGHBORHOOD HAS YOUNG PEOPLE WHI DEPEND ON THE METRO! |
| grosvenor strathmore is a crucial stop, especially since you are building the new residences and retail shops there |
| There are a ton of working professionals in the Clarendon area, it's also where there are a lot of restaurants and grocery stores - I think it would be really inconvenient for a lot of folks if Clarendon is closed. Courthouse metro is quite a walk away. |
| Not convenient for commuting |
| Metro needs more stations, not less. Metro is terrible because the stations are not proximate to more desirable locations. |
| Closing the College Park Station would force more traffic on 495, Route 1 as well as thru neighborhoods around the open stations |
| Archives and Federal Triangle are my two options, this would be insane. You cannot make 2022 decisions based on pandemic ridership! |
| East Falls Church is ESSENTIAL! The parking lot is full, people can walk there. We NEED this station and use it regularly!!Arlington Cemetary and Federal Triangle are CRUCIAL! |
| Again, not ideal, but wouldnt impact my commute. |
| This is the worst of the proposals. Keep all stations open and reduce service intervals across low ridership lines instead. |
| Closing both clarendon and va square severely impacts the thousands of residents who live here. It would be unacceptable to close two neighborhood stops like that. |
| This is unacceptable and would not work for me personally and I know others would be impacted too. I choose to live in Clarendon to have access to Metro to get to and from the Pentagon. Telework will become less and less as the vaccine is made more available. Please do not close stations. I would rather you run less trains than close stations. |
| Too many stain closures! You are going to close Smithsonian with all of the tourists! This is a very bad idea. WE live near Grosvenor! How are people supposed to get to the Grosvenor Mansion for performances. |
| I use several of those stations for getting to work. |

Proposal to close 22 Metrorail stations

This is absolutely insane. People will be fully vaccinated by the summer and you will be killing the local restaurant industry as well as severely hurting property values. I pay high property taxes so that I can live in or rent my East Falls Church home as metro walkable. You cant take taxpayer dollars and cut entire stations from your service.

I MUST HAVE EAST FALLS CHURCH METRO STATION!!!!!!!!!!!!!! I would love you to keep Federal Triangle but I can cope with getting off at Smithsonian or Metro center. BUT I MUST HAVE EAST FALLS station

this is a very bad idea - station platforms will be so crowded and also inconvenient

This would impact two stations I use to commute to work - Clarendon and Eisenhower Ave

The proposed stations include the stations I use the most.

McLean & East Falls Church are among the most important lines to me. East falls Church is the closest line to DC that also has a generous parking spot.

Closing stations may have further repercussions for people who have to commute to and/or from one of the listed stations. This could include having to move closer to a different station, ordering a Lyft or Uber at their destination because it is too far to walk, causing people to be late to work, overcrowding of stations.

Close entire stations? No, this seems crazy. Entire neighborhoods exist because of their proximity to Metrorail.

The stations listed here are of critical importance to my commutes both professionally and in my personal life, as I am aware they are for many people.

I have used Vandorn St

I use grosvenor station

My parents live at East Falls Church station and it would be difficult to get to the Orange line without the use of East Falls Church station (since I often go there first).

Some of these metro stations listed are very central to the city, doesnt make sense to close them down.

Grosvenor-Strathmore is indispensable to my wife and me.

I need to stop at Federal Triangle which is where my job is.

For metro to be convenient there needs to be stations convenient to where people live

I love at the metro stop and always use it.

This is the worst of the options presented.

Greensboro is a key station for workers in the Tysons area. While there are other stations that are physically close to this station, Tysons Corner is not very pedestrian friendly so this would significantly increase commute times for the people that rely on public transit. There is a large business base served by the Greensboro Station

Many Federal employees and People who work for businesses that support the federal government live on the Silver Line, especially in Clarendon, Falls Church, and Reston. They do not own a personal vehicle, and the metro subway system is their only way to get to work every day. When the pandemic is over Or even before it ends, those workers will eventually go to their work places Physically. We need those subway stations to stay open for our commute to work.

East Falls Church is the first station outside the more urban part of Northern Arlington and it is also the last station before the split to Dulles - as such, it is a strategic location. VA Square makes far more sense.

E. Falls Church station is the station my family uses.

I anticipate that with vaccines the situation will change drastically from 2020. This is not the time to cut public transportation.

I would have to buy a car.

This would adversely affect my commuting and would encourage me to use alternate means of transportation. I would most likely no longer use metro at all. This would hurt me financially and be unfair to many of us who rely on the existence of these metro stations.

I use multiple of these stations in my commute, this would effectively ruin my ability to get to work.

East Falls Church and McLean are what I routinely use. The next closest stop to McLean is not walkable at all, and would make my commute much more difficult.

Many of these are important to my job and daily duties, such as Archives, Clarendon, Smithsonian & Mt Vernon Sq

My family lives in East Falls Church and I used the the metro before the pandemic happened. Once things go normal, I will continue to use it. In addition, with the vaccine approaching, normal maybe closer than we think

Grovesnor is one of the most crowded station. Please don't close it.

The Federal Triangle station serves many federal agencies. How do you expect all those people to get to work? Grosvenor also has way more ridership than White Flint.

Terrible idea -- These are crowded stations in normal, non-Covid years and well-used.

Silver stations should stay open.

| |
|---|
| Proposal to close 22 Metrorail stations |
| Live near VA SQ metro stop and use frequently |
| These are essential stops that are conveniently located to major workplaces or that do not have other stops nearby |
| You cannot close east falls church metro. For other stations in more urban areas, you can easily walk to other stations, but not with east falls church metro. |
| People's property values are going to drop astronomically with these closures |
| Innovation Center is walking distance from my house and I moved to the area with the hopes of being walking distance for my commute to DC. I am also worried about the closure impacting my housing price. This location also has many businesses in the area that look forward to having Metro rider-ship. |
| I live within walking distance of EFC. While my complex has a shuttle, this would be a problem. |
| The Cleveland Park Station is one of the ones I use most often. I also use Grosvenor to attend events at Strathmore. These are important stations that need to keep operating. |
| We need to induce demand by making train routes more frequent and reliable! |
| This plan would absolutely NOT work for me, as East Falls Church is my neighborhood station. Before the pandemic I commuted from the East Falls Church station at least three or four days every workweek. |
| Not Clarendon. Not federal triangle. |
| Keep McLean and Clarendon open |
| I live near the Grosvenor metro and use it often so that would be a big problem for me. |
| I use many of these stations outside of the workweek. |
| It would be devastating to close East Falls Church, Clarendon, AND Virginia Square. I could see Clarendon OR Virginia Square since they're so close. But, closing East Falls Church would be bad under ANY circumstance given the number of commuter who are dropped off there from all of North Arlington. |
| Closing stations counter intuitive given the changing and improving pandemic situation |
| This would cripple my work needs |
| This is a major problem as if my station is closed the others are not in walking distance |
| All ny many out if town visitors use Smithsonian to see DC |
| Virginia Square and Clarendon are adjacent stations. closing one if you must but both is not sensible. Also, putting stations not yet open on the closure list makes me wonder about your management abilities. |
| I use the archives station as it is safer than the location of the Chinatown station |
| I live near Grosvenor-Strathmore |
| I rely on walking to the East Falls Church metro to get to and from work everyday. The next closest stations are two miles away and not reasonably walkable. |
| Cleveland Park station is vital, especially for seniors and workers |
| I depend on Clarendon for weekday travel into DC |
| Would prefer that the stations around the National all stayed open. Maybe an adjustment to scheduling. But this leaves a lot of Federal employees around that area to rely on LEnfant station which is generally busy. |
| What station is close to Arlington Cemetery? |
| No this will make metro wait times at stations like Roslyn terrible |
| Why would Metro spend so much money expanding the number of stations only to close so many of them? This is, plainly, not workable. |
| No - I would have to move |
| My daily commute takes me to McLean using the rails. If this stop is removed, an incredibly large reason for my usage of the metro is removed. |
| Closing two stations that are next to each other (such as Clarendon and Virginia Square) seems like it would leave large gaps in coverage. |
| strathmore closing would not be good for me |
| Please keep McLean station open. |
| Parking is scarce and often unaffordable in the Clarendon area. Removing the metro there would be a huge blow to most budgets. |
| Prior to COVID I exclusively commuted using the East Falls Church Metro line. I cannot do remote work for my job. Closing the East Falls Church metro line will drastically impact my ability to live and work in this area. |
| So you're looking at closing three stations that haven't even opened yet? PATHETIC! Maybe close some of them on weekends. Or, if some of them are more popular on weekends, keep them open on weekends and closed mid-week. |

Proposal to close 22 Metrorail stations

Close Courthouse and VA SqLeave Clarendon open It's easy to walk from Rosslyn to Clarendon

Clarendon metro is essential so thousands of commuters. It is the heart of one of the most important and dynamic and diverse areas in Arlington County. Closing the metro would hurt businesses and workers who rely on this critical metro stop. Virginia Square should close if it comes down to closing one of the two stops.

This proposal closes BOTH of the stations within walking distance to my house - Clarendon and Virginia Square. If one of them must be closed, I would suggest a Virginia Square, as it is in such close proximity to the Ballston station.

This would likely work. I dont appreciate the silver line closures but from experience I do know the arlington stations are close enough and walkable enough that this would be an inconvenience and not a show stopper

I'd be ok closing Innovation Center until ridership increases but Loudoun Gateway and Reston Town Center are critical stops.

Cleveland Park is my station. It would be very inconvenient for it to close, and would be a major blow to the community.

East Falls Church is my closest metro station, I would need that one to stay open

I use mt Vernon station a lot

Closing Clarendon and VA Square makes sense as it is an easy walk to Ballston for former VA Square users and Courthouse for former Clarendon users. There is no walkable alternative for East Falls Church users. Additionally if East Falls Church was closed there would be no silver line stop in Falls Church.

My two closest stations are Virginia Square and Clarendon. I would no longer ride the metro if you closed both of these stations as it would become inconvenient for me to go to Ballston or Courthouse as I cannot park or walk to either of them.

This is a terrible idea

Understand need

This is absurd. If you want to boost ridership maybe not close down stations. If I have to drive to begin with, it wont be to a metro station, Ill drive to my office.

I need the east falls church metro station. I live on the walk path that has easy access to the metro,as do so many others that I know.

We live in the high Density area around East Falls Church metro. Closing this would be devastating, not to mention inconvenient for the many of us who rely on this service.

I usually use Archives 5 days a week

Closing metro from Ballston to Courthouse is awful! That's a LONG stretch. Please keep these stations open!

Grosvenor-Strathmore makes my commute walkable. If the station closes, Ill be adding around 30 minutes to my commute every day.

As a government employee, I plan to resume riding and will use Federal Triangle stop every day.

Cutting union wages and or time and corporate compensation would not affect customers

Why would you close stations you havent even opened yet?

College Park is an important station especially for UMD students

This would drive down potential growth areas and severely curtail infusion of resources into areas that could use it for upward mobility.

Closure of major stations in VA (Clarendon, BA Square and E Falls Church) would eliminate commute options for me entirely as ART connects to these stations. Also it would vastly increase car traffic and parking problems in Arlington.

No! Do not close stops along the orange line. Especially not in Clarendon and Virginia Square. Once the pandemic is over ridership will increase and you will be doing a grave disservice to those in the Ballson-Rosslyn corridor!

I moved to Eisenhower ave because of proximity to the metro station. I use this station several times a month for my commute. I live car free and this would impact my ability to get around easily.

Virginia Square may be adequately served by Ballston. But Clarendon is not adequately served by Courthouse, at all, and it would be a nightmare for Clarendon businesses and many commuting to DC.

I would not have been able to work without Grosvenor-Strathmore red line

I need access to Grosvenor metro.

I have children go to school at the location.

Absolutely would not work, particularly Cleveland Park closure.

Metro needs to be more accessible -- not less.

Hurts local communities and tourism

Proposal to close 22 Metrorail stations

This is the worst. These stations are a part of the community. People move to be close to these lines and would affect real estate and commutes.

You'd be closing the station I live at and the station I need to get off at for work. It would significantly increase my transit time. I'd rather pay more money than try to figure out how in the world I would get onto the train every morning.

Alas Grosvenor = home station, walking distancedisabled, not really driving, so would force me to metroaccess or bus if well enough

It's much more difficult to park near Ballston than Virginia Square.

This stations are critical to my grocery shopping. I commute from Ballston to VA square for the Giant and the Clarendon for the Trade Jose and the Market Square for other essentials.

I use many of these stations regularly.

Please keep Grosvenor station open! Its an important park and ride station esp. if you are closing those north of Grosvenor

I live in Clarendon. I need the metro access to commute. If you close this station, I would not use metro again. Its also a popular neighborhood. I think it would negatively impact a lot of people and businesses.

Virginia square and Clarendon service GMU students. This would make access to the Arlington Campus difficult.

Clarendon is a major commercial center. Also I have to wait in normal times as this platform is crowded and busy

Virginia Square Metro is a really important metro stop. the area is booming and growing and taking away convenience for the people in that area will not bode well in the future. there is a school nearby as well and students need access to that metro stop desperately. its become a wonderful area to live in primarily because of the access to the metros in the area.

Grosvenor-Strathmore is surrounded by multiple apartment complexes that house people who moved mainly for the purposes of easy metro access. This is a necessary station to keep open.

This would be disastrous for people who dont have cars, have limited access to busses, etc. It would also overburden the Metro Access services for people with disabilities who would otherwise have no other options for getting around if the stations near them are closed.

Grosvenor station is used by so many and would be a devastating loss. Without this station, I would stop using Metro altogether.

closing stations massively impacts commute times. closing stations will disrupt business activity. closing stations will decrease property values. these closures would represent a huge failure of governance.

Depending the time of day, this could reduce safety and drastically increase commutes.

Having frequent trains is more important to me than keeping all of these stations open.

I need the metro at Grosvenor-Strathmore

While my stop is not one that is proposed for closure, closing too many on the same line(s) would likely result in increased crowding

This is the worst idea! My metro station closest to my house is East Falls Church. My family uses the metro 5-7 days of the week to get around. It makes NO sense to completely close that many stations, as that would only further limit accessibility and availability of the system and de-incentivize ridership. Why would you take away stations and make it LESS useful of a system? In my opinion, the more stations open the moreUseful and beneficial the system is to the public. It makes so much more sense to just reduce frequency of trains on certain low use lines. Please do not close down entire stations!

EFC is a popular metro station that serves a large part of N. Arlington. I cannot speak to the others, but closing EFC would be a major impact to me and many of my friends/neighbors that rely on Metro.

I se the grosvenor station and if this proposal is implemented, I would not use metro rail

These plans are HORRIBLE. Why are you destroying metro???

I will be working a judiciary sq and might live in cleveland park... this would be problematic

This proposal is absurd

Again so short sided. These decisions need to made after vaccination and reopening of businesses.

My office is right off the Judiciary Square metro, which I foresee traveling to daily from my stop at Forest Glen

Not sure yet but it could in the future

This would eliminate service to and from my home and place of work. Keep Eisenhower, Van Dorn, Federal Triangle, Federal Center SW

Proposal to close 22 Metrorail stations

My regular commute involves either walking to or parking at East Falls Church Metro. As the first above ground station on the orange line, you will greatly limit accessibility for travelers between ballston and WFC, a considerable distance.

You should not close Smithsonian- thats how many people who work there arrive and how tourists travel to the National Mall

You should not close any stations. We need them!

See my points from earlier on the necessity of keeping College Park Metro open.

These are some of the most populous metro stop areas. Why on earth would these hugely dense areas be considered for metro closure? It would cut off travel for thousands of people, and would drastically increase traffic in these areas.

Please keep East Falls Church open. It is more than two miles away from the stations on either side, not close to them, and it is an important node on the rail to bus network

This only works if remote work continues in 2022.

East Falls Church is not near other stations. It is walkable/bikeable for thousands. If EFC goes away I will just drive to work.

I would be using Clarendon metro regularly

I have a physical disability and you are closing the stop closest to me. Therefore you would make me travel much further, with a PHYSICAL DISABILITY because you cant bother to open a station. This is discriminatory to people with disabilities - please see the ADA.

Grosvenor is a major hub as one of the few stations on redline with large parking facilities. This would cause a tremendous disruption for redline commuters if closed!

I live at Grosvenor-Strathmore Metro Station (in one of the many, many multi-family residential units located within a 10 minute walk of the station). Pre-pandemic, I took Metro to and from Bethesda almost every weekday. Now, I still take Metro 1-2 days/week when I go to my office in Bethesda. Closing Grosvenor-Strathmore would result in me driving, not using another Metro Station that I need to drive to anyway. There have got to be more multi-family residential units (in high-rises, low-rises, townhouses, older buildings, newer buildings, etc.) within a 10-minute walk of this station than almost any other station in the Metro system. Please do not close this station!!

I use Eisenhower Ave station whenever I need to ride Metro. It is true that King St station is within walking distance but it is not an easy walk especially in inclement weather.

I live near Grosvenor-Strathmore and use that station for my commute.

East Falls Church is within walking distance of my home. This station is critical to my DC commute

These stations are necessary and closing them will inconvenience many people as well as reduce property values. Also the definition of near other stations seems stretched here. Van Dorn Street is miles from the closest station in either direction, and far from walkable. In addition for some stations, such as Arlington Cemetery, there is no other station close by and are the only way to access this location via public transit. You should only consider closing a station if it is easily walkable to another station (e.g., <0.5 miles away).

I expect to start working in an office again in summer 2021 and will resume my commute from East Falls Church to Foggy Bottom. I walk to East Falls Church and could not get to another station.

I ride East Falls Church metro every business day to and from my Arlington house and into Union Station. I dont own a car and rely 100% on metro service

Grosvenor is a very popular stop (parking lot is overfull, showing how popular it is). It would be ridiculous to close it.

Dont close my station - Clarendon. It would also close safe access to bars/restaurants in this community which was BUILT around the metro station. Businesses and buildings were built BECAUSE of the station. You will see an entire area go down. Ridiculous. Same with Virginia Square - tons of new apartments have just been built there..

Please keep- Grosvenor-Strathmore station open

College Park must have a metro station for students --the university couldnt operate without metro

I live within walking distance to East Falls Church and this would be awful if this station closed. I rely fully on Metro for commuting to DC and purchased a property within walking distance of EFC for this reason. While I understand this may be a low ridership station, many use it and it would be impactful from a commuter and property value perspective if it were to close.

why would you close Clarendon? That station doesnt seem to suffer from low ridership

It would make it much harder for older people and people with disabilities to use Metro if they have to walk further to get to an active station.

I frequently get off at Reston town center as its the closest to my home. Ending it would further damage people who work overtime and rely on the metro

I use the Clarendon station regularly. Walking to Ballston or Courthouse is inconvenient and means that I would not use metro

Closing East Falls Church is a horrible idea. Pre-Covid, the station's parking was always full. I would not consider the station "low-ridership." Close on weekends - fine, but please reconsider keeping the station open M-F.

Not my stations. That would be fine.

Proposal to close 22 Metrorail stations

Strongly feel that you must open the phase II Silver Line. I relocated to this area with the promise of access to public transportation. Property values will decrease and area development will stall.

I regularly get off the metro at Archives, which is much closer to my office.

Cleveland Park is the stop for my place of employment. I have 20+ employees who would be significantly impacted by the loss of this stop.

This will be challenging getting too and from work.

Clarendon is not close to other stations. It is always busy in the mornings around 8:30am. Closing it would be a mistake.

This would make transferring between orange and silver lines take longer.

Just because of perceived low ridership, this would impact an inordinate amount of workers in the district negatively!

Ridership is low for many of these stations due to Covid. This would be disastrous in a post-Covid world. Car commutanship between DC and Tysons corner would massively increase

Closing stations is not the answer. Some of these stations are not particularly close to others, which would require some to drive to the metro or avoid the metro altogether. If East Falls Church is closed, my family would shift to driving rather than take the metro. We would be far more willing to accept reduced service over closed stations.

Clarendon and Virginia square would mean closing two stations in a row. Consolidating into one might make sense but not both. Virginia square is convenient to my kids' daycare but Ballston would be an acceptable substitute. East Falls Church is not easily replaced.

This will reduce ridership and lower income from fares. It doesn't make sense. It leads to spiraling losses. Closing new stations is a dumb idea before you know the ridership.

Several of the stations on the Orange line are very important to the community. East Falls Church and Clarendon help the community manage without high car traffic.

I would not use Metro if the orange line stations are not available as I use those stations for my daily commute.

I rented my apartment to be near Clarendon Metro. I am a senior citizen. The nearby stations are not as accessible. PLEASE do not close Clarendon.

Terrible idea. People rely on those stations. Many would be unable to reach another station and would have to stop using metro.

No I live right by Grosvenor metro station

I need East Falls Church to commute into DC everyday post COVID-19.

Our family has limited mobility and rely on East Falls Church station to get to work and visit health care providers.

I will be working in DC and the Eisenhower Station is very conveniently located across the building where I live. If the Eisenhower Station closes, the closest Metro Station will be the King St. Metro Station which is too far away for me.

Closing both Clarendon and VA Square affects my commute to GMUs Arlington Camous.

this would be vital for for commuting

If this is permanent its an absolutely terrible list. Some of these stations like Clarendon have HUGE utilization even if they are close to other stations and some of these stations like Reston Town Center and Loudoun Gateway have never even opened to know how much use they would get. This one is the worst proposal Ive seen so far.

Both Clarendon and Virginia Square for the closest metro stations to my job and that would very much impact my way to get to work.

The pandemic has changed ridership at an unprecedented rate. It's not fair to close items just people return back to work. All those sites include important stops for federal commuters who are expected to return then.

It is one thing to have one closed station in the neighborhood. It is another thing to have adjacent closed stations. Examples: Virginia Square AND Clarendon. I would either have to walk to Ballston or to Rosslyn -- this is quite a schlep. We may lose tourist revenues if you close Arlington Cemetery, specially from April to November.

This would put walking to metro ridiculously out of reach...

Yes, I take either Rockville or NIH

Surprised to hear Clarendon is low ridership! This plan means courthouse to Ballston.

Prior to Covid I commuted to and from East Falls Church station every day. Closing this station would be a nightmare for me.

Archives is close to FBI and other DOJ buildings.

Dont close stations. Metro stations are not close together to begin with.

This would make it incredibly difficult to get to work.

Grovenor-Strathmore needs to be open due to large ridership to Strathmore Concert Hall

Proposal to close 22 Metrorail stations

Definitely not! Purchased a home recently based on decision to be near the silver line extension stations to commute for work. This is a TERRIBLE idea and would affect thousands of NoVA commuters

I work at George Mason University between Clarendon and Virginia Sq. Closing both of these stations would create a mile gap to traverse mid-Winter and given bus reductions add 20-30 min to the commute. Please dear god do not close both. GMU is a major supporter of Metro and subsidizes my transit costs.

This is a good idea to save money

I live midway between Virginia Square and Clarendon and can walk to either station. Closing both of those would force me to drive. FYI, I currently commute 1-2 days a week on Metrorail. That would stop if these closures were implemented.

I dont think this would be a problem, but it depends on how many additional riders flow into the surrounding stations.

Keep east falls open!

Absolutely not

I spent much more money and bought a smaller house specifically to be walking distance from Grosvenor-Strathmore. Closing it would cost me 10s of thousands of dollars.

Grosvenor Strathmore is an important stop for many you live close by and are able to walk to the station. Closing that station will be detrimental.

This would make it impossible for me to get to work! East Falls Church station is not close enough to any other station for commuters who currently walk to EFC to walk to another station. It would take me more than an hour to walk to Ballston or West Falls Church from my house.

Closing stations is the worst outcome. Metro is better off reducing service rather than closing stations.

Absolutely not! This will not work. Clarendon, and may of these other stations are in place to support the higher density populations living in these areas. I would like to see the ridership numbers and a comparison before this decision approach is formalized. As described, this is untenable.

No please dont close the Grosvenor -Strathmore station!

Cleveland Park is essential for me, my family and neighbors.

I need to take the East Falls Church metro everyday to work, as an essential national security federal employee.

Other stations close to me like Bethesda, medical center, do not have parking options

No! No! No! Raise fares, taxes, something! Public transportation is the lifeblood of any metropolitan region, especially DC, where there is so much traffic on the roads!!

Grossvenor is used a lot for commuting and pleasure pre COVID abs I expect post COVID. Same for college park, federal triangle and judiciary square.

Closing train stations defeats the purpose of mass transit altogether

I work at the Greensboro station and will be going back to the office. Even if you keep Tysons open its still a mile away.

Greensboro is the station closest to my, and thousands of others, places of work. I rely on the metro to get to and from work.

I use the Clarendon stop for work - related travel from work throughout the DC metro area, so this would be bad for me. Van Dorn St. is my main point of access to DC from home and Id not be able to travel into the city if the Alexandria stops are closed.

These stations are important and necessary for the system. Whats the point of taking the metro if it doesnt have a station where you need to go?

East Falls Church is a heavily relied upon metro stop within the Arlington and falls church area. Virginia Square has significant growth due to the number of additional multi-use facilities having been built in that area. Same applies as before, once the pandemic is eased, ridership will return. Do not make short sited drastic decisions based on pandemic measurements for ridership.

Keep East falls church open. Please.

Closing both Virginia square and Clarendon would be a burden on a large number of Arlington riders, especially those of us who live between those two stations.

We live quarter mile from EFC metro and our family uses to get to/from the city for work. A large investment was made in upgrading this station so it doesnt make sense to close. Also if closed, would be a blight on the neighborhood area and create many other problems of an abandoned site. It also would make it difficult for those who work near EFC metro to get to work as there are not great bus options. So it would impact many of our businesses in Falls Church City and Arlington.

The strength of the subway system is that the stations along the orange line corridor are strategically placed to prevent crowding at any one. To remove Virginia Square or Clarendon or (worse) both would disrupt that and cause unnecessary crowding which is precisely what is NOT needed. Closing East Falls Church would essentially remove subway accessibility to all of the west portion of Arlington.

I use the College Park metro, including its bike cage, and bike storage at the Greenbelt station is not as secure.

This would wreak havoc upon the business and tourism industry in Washington, DC.

Proposal to close 22 Metrorail stations

| |
|---|
| closing stations would increase crowding at other stations, e.g Ballston and Courthouse if closing Va. Sq. and Clarendon; would be difficult to get to work |
| This is insane, how can close so many stations? Closing Virginia Square and Clarendon would leave a huge gap between Ballston and Courthouse. There are so many people concentrated in these areas between stations, most of these are in high density locations for both residential and business riders. Again, by January 2022 every adult who wants a vaccine will have one and travel patterns will have reverted to essentially normal. Dont punish riders for Metros decades of mismanagement prior to the pandemic. |
| East falls church is critical to my commute to work |
| Closing these stations would cost more in revenue than it would save |
| Why build the stations to then close them? This doesnt make sense. Why not consider hiring in non-union workers. |
| Once everyone is vaccinated I will need to get out to Van Dorn Street for religious meetings. There is NO good travel alternative for Van Dorn Street. If you must close stations, how about one of Pentagon City or Crystal City, which are basically walking distance from each other. I hear College Park is a really bad one to close too. |
| This is insane. I use East Falls Church. There are no other stations nearby. This station has a huge parking lot that many people commute to. This would affect many people. Not just locals like me. |
| Please keep Clarendon open. It is a high density area which brings in a lot of night life and shopping. This is crucial in the post-pandemic world |
| Workable, but not enjoyable. |
| I need College Park Station to remain open. I ride a connector bus to the station from my home. |
| I think the new Silver line stations in and near Reston should be open to help increase ridership. I could see closing on of the Tysons Stations but remember this may decrease ridership...not the goal. |
| The Cleveland Park station is important to me. |
| I use East Falls Church to commute into the city and believe many of the downtown DC stops will become much more utilized once people start going back into the office, tourism comes back, etc. |
| College Park must stay open, it is a major university |
| Please do not close Grosvenor. I drive past three other stations to go to Grosvenor because it feels the safest and most convenient. All the condos accords the street would lose their access and I have friends in those buildings who started working from home after the pandemic started. Ridership will go up when Covid is over! Please give it more time |
| closing both Clarendon and Virginia square is too long a distance |
| Clarendon station should not close. This would decrease use of metro. Clarendon is in the heart of Arlington where a lot of people live. It is not very close to other stations. |
| I live within walking distance of EFC. The next closest stops are 2.5 and 3 miles from home - too far to be practical to use. Further, Metro just spent time and money renovating EFC and building bike parking there. Closing this station would make Metro unusable for a broad swath of the Arlington/Falls Church population |
| please do not close archives/Cleveland Park/judiciary square/mt Vernon square |
| I live at Van Dorn St station |
| Cannot get around now |
| I use the Clarendon station daily to get to work. There are a lot of apartment buildings as well as restaurants and shops that benefit from proximity to the Clarendon metro |
| Clarendon is my station. Virginia Square is next closest. Closing them would put me over a mile from Ballston and further (and up hill, I'll be 71) from Roslyn. |
| Keep Arlington open! |
| I live in Clarendon, this is a popular stop and one of the only ways for me to get to work |
| I regularly commute between Virginia Square and Judiciary Square. |
| I use the Orange Line (Clarendon and Virginia Square) daily to commute to work. Such cuts in train service would severely impair my ability to get to my destinations at Foggy Bottom and Federal Triangle. |
| Virginia Sq is my stop, I dont see how you could close BOTH Clarendon and Virginia Sq. The area between Courthouse and Ballston is very densely populated. If the ridership is low right now, it is only because of the pandemic. Otherwise there are LOTS of people at those stops during rush hour. |
| Delay reporting time to work |
| Dont close Clarendon, Virginia Square, East Falls church, Reston Town Center, smithsonian, Federal Triangle. |
| What planet are you living on? Cutting out services is not the way to go. Open your eyes. |
| But only because these are not stations that I use frequently. |

Proposal to close 22 Metrorail stations

Arlington really depends upon having metro stops easy to walk to. If clarendon and Virginia sq are closed, it makes many more neighborhoods too far to easily walk.

I work near Judiciary Square, so closing this station will not work for I and others.

This would severely impact my ability to commute to work.

There is no other public transportation to arlington cemetery. clarendon is a major hub in northern VA for food and nightlife as well as many young professionals who cannot afford a car live there due to the proximity to public transit.

Closing two stations close together doesnt make any sense. Why Clarendon & Va Square and not Courthouse & VA Square? You guarantee even lower ridership with the first two closures you propose because the stations block out a large consecutive area of ridership.

Maybe limit the number of trains to these stations (only stop during rush hour)

I chose to live in my neighborhood knowing that metro would be located conveniently close to me. If I had to travel any further just to get on the train, it would encourage me to choose a different mode of transportation instead

Please dont close these stations!! If you build more parking structures, ridership will increase. East falls church metro parking lot fills up by 7:30am, so people must go to west falls church which isnt as desirable or convenient. Lack of parking is the reason for low ridership, fix this problem!

This plan would work for me but I dont think this is the best idea.

THINGS WILL OPEN BY JANUARY 2022.....

I am Really dependent on the judiciary square station and it would be very hard to operate with out it

We bought a Condo in Clarendon specifically because it was a block away from a Metro station to ensure our wheelchair bound son could get to / from work, events in DC, etc. This would negate the entire reason we bought this condo at considerable expense. Please dont close the Clarendon station down!

Just because stations are close to others, doesnt mean they arent key. Closing some of these stations, including Clarendon, Mt Vernon Sq, Smithsonian, Archives, Federal Center, Federal Triangle, may cause substantial issues to those with disabilities. It will also funnel more people into certain stations or trains and jeopardize the quality of service received at the open stations.

Among these are multiple stations I use frequently, including one I use for work. It also makes no sense to open the silver line extension and then immediately have it close, it negates all the time and money that went in to it and only lets down those who were planning on using it

We rely on the East Falls Church metro station to commute to work!!

It makes no sense to close stations when people have chosen to move to areas in specific reliance on the locations of stations. Also, some of these stations (EFC, which is my station) have just been redone. This is the least desirable option in my view.

Some of these stations are not near other stations. This will further deter ridership.

Do not close Grovesnor station. Tons of people will once again rely on it once people get vaccinated. Many people live and have purchased their homes in order to be close to that station.

The Clarendon station provides access to restaurants, bars and shopping. It should remain open. It would be a mistake to close both Clarendon and VA Square.

Grosvenor-Strathmore is a big hub for commuters with vehicles and closing down the Smithsonian stop would be an inconvenience to visitors.

Need specifics as to why these are the lowest ridership compared to others

None of these apply to me.

Grosvenor-Strathmore is my preferred station.

This would make commuting to work impossible. For a LOT OF PEOPLE. What a terrible idea

PLEASE don't close Grosvenor. I'd have no real way to get to work other than drive, which is horrible.

This would make it significantly more difficult for me to travel, as I would have to either walk (~40 minutes) or take a shuttle to a farther away station if I wished to travel.

I am absolutely against closing Clarendon and Virginia Square stations.

No because I live at Virginia square and that would be devastating since it would impact how I got the doctors in east falls church. And to work.

how can you close three stations that haven't even opened yet? The Arlington cemetery station allows tourists to go and visit one of America's most solemn sites without increasing surface congestion. And Virginia square is my stop, so I'd be opposed to that for sure

The walk from Ballston to Courthouse is too long for commuters

I understand closing stations with low ridership, but mothballing BOTH stations between Courthouse and Ballston-MU -- a distance of about 2 miles -- makes no sense.

Proposal to close 22 Metrorail stations

If the remaining stations have frequent trains it will be OK. But less trains AND less stations, no.

I regularly commute from Cleveland Park and would be disturbed to have that station closed. Many people using the synagogue at Cleveland Park take metro to the synagogue as well.

Would prefer leaving Clarendon and Virginia Square remaining open, as I live in Courthouse, but I understand the rationale. I would think by 2022 return to work and in turn ridership increases would happen. But hard to tell by how much.

many of us purchased property in order to be near these stations. many are not convenient to other stops - why would they have been built if they were? no metro stops should be closed. They should remain open in order to make taking the metro the preferred, eco-friendly way of transport.

Closing these stations would be a great way to cripple the metro rail systems efficacy and increase the number of people hurt by the First Mile-Last Mile problem.

absolutely not, this is an atrocious idea. you should feel bad for even proposing it

Clarendon station needs to stay open

Outside of the pandemic environment, the Eisenhower station serves an area that has a large number of apartment/condo complexes, who probably take the metro. The nearest stations (Huntington/King St) are both very far for people to walk (at least 1 mile either way).

People will not use Metro if they have to walk too far between destinations. Also, many people's property values depend on how close they are to a metro station. This could also be devastating to development in those areas.

when the convention center opens again, it will need service.

Please do not close the East Falls Church metro station. We live across the street and would go back to using it daily once vaccinated.

Am I being punked? This obviously will not work? Many, MANY of these need to remain open. To name a few: Cleveland Park, Clarendon, Grosvenor-Strathmore, Judiciary, Mt Vernon Sq, Smithsonio.....really all of them

Im located at College Park. I use a dedicated bus connection from where I live to the station provided by the university. Greenbelt would be quite problematic in terms of using the bus from where I live.

this would definitely not work as both my home and work stations are included in this list.

Some of these stations (like East Falls Church) were not low ridership until the pandemic hit. In January 2022, the ridership would likely be high again.

Need Grosvenor

Ridership is low because business have their people working from home. Once we return to the office, many of these stations will be an absolute necessity again. For me specifically, I would be impacted by the closing of Greensboro, McLean, Loudoun Gateway and Reston Town Center. I am counting on these stations for my commute.

Would definitely cause a problem for me.

I live two blocks from Cleveland Park Station and my wife and I are regular users. We have been since we moved to Cleveland Park in 1996. Woodley and Van Ness are too far to walk if commuting to work or trying to make an appointment. We will be forced to drive or use ride-share services, and our neighborhood will suffer.

We rely on one of those stations to get to work and this would be extremely problematic!

Unfortunate but practical cost-saving idea

This would be the worst - having enough stations to make Metro useable is so important!

Do not close Cleveland Park station or downtown stations. While I don't use them, it seems idiotic to close stations you just built.

Would prefer the stations aren't completely closed, but rather have reduced access of budgets can't sustain the full schedule.

We moved between VA Square and Clarendon to be able to take the metro to and from work. We chose our daughters daycare to be close to the Clarendon metro intentionally. This change would force us to move to make our commute and work situation work.

Same as the previous comment

I live near College Park metro and strongly oppose this proposal

I won't be able to get to work easily or around my own neighborhood-and the restaurants and shopping in Clarendon! I hate using my car when I can take pubtrans! The crowding that would result on the Ballston platform could cause significant hazards.

I am also near Grosvenor and that is a very busy station.

This seems like a really bad idea and would further reduce ridership. Wont metro be back at near perfect-pandemic ridership by this time?

Proposal to close 22 Metrorail stations

Closing Clarendon would be a major mistake. Not just for those of us who use it to get to DC, but for traffic congestions/parking for those who would have to drive to bars and restaurants. There would be more drunk drivers out and about.

People plan their entire lives, and buy property and select jobs, based on location relative to metro. Closing these stations would have a dramatic and catastrophic impact on their lives.

Closing stations does not seem like a solution. Would it really save much \$? You are inconveniencing lots of people who live/work near stations

Smithsonian is crucial for residents and tourists. For tourism, that station should be the example for the district. There are really no convenient nearby stops for tourists. Low ridership could be increased by making the Smithsonian entrances more prominent. Been under construction for awhile and you can walk right by without noticing.

This would be disastrous for my commute. It would put more cars on already clogged roads and make finding a parking spot in the remaining Metro parking lots almost impossible.

College Park is important for access to UMCP. Grosvenor-Strathmore is important for access to the music center at Strathmore. Judiciary Square for access to the courts. Smithsonian for access to the museums on the Mall. This is a terrible idea.

I need the Clarendon stop to be open, as my office is in very close proximity.

Closing so many stations at once during a pandemic will cause overcrowding

I walk to East Falls Church daily under normal circumstances. If I have to drive to get to a different Metro station, I'll stop using to commute at all and just drive to my office.

Closing the Clarendon and Virginia Square stations is a terrible idea. There are numerous businesses in the area that are struggling as a result of the pandemic. They need metro functioning and open to make them accessible so that they can get back on their feet once pandemic restrictions ease.

I rely on the McLean station for work purposes. I also frequently utilize the Clarendon and Downtown DC stations on a daily basis.

You are suggesting closing several stations in Arlington and I live in Arlington and work at Greensboro

If VA Square and Clarendon stops are both closed, I will never use Metro. Those are the only stops close enough to me where I could drive and park to get to metro stops.

Innovation Center is the station I'll be relying on for transportation to Dulles Airport as well as to Reston and Tysons. Innovation Center not opening would be a catastrophe.

It would be stupid and shortsighted to close new stations on the Silver Line a few months after they open. People will just be developing a habit of using these stations and will be very excited about having them.

Please do not close BOTH clarendon AND Virginia Square. This makes life very hard.

As long as the Ballston station stays open!

Keep Arlington open

Some of these stations are really needed. Why would you do that and increase traffic in DC where parking is very limited...

Definitely this doesn't work

GROSVENOR is one of the few stations with parking

Grosvenor-Strathmore and Mt. Vernon Square would need to stay open due to operation of service levels.

This is unacceptable. We need more stations and more trains, not less of both.

Virginia Square and Clarendon are quite useful to me. Everything else could close non problematically.

It is important to keep the stations open. We need to be green. If it is too difficult to take metro people will drive more and that would be bad for the environment. Also would adversely impact home prices. Don't hit people when they're down.

Clarendon is a strong mixed-use (residential, retail, office) community that can bring ridership back to Metro. Otherwise everyone will have to make it to Rosslyn and Ballston, which will choke up stations. Better to keep more stations and spread out the trains.

My Vernon Sq should stay open

This would add more time to my commute.

Many of these stations get many riders!! Please do not close them.

Absolutely no

Wondering how the Silver line would be accessible without EFC

Please do not close down Grosvenor Metro station.

East Falls Church needs to remain open!

Proposal to close 22 Metrorail stations

Many of these are NOT near other stations. This is unacceptable. The majority of us do not have cars and even if we do, we do not drive to work. We are dependent on these stations for commuting. DC has also gotten even more unsafe recently and I don't want to be walking far in the dark to get to a far away station.

My closest Metro station is Grosvenor-Strathmore and I have no way of getting to the next nearest station. Closing Grosvenor-Strathmore, considering its in a suburban area in which many people drive to, will place a terrible burden on those who commute. Another bad idea.

With the exception of Clarendon, Greensboro and McLean stations

Crazy to talk about closing station when you don't have any idea what the post-covid ridership will be. We're retired but will be using Grosvenor-Strathmore to go to Smithsonian museums and park in the Grosvenor-Strathmore parking garage when attending Music Hall at Strathmore events.

I regularly use many of these stations.

My station is listed

I don't own a car and rely on Grosvenor metro for transportation. Taking a bus to the next station is not a good option in the winter.

I live near the Eisenhower metro station and intend to use it to commute to work once I have been vaccinated

Before the pandemic, Grosvenor metro parking lot was full by 9:30am

This would make it incredibly difficult to get to/from these stations and areas. What would the people that live near these stations do? How would we get there? People need and expect these stations to operate.

Once the pandemic is over my main mode of travel is metro starting from East Falls Church

I find it hard to believe that Grosvenor has low numbers. Please produce evidence from pre-pandemic periods for all stations

I plan on returning to Orange Line commuting when the workforce and social happenings resume in-person. People do not want to commute by car. Metro is doing a great disservice to taxpayers and commuters if it closes these stations. If it is to close stations, consider closing adjacent stations. No one wants to drive to a Metro Station to catch a train. You will lose even more riders if you close adjacent stations.

What metro stop would I get off of if I need to go to Clarendon? It is too far of a walk from Courthouse and Ballston. You need a stop in between Ballston and Courthouse for the busy neighborhood

It would add more time to my commute and cost me more money to get to another station

this would make my trip to a metro station at least twice as long as the closest stations are VA Square and Clarendon. Also, stations like Innovation Center are work commute destinations with no other option to commute

Assuming Metro volume returns to pre-pandemic levels, closing these stations would mean excessive crowds on other stations' platforms. I ride the red line from Tenleytown to Gallery Place (in normal times), so Cleveland Park's closure would affect my ride.

College park is needed

Riders have been low because the stations are closed for renovation and the pandemic. Hopefully, by January 2022 the renovations will be completed and we will be able to go back to traveling on the Metro

Strongly dislike this disastrous proposal.

I use Grosvenor all the time.

Again, give me a break. What would this do for real estate values in these neighborhoods?

As someone living in College Park and not owning a car, I depend on Metro and the College Park station. If you close this station I will move away from the DC metropolitan area.

We live within walking distance of the East Falls Church Metro and regularly use it to go downtown for appointments and work-related meetings.

My employer, the National Science Foundation, moved to its Alexandria location in part because of the Eisenhower Ave metro stop. If Eisenhower is closed, I have no way to get to work; I do not have a car.

What about the housing that has kept its value for walking distance to the metro. Grosvenor also services two major area high schools: Georgetown Prep and Academy of the Holy Cross, with students depending on public transit

East Falls Church is my closest Metro station. I often take Metro (in non-pandemic times) to Virginia Square and Clarendon and am looking forward to taking Metro to Reston Town Center when the silver line phase II is completed. The only reason I and many others are not taking transit right now is the pandemic. As soon as I am fully vaccinated I will be back on Metro.

Proposal to close 22 Metrorail stations

Thats a PITA, combined with super long headways. This is the kind of plan that will penalize people who rely on Metro the most and drive the rest of us to just stop considering Metro as an option for traveling around the DC area.

EFC a picks up alot of commuters. Including myself and my husband

We use two of the north Arlington stations at least 5 round trips a week

I would specifically feel pain if either East Falls Church or Arlington Cemetery were closed.

What is East Falls Church near?

no, this will certainly not work and is a huge waste

I commute from Van Dorn to King to LEnfant and AR night from Fed Ctr SW; too many rats at LEnfant.

I'd be curious when these numbers willRun, but some of the stations listed are among my most frequently used - when we're not all shut down for Covid. And I anticipate they will be again.

Some of these stations (maybe around half) should remain open.

Strong no! Closing stations when we have spent so much to renovate and build the new Silver Line seems shortsighted. The area needs a strong public transportation system to recover from the pandemic and limit climate change. Keep East Falls Church and other stations (especially that feed into the Silver Line) open. I understand the need for budget cuts but hope those can be accomplished by limiting service rather than closing stations entirely, which could have devastating effects onneighborhoods and our region.

Seeing as how my plan is to use metro to get to RTC station for commuting purposes, no this plan would be very bad.

I utilize Grosvenor-Strathmore which just had a large parking structure improvement project completed. It makes no sense to close as more and more riders are returning and fill up the expanded parking spaces.

The college park metro station is within walking distance but no other metro station is close by. My friends would not be able to commute

â€œNearby stationsâ€œto Cleveland Park means walking to Van Ness or Woodley Park, which is a 20-m walk.

I need some of these stops to get on/off the metro for work as a federal employee

I live across the street from the strathmore, i chose this area because of the easy commute to DC.

These metro stations are a significant reason that people live in these neighborhoods. The closure of these stations would impact property values and businesses in these submarkets.Just dont open the pending sites. Hardly anyone uses the silver line. Just shut down the silver line!

This is a truly insane idea and very embarrassing to even consider seriously. Closing these stations would make metro inaccessible to many people, especially those with disabilities and who do not have the resources to go to another station that is much further away. If WMATA does this, metro will inevitably fail. This is the worst idea I've ever heard coming from WMATA, and that's saying something.

The increase in car traffic that would result from these closures would be terrible and have negative consequences for the environment and the economy. Once the pandemic winds down we will need these stations. I rely on the east Falls Church metro to get downtown for meetings and to attend cultural and other events. I would think twice about dining and doing other things that support the economy if I couldn't take the metro to get to certain venues.

For tourism Arlington & Clarendon are key

This would be disastrous for local transportation, real estate, and the local economy. I understand the pandemic has caused issues, but using that as an excuse for permanent closure makes no sense given the pandemic is not permanent.

Please dont close East Falls Church Metro Station - its important to me.

Terrible idea

People need those metro lines and stations to make it to work as business opens up. You closing that many stations would be detrimental and premature. Not to mention it would force more people to drive this increasing congestion, traffic, and pollution on the highways. It is not smart and definitely does not show a care for the community.

I live in East falls church and use the metro almost everyday. I have no care and cannot walk to the other falls church station as it is over two miles away for where I live. This would financially devastate me and the local community

DO NOT CLOSE THE COLLEGE PARK STATION! It is used by so many, including college students who have no other means of transportation around the DC area.

No. I use the Grosvenor-Strathmore station to commute to work. There is no practical alternative station for me. The NIH stations and the next one to my north dont have parking, so even if my wife and I bought a second car--a major expense--it wouldnt be practical to drive to them. I would have to stop using metro altogether.

Proposal to close 22 Metrorail stations

I absolutely rely upon taking Metrorail at the East Falls Church subway station. Closing East Falls Church subway station would be a complete and utter disaster for me. Please ! Please! Do NOT Close the East Falls Church subway station.

Many of these stops are vital for commuters. For example, there are many who work in McLean and live near DC. This removes their ability to take the metro to get to work, putting more cars on the already busy 66 and 495.

How do you expect people to get to other stations. Va square I get, that's walking distance but not the others

Absolutely not! Parking is already a disaster in the county. We bought our house with the intention to walk to the metro. I'm not willing to be forced to find limited parking at a different station AND lose money on the sale of my house because it is no longer considered metro-accessible.

There are some stations that may require additional walking or transportation that may not necessarily be convenient (with weather or other circumstances - particularly in urban areas or suburban areas with limited sidewalks to get to next stations), so eliminating them may not be feasible. I would propose closing those stations at certain times of the days OR have the trains just arrive later.

DO NOT CLOSE EAST FALLS CHURCH. It is absolutely in no way close to either West Falls Church or to Ballston, and would eliminate any ability of people within walking distance of EFC to use Metrorail.

east falls church and clarendon are important stops

Please consider bus services as well. I often only see 1-2 riders on full size buses. Cant these be handled with more efficient vehicles?

This plan affects numerous communities that have densely populated areas around the metro stations.

My family relies on the East Falls Church Metro, as it is within walking distance of our house and many other communities and apartment buildings. Closing this station is tantamount to shutting off Metro service to a big part of the D.C. community. This really should not happen. (And closing McLean? It was just opened. What - its just going to be an empty building? What an eyesore. Sounds like the beginning of a fictional dystopia -- only this is real.

Grosvenor-Strathmore should remain open

Our daughter is expected to attend the University of Maryland. No subway stop in College Park is a non-starter. Cleveland Park and Smithsonian are two other must-use stations in my pre-COVID travels.

I use Virginia Square or Clarendon so shutting these stations down would be extremely inconvenient.

Do not close Grosvenor Strathmore station. It is an immortal station for many people. Additionally, it has a parking lot that provides an excellent amenity to commuters that many stations dont offer.

Would not use other station due to safety and distance to parking (College Park, Greenbelt)

Clarendon and Virginia Square are my two closest stations. Closing both of them would be an inconvenience.

This would be highly detrimental, I depend on the college park station on a daily basis.

Many of these are the only stops I use! (Including Archives, Clarendon, federal triangle, Virginia square, etc. Especially between Rosslyn and Falls church, people have chosen their living arrangements specifically because of the proximity to the metro!

People using EFC would not be able to walk to Ballston or West Falls Church. Most EFC users are walkers, bikers and kiss and ride drop offs.

EFC is an indispensable hub for changing between the Orange and Silver lines, especially when heading out to Tysons or Dulles Airport. Living west of EFC on the Orange line, EFC is the place I go to, switch, and then head west on the Silver Line. Additionally, EFC is a hub for bus routes that connect from Metro into Arlington. Finally, EFC has some parking whereas Ballston does not, so EFC is extremely convenient for tourists who stay in NOVA and then want to head into the District to sightsee.

The logic for closing several of these station is lacking. Several of the stations are near one another and closing both would create a hardship for the people who depend on them (i.e. Van Dorn and Eisenhower). Some of the closed stations may be geographically near others when using a straight-line method to calculate distance, but accessing the closest station may prove difficult with current public transportation options and road configurations (i.e. Morgan Boulevard). Im not sure how you can even assess stations on Phase 2 of the Silver Line when they arent even open yet. Models arent always accurate.

Clarendon is very popular stop. I specifically moved to clarendon to have easy access to the metro.

Can walk to East Falls Church. Taking bus to/from home to next station would not work for me because it would lengthen my travel. I would have to drive,

A lot of people use College Park especially for Univ of MD

My husband and I would not be able to walk to the next metro stop since we live near one that would be closed.

Proposal to close 22 Metrorail stations

| |
|---|
| UMD is anticipated to return to primarily in person instruction in the fall with 90% of on-campus capacity. You would cut off students from internships, and thousands of DC residents who work at Umd from having reliable transportation. DC and UMD reliable upon one another to boost each other's numbers and this would be a major shot in the foot for metro. |
| No! My commute is between a Morgan Blvd and Federal center SW, which would mean both of my stations would close Driving and parking would be overly burdensome |
| I would like to see the Cleveland Park metro stop remain open. |
| This would almost double my commute having to walk to a metro stop that far away. This would cause me to have to use a other form or transportation. I pay a lot of money to live next to the VA Sq metro, not to have to walk 15 min to get to a station. |
| I expect to use the Clarendon station to get to work. Closing stations near high density housing makes zero sense |
| We leave near EFC metro and take it often during non Covid days. This would be a big blow to our area as the closest other metro stops are a good distance away. We also often use as destinations Smithsonian and Federal Center SW |
| Those stations may look like theyre close to others but thats only on a map. If a rider lives or works near one of the listed stations, its not always easy for the rider to get to the next closest open stations. Pedestrian access is not always safe and buses do not provide reliable/regular service. |
| Do you guys not realize that Clarendon has so many restaurants and businesses? Its a destination people travel to. Cutting the metro would be abysmal for the local economy. Greensboro/McLean area will see high office commute traffic after the pandemic. The low ridership is because no one is allowed to go back to work yet. |
| Grosvenor and its associated parking structure are critical for convenience. |
| For Arlington stations, closing both VA Square and Clarendon would be very inconvenient for people who reside or work in that stretch of Arlington. If two stations along the orange/silver line in Arlington need to close, it would make more sense to close VA Square and Court House. This proposal would mean there are no open Metro stations between Ballston and Court House. |
| I wont walk over a mile in Tysons Corner to get to my office. Theres absolutely no safe way to walk from station to station. The only reason Im spending the money on such a high rent is to be able to walk to Ballston and get dropped off at Greensboro. If that isnt an option, Ill move out of Arlington for sure. |
| Entire residential and commercial developments have been built around these Metro stations and people have bought homes and built lives based on being near a Metro; it would be economically destructive to close stations. |
| In 2022 I expect normal ridership |
| When Im allowed to go back to work at my jobs office in Rockville after the pandemic restrictions have abated, I plan to use the Grosvenor-Strathmore Station to Shady Grove route daily. I did this before the pandemic hit and my office temporarily closed. I have been working from home. |
| Eisenhower Ave is a much needed station for the residents in this area. The area is growing and we require a station for our area. |
| East Falls Curch provides a valuable serve to both Arlington and Falls Church. There is no parking available at other Arlington Station and the lots west of East Falls church are always full. To take this station away would be a detriment to the area and to the Metro system |
| There may be a few stations worth closing, especially downtown where they are relatively close together, but in the suburbs people depend on most stations to get to work. Why have we invested in this infrastructure if we are only going to make it impossible to use it???? |
| I have concerns about this and accessibility. There are already a lot of handicap shuttles helping navigate elevator outagesâ€” how will taking out all of these stations impact that service? Sounds like it would make the system even harder for those with mobility issues. |
| I reside near east falls church and use the metro to commute part time when I work at the office in the dc area. Not having access to this metro stop would cause huge issues for me |
| I use the College Park station to commute to the airport so I can travel home (out of state). |
| Keep EFC open |
| That is NOT IDEAL at all!!! I use a lot of these particular stations and would prefer they remain in use. |
| Absolutely not! Rely on Grosvenor station!!! |
| I heavily use the Cleveland Park station. |
| I ride the Clarendon metro and live walking distance from it. My husband does too. Courthouse is not as convenient for us. |
| Metro's plan would close all the stations within walking distance of my home and within walking distance of my work - meaning Metro would no longer be a viable transport option for me so I would never take it again. |

Proposal to close 22 Metrorail stations

This proposal is a disaster. These stations serve many people, residences, businesses and offices. Metro works because of the many stations and options it provides. Closing these stations should not be considered.

I am strongly opposed to this plan; I live at Clarendon, and feel strongly that the station should remain open to facilitate easy access to DC.

I live a 15 minute walk to the station so I would cease using the metro if they close the Strathmore station. This could also impact my property value.

Absolutely not, would negatively impact many neighborhoods throughout this area. Same answer as before, by January 2022 things will be back to normal and so Metro should return to normal service at all stations.

I would love Cleveland park station to stay open - Woodley is already congested with normal travel

Need all stations open to meet my needs

I don't think this is a huge deal but crowding on the platforms at L'Enfant, Metro Center and Chinatown would probably be an issue.

No

You built them u keep them open. Or shut permanently as they do in London, or have Express and Local as in New York, wait you only have dual tracks!

Clarendon and Virginia Square are right next to one another. Seems odd to close stations side-by-side and not stagger.

I just bought a home that is closest to the Clarendon metro and part of that decision includes the need to get to work in DC. Please do not close this station!

Stations that are close together is a relative term. For people who have issues walking, doubling the distance and time it takes to get from the Metro Station to their office isn't feasible.

Closing both Virginia Square and Clarendon makes it difficult for people along the orange and silver lines. Closing just one of them would make life easier--although it would be best if both could remain open.

There are so many apartments and homes nearby that Grosvenor-Strathmore station serves! There is no parking option at medical center and the parking at Twinbrook is minimal. I know many adults and youth who use this station because it is closer to home and within walking distance.

Getting rid of Virginia Square AND Clarendon does not make sense. Clarendon is a busy station - Virginia Square is less busy and close enough to the Ballston stop - so if any were to close it should be Virginia Square.

How will the people who work in essential businesses near these stations do to get to work?

I use multiple of these stations regularly, this would be a significant inconvenience for me. I currently take the metro everyday (M-F).

There are so many stops included on this list that I use regularly and would significantly impact my travel abilities for work. SPECIFICALLY the Clarendon station. There are so many apartment buildings and restaurants and businesses in Clarendon that the removal of this station would make absolutely zero sense and probably harm a lot of businesses that rely on the Metro's foot traffic in that area.

Greensboro gets more and more important due to a lot of people who have moved to the area (new high rise buildings), not at last BECAUSE of Metro.

None of the stations I use are affected by this proposal, but this seems like a backward step for a growing city.

Grosvenor - Strathmore has garage and the arts center/ should not be closed.

Would be good if you could keep either VA Square or Clarendon open since they are next to each other.

Regularly use Clarendon and Virginia Square metro.

I need Judiciary Square. A ton of people use it in normal times and rush hour to avoid Union Station chaos

Physically would not be able to walk from Metro Center to 12th & Constitution Ave. closing Federal Triangle would be detrimental.

Grosvenor should stay open. Why not close White Flint instead?

Completely unacceptable. You might as well shut the whole system down. Is low ridership based on 2020 COVID shutdown levels? With the vaccine in place and most agencies and offices resuming normal operations ridership will go back up by this summer/fall.

Closing stations in middle of federal buildings

We rely on the Grosvenor station to commute on weekdays. We expect to resume our daily commute in 2021.

I live in Courthouse. I use Virginia Square for work and use Clarendon regularly for grocery shopping and restaurants - I can walk to work in Virginia Square, but it's a bit of a haul to do it every day. But bus is okay, but it doesn't come as reliably as the Metro and isn't protected from weather.

Proposal to close 22 Metrorail stations

Closing the Virginia Square Metro Station will significantly alter my ability to enjoy and use by home. I think its a really bad idea. It will reduce property values significantly. Also, there are two major employers in Va Sq, GMU law school and the FDIC. In a post-Covid world there will be a big impact on those businesses as well as on the infrastructure that was build up around the Va Sq metro station

I live at the Mt Vernon Square station and I work off the Greensboro station so this would definitely not work for me. I am also considering going to graduate school in College Park and would want to use the metro to get to campus.

This is sad, but this works for me.

Please No!

Keep either Virginia Square or Clarendon open. Dont close them both.

Very bad idea

I use Archives every day. The next closest to my job is Federal Triangle -- also on the list. Walking from Gallery Place or LEnfant Plaza is lousy considering the cost of the commute. This is a terrible idea. These stations already exist and sure seem busy to me. Is overcrowding already busy stations a workable alternative? This is a terrible idea. If you want o discourage ridership throughout the system, this is the way to do it.

god please no. these nearby but off-center stations make it so much easier to get around and avoid crowds

McLean is the closest station to my job, the alternatives mean I wont take metrorail

This is detrimental to so many DC neighborhoods. The "nearby" stations in many cases are not close. I cannot believe this is even being considered.

I chose to live where I do because of the walkability if the Clarendon metro. Not only that- if the metro closes I'm sure businesses will as well since I'm sure part of their location strategy was being close to the metro.

Utilize Grosvenor- Strathmore regularly. It is my home stop

I use EFC and Mclean for work and live on Van Dorn

how is grosventor-strathmore near other stations? i cannot walk to an alternative

Federal Triangle it is the hub for many federal workers. If the government continues to telework all the time, then this is moot. but, if federal workers phase back in, you CANNOT close Federal Triangle.

I rely on East Falls Church to commute to work (when we return to work), anytime I go into DC for an evening event or on the weekend. By closing this station, I most likely would not use metro at all.

GMU students and employees need Metro access to get to our Arlington campus. We are just about to undergo a huge campus expansion which will bring more people to the area and have increased transportation demand. Closing both Clarendon AND VA Square/GMU stops would be extremely detrimental to this expansion. We have many students and staff even right now prior to expansion that rely on Metro to get to work and school.

I moved to my current home because I though I would be able to ride metro from the Loudoun Gateway station.

I live at Grosvenor Strathmore and regularly use the metro.

I specifically moved to my current area for the easy access to the Greensboro metro.

Our family desperately needs the metro stations near us to stay open - Clarendon and Virginia Square. Our daughters daycare is two blocks from the Clarendon metro and in order to get our daughter to daycare and be able to work. Well either have to decrease our work hours (and therefore income) or move to a different daycare and possibly different apartment. PLEASE keep at least the Clarendon metro stop open!

Too far to walk from other stations

NO STATION CLOSURES!

Closing both Clarendon AND Virginia Square is not reasonable. I agree these two stops are very close together (hey, I did not design the system!) but given the very high density building that has sprung up around these stations, they cannot BOTH be closed.

no - more stations open will likely lead to more riders and more revenue! worth keeping key stations open during key hours - say 7 am to 7 pm or 7 am to 10 am and 4 pm to 7 pm at least. Also Clarendon and VA Square are adjacent. Pls dont close both. Clarendon keeps young people, sometimes, drinking, off the roads and helps get revenue to our community restaurants!

As a Federal employee, I have depended Metro from the Grosvenor-Strathmore station to get to my worksite.

The entire nursing shift depends on many of these trains.

Proposal to close 22 Metrorail stations

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| The east falls church line is located near MANY commuters and this would not be an easy transition for folks once we return to work. Many of us rely heavily on metro for weekday commuting as well as for entertainment commuting in the DMV |
| This would be a huge disservice to those who rely on these stations (especially those farther out from other stations). It is not easy to get to another station which could be several miles away. |
| I use some of these stations, especially Clarendon (work site), often. |
| Many of these stations I rely on for work and for commuting. |
| That leaves a 2 mile stretch in Arlington without service. Thousands of people live and rely on access to those stations, not to mention universities and business that attract thousands of travelers and commuters each day. These plans should be scrapped now that the American Rescue Act was signed into law and the billions of dollars going towards saving public transit. |
| This seems to be a very equitable way to consolidate if ridership is low and people would have to switch to another closer station. I don't think this plan is a huge negative for a lot of people - as long as frequency stayed the same. |
| Grosvenor Strathmore metro in itself is a huge base in the community. It is essential. |
| Cheverly and Smithsonian are important to me. Morgan Boulevard and College Park are also important. |
| Closing select stations would inevitably create a run on parking at the remaining operating stations. |
| I use both Va. Square and Clarendon. Prefer that you reduce service rather than close the stations. |
| This would discourage me from using Metro |
| Keep Grosvenor Strathmore station open |
| ... |
| You are closing high ridership stations. McLean, Clarendon, etc. |
| I take the train daily from East Falls Church when there's no pandemic. |
| Too complicated and limits availability of service. Not a good long-term solution |
| These are all the stations that I use |
| I ride from College Park to Archives. This would be terrible |
| This seems like the most drastic proposal. I live nearest to the East Falls Church metro station so closing this station would have a major impact on my travel |
| I live by EFC, I need access to public transportation |
| I understand these are based on low ridership, but it is not helpful to walkers to have two stations next to each other closed. Another alternative is to close Courthouse and Virginia Square keeping Clarendon open. Courthouse riders can walk to Rosslyn or Clarendon while Virginia Square riders can walk to Clarendon or Ballston. |
| Please don't close Clarendon! Sell the naming rights to the station if it means you can keep it open! |
| Not a good idea to close the stations. |
| Although there may be another station close by within whatever metric you are using, these are nowhere near my residential community and will add additional time, bus/parking fare, and hassle to a commute that is meant to simplify the movement of vehicles. |
| I don't believe closing the Clarendon station makes sense. It would force users to go to Rosslyn which would overcrowd the platforms during the normal rush hour. |
| I need to be able to travel to Greensboro for work easily. |
| I work at Greensboro and need that station to go into and out of the office. |
| My husband and I use the Morgan Blvd regularly for work and travel into DC. We also have 2 children so additional travel to another station would not work |
| This seems to be a very bad idea and doesn't take into account that once the pandemic recedes, people will begin to use the system again. People will begin to travel for family vacations, etc. These stations have taken a hit during the pandemic but it won't be permanent unless metro curtails service to the point that it is no longer useful. |
| Don't close Clarendon AND Virginia Square. Keep Clarendon open |
| I could make it work but it would decrease the frequency with which I ride Metro. I'd probably use ZipCar more often. |
| Do not close Orange Line stops. Ridership will resume as the pandemic eases. |
| Please keep the Grosvenor Strathmore station open. |
| This would severely limit people's abilities to commute - particularly in MD/VA if individuals do not have access to a car/bus route. |

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| Proposal to close 22 Metrorail stations |
| To extend the time between trips and close the two closest stations to my home would extend my commute significantly and negate one of the main draws for living where I live. |
| East falls church is very critical for my job and closing it would be very hard for patients to get to their health care at falls church |
| Keep federal triangle open |
| Closing stations is a very bad idea |
| Many communities have built up around the Metro stations. It is understandable to close areas with no community nearby (such as Arlington Cemetery), but for many, they have chosen where they bought a home based on Metro Access. This would be a major disruption to their lives and likely result in considerable financial loss for them, as well, when they move since the Metro no longer services them sufficiently. |
| This is terrible option that will have major repercussions for travel and safety given the footprint of many of these stations. |
| I frequently visit family who live near the Grosvenor station. Permanently closing the station affects visitors to the Strathmore performing arts complex & residents of Grosvenor Park apartments. |
| EFC is not near other stations and there aren't any bus stops near me. This would mean I would have to drive to work instead of using public transportation. |
| Grosvenor-Strathmore serves a huge community. |
| You must be kidding about the orange line, right? Once people are back in the office, it will see heavy use and need all of its stations open. You are proposing to close them just as their use will spike again. Terrible idea. |
| Dont close Clarendon and Virginia Square. I am a GMU student and this would force me to not take the metro. Metro would close before my classes end and not even take me to where I need to be. Not a good idea. |
| The closest station to Van Dorn is Eisenhower and both are proposed to be closed. Many communities shuttle to the Van Dorn station and once COVID is over and the federal government is back to in-person working, there will be more ridership. |
| COLLEGE PARK ONLY HAS LOW RIDERSHIP BECAUSE U OF MD IS NOT IN FULL OPERATION DUE TO COVID. THIS IS A VERY IMPORTANT STATION AND SHOULD REMAIN OPENZ! |
| Smithsonian should remain open no matter what |
| Clarendon is a MAJOR hub in Northern VA with two grocery stores blocks away. Similarly, VA Square has a grocery store a block away. There is an incredible amount of development taking place between Clarendon and VA Square. Ballston and Courthouse with their increased development would not be able to support the increased usage without major maintenance and ability to keep the escalators and elevators moving. |
| Some of these stops like Clarendon have huge ridership. Virginia Square nearby could be closed but not both. Especially during tourist season Smithsonian and Arlington Cemetery should be open. |
| East Falls Church is an important connection station for people who are using the W&OD and consider EFC their access point for the Silver Line stations going west. |
| The Arlington stations are heavily used, especially Clarendon and East Falls Church. Closing them would be terrible. |
| I am mobility limited and one of these stations is where I live nearby. I would have to move. |
| Please don't close college park, grovesnor/strathmore, my daughters rely on these stations to get to school and we use grovesnor to get to union station and smithsonian. There is easy parking at grovesnor and Bethesda station is not as easy/friendly to park and maneuver. One of my daughters uses Amtrak to get to her college then takes metro to grovesnor which is close to home. |
| I walk to East Falls Church. No other station is walkable. |
| Grosvenor is my usual station. There is a lot of housing around Grosvenor, allowing patrons to walk to the metro. If it closes, patrons may use alternate transportation and further reduce Metro revenue. |
| It is important Arlington stays open. Many tourists rely on this station as well as many who rely on tourism for their income. Closing Smithsonian and Federal Triangle would rely be horrible for tourism as well. And D.C. really needs positive tourism now more than in a long time. |
| Family of four depend on metro service from Eisenhower station. Requiring us to travel to either Huntington or King Street will add 30 more minutes of travel and this adds to additional delays if trains are only offered every 15-30 minutes. |
| Clarendon and Smithsonian are high traffic and should remain open regardless |
| once the pandemic is over, I am sure I will use Grosvenor Strathmore more often. |
| I rely on East falls church station for my daily commute |

Proposal to close 22 Metrorail stations

My significant other and I both use the Virginia square metro frequently to get in and out of dc as we leave above it. We also use the Clarendon. Loosing these stations would be very sad and make our commute very difficult.

This is a disaster for people in this area (CLEVELAND PARK) and for our commercial district. The Cleveland Park metro serves apartment building and homes with many elderly people and working people who rely on the subway. PLEASE RECONSIDER

would rather have less frequent trains than no trains at all at the stations I use.

Absolutely ridiculous idea. Especially if youre considering closing stations on a line THAT HASNT EVEN BEEN COMPLETED YET!

Absolutely not. I moved to Virginia square because of the metro stop and would be devastated. Would not use metro at ballston and metro would lose my business. I think many would feel this way. Ballston pre pandemic was already too crowded and I would honestly move out to fairfax and buy a car if they closed the metro stations in Clarendon and VA Square.

Clarendon is needed station. Closing Virgina Square can work since Ballston is close; however, Courthouse is too far and there are reasons to keep Clarendon open.

I live in DC and work near the College Park station. I dont own a car. This would be a disaster for me.

Closing stations should be the very last option!!! Keep them open, especially East Falls Church!

Please do not close these stations.

During normal times, I don't believe Clarendon has low ridership â€” this should be based on pre-pandemic ridership. I live in Clarendon and use the metro for my work commute. Closing this station will significantly impact my ability to get to and from work.

This is the only way to access my work and the adjacent station is far

I moved to an apartment complex by Grosvenor-strathmore for the sole purpose of being able to walk to the train to commute to AU. Closure would complete negate my reason for living here.

There are massive amounts of riders who join at the McLean Metro and the McLean stop is also a destination for a number of shuttle from nearby office parks. The Tysons stop isnt particularly close to McLean and there are a number of neighborhoods and areas the McLean stop pulls riders from who wouldnt be able to get the Tysons stop.

As long as it doesnt require excessive transfers.

Low ridership is due in large part to covid. When that goes away over the course of 2022 and into 2023, ridership will increase as people go back to work. These stations need to be open for people to use or you risk people no longer viewing metro as a viable transportation option altogether.

This should be off the table. Closing Smithsonian station? Clarendon? Whole communities exist because of these stations (e.g. Mclean/Capital 1).

The Silver line isnt even completed yet and you already want to shut it down? Horrible you are.

Grovesnor has parking and is closest to my house. White flint is a mess and twinbrook too far. If I have that much time to devote, I'll drive. Parking at my office is free.

This would fundamentally change the character of Arlington. I think you should measure how things change after things open up like every other struggling business before making such a drastic decision. Hopefully, funding will be available to push the decision out until then.

Closing grosvenor Strathmore doesnt work. This are depends on metro once vaccines come out. Not to mention the closest station is medical center which does not have a parking lot nor is walkable from around grosvenor Strathmore because Rockville pike does not have a sidewalk for part of that walk

I rely on Grosvenor-Stathmore station for my weekday commute

This would definitely not work for me. If this were to happen, I imagine a lot of people would not even bother taking Metro. I would probably just drive or take an Uber.

I use Cleveland Park

THIS IS UNACCEPTABLE.

This would likely not affect my transportation situation to and from work, but it could affect other situations.

We bought a home near EFC metro so we could walk to the metro. This defeats the purpose of trying to use public transport and we might be forced to drive in to DC, which we don't want to.

Not having these stops would adversely impact many riders

This would close stations vital for my work and school commutes

I live near one of these stations and depend on it to get to school and into the city. I do not own a car. I cannot afford the station to close. I live in this area specifically for the station.

This has to be a joke, right? Virginia square and Clarendon have a TON of traffic. East falls church is not close to another station and is incredibly important to the federal workforce and so many others who commute from the Virginia suburbs to DC every day. And McLean isn't even open yet so how can you know ridership?! This is absolutely ridiculous

Proposal to close 22 Metrorail stations

I can only speak to Grosvenor-Strathmore, but given that the station is linked to a large condo complex and multiple town home complexes, this station is the only means of commuting into the city for residents without cars. The bus system is not reliable enough to connect them to the next closest station.

Archives and Smithsonian and Arlington cemetery should stay since they are near top tourist locations

Would prefer to have options between East and West falls church since no parking at East but all bus lines go there

Closing these neighborhood stops would have a significant negative effect.

I purchased property near a metro station so I can easily use the train to commute to work (which I am still doing through the pandemic). I cannot image if my local station on the list closes down.

Keep Clarendon open, since it serves an important commercial area; Virginia Square is infrequently used, so close it.

No parking available at medical center so this wouldn't be a feasible option to close Grosvenor.

This would work for the stations I use - HOWEVER, if riders are forced to use other orange line stations, such as West Falls Church, there may be issues with overcrowding of stations/trains at the next closest stations. Especially if there are any reductions of trains.

This will hurt ridership even more. Covid will end.

I use the Cleveland Park station regularly -- at least two to three times a week. One of the reasons I bought a condo in this neighborhood was that as a senior having a Metro stop near me was essential. This would be a major inconvenience for hundreds of us.

People need to have access to public transit!

Living next to the East Falls Church metro, I utilize the metro under non-COVID times regularly to access locations not easily replaced by bus service without transfers.

McLean is the station that I use. Needed for Tyson's development

ridership has been low due to the pandemic I am sure, but my office will require us to come into work once this is over. Please do not close these stations.

I live walking distance to East Falls Church and would no longer be able to ride metro if this happened. Also this would kill property values locally and hurt the local economy significantly.

This would be the least preferable outcome. Thank you.

I live at east falls church, and deliberately moved there to be close to a metro station. I share a car with my partner and by 2022, he will need the car for his commute. What am I supposed to do? East falls church is one of the only affordable neighborhoods along the virginia lines right now, and I dont get paid enough to move closer to the city.

You really want to close stations that are brand new? Thats a huge irresponsible waste of taxpayer money.

Eisenhower Ave is the metro station I use frequently when I go into DC, and especially when using the airport. It is a 15-20 minute walk to the king street station and would make travel more laborious for early morning flights, and various trips on the metro. I very much hope that Eisenhower ave station is not closed! It is a big reason why we moved where we did in the first place.

Arlington Cemetery is vital for tourists. I moved to Clarendon in large part because of the Metro: if necessary, close VA Sq or Clarendon, but not both. EFC is a transfer point: dont close.

I oppose the closing of station of Clarendon, East Falls Church and Virginia Square in Arlington. It is a shame that Arlington County supported Metrorail with millions of dollars a year but Metrorail wants to close so many stations on the Rosslyn to East Falls church route.

Both Virginia Square and Clarendon cannot be closed. However, I may agree with closing Virginia Square, given its proximity to both Clarendon and Ballston.

Does this mean that transferring to Silver line has to be done at Virginia Square? I think so? Adds a lot to such trips from Vienna end of Orange line.

We need to encourage ridership, this won't happen if Metro is not convenient.

If we are back to working in person in offices by January 2022, then I would need the Federal Center SW station to get to work.

Grosvenor is my primary station and I intend to resume use upon COVID vaccination. Do not close grosvenor-strathmore

Closing stations is bad.

Most of these make sense, but Clarendon is a mistake (note: this is not my closest station). Clarendon is a hub for shopping, restaurants, etc. which will return to normal operations by fall 2021, and it also has dense housing. This would have a negative impact on commuters, local businesses, and surface traffic.

I don't think all of these need to be closed. Sure ones like Virginia Square that are very close to both clarendon and Ballston could be closed, but also closing clarendon and making Ballston the only stop of those three to be open would surely overcrowd the trains especially during peak hours.

My station is Grosvenor.

Proposal to close 22 Metrorail stations

Please keep Grosvenor-Strathmore open!

Closure of East Falls Church would be difficult (that doesn't seem low ridership given the number of buses, etc. that come through to drop off there). The remainder of the stations would at times be inconvenient but manageable.

I believe it would be better to have less service at all stations than to close any station entirely. I also would rather see fares go up than see stations close.

These areas need Metro. I think if service was better more people will ride in post pandemic days

I walk to East Falls Church station. Using a more distant station would require driving....if I'm driving anyway, why not just skip the train and drive the whole way? Closing stations will further reduce ridership.

Would there be a shuttle or a service to get people to those alternate stations?

I find Clarendon and East Falls Church crucial stations as do many of my work colleagues

Absolutely not-- this does not account that people are just not riding it at the moment due to COVID; by Jan 2022 when most are vaccinated things will be better. This is unacceptable.

Not at all. Grosvenor Strathmore must remain opened to keep me as a rider.

We use the Grosvenor stop

Grosvener-Strathmore station is really important since it's one of the best sources of parking on the outer edges of the red line.

I leave near Clarendon. If you close both Clarendon and Virginia Square, it is a 20-30 minute walk one each direction to get to another station. I understand closing one of them, but not both

Grosvenor services Strathmore, which is both an educational and entertainment venue. It is used throughout the day and well into the evening for performances, rehearsals, classes. The walk from the next nearest station is much too far for seniors such as myself, and for the many people of all ages who access Strathmore via the Metro.

I'm a fed commuter who post covid will be using strathmore

Why are you doing all of the upgrades if you plan to close stations. The metro board and managers should be fired.

You must be some kind of idiot if you think closing Federal Triangle is a good idea. Yeah ridership is down because of covid, but federal employees need to be able to go back to the office eventually

This will send the Metro into a commuting death spiral

Access to College Park is essential

This is the worst proposal for me. I have no car so I walk to East Falls Church to commute into DC for work.

I depend on the metro to go to work and back home. East Falls Church metro should not be closed especially because a lot of commuters take this train into DC. It also enables us to take the Silver Line from this metro station.

Closing East Falls Church would be terrible. As we come out of the pandemic I would hope metro keeps in mind that current conditions are temporary and people will rely on metro weekdays and weekends in the near future. Closing stops down will impact people's lives, the environment, and family outings.

Closing Cleveland Park metro station would impact my family and I greatly.

I currently commute to the McLean station - I would stop using Metrorail if the station was closed.

I use Judiciary Square daily. This would significantly impact my commute.

Please do not close stations--especially on the Orange and Silver Lines! I would rather trains arrive less frequently. The impact to the local economy is already devastating. Please do not make it worse by closing stations and impacting businesses and property values even further!

If you close Grosvenor, I will need to go to a further-out station where the trains run every 30 minutes. The overcrowding would be horrid and the parking lots would be filled. I'd most likely shift to driving to work.

I'm a student at UMD. Taking away this stop would be a huge blow to many UMD students that rely on this metro station to get around. This school is already screwing us over enough and losing the College Park metro station is only going to make our experience right now even worse.

I only dispute one of these closures - Clarendon. I feel like that is a mistake. Courthouse seems like a more logical station to close.

I use Clarendon and Virginia Square stations primarily. Additionally, how do you know the Silver Line Phase 2 stations will be low ridership before they open?

I'd like to see these stations remain in service - Clarendon, Cleveland Park and East Falls Church.

I need EFC to get to work

Proposal to close 22 Metrorail stations

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| I live near Clarendon. There is not another metro that would not add at least 10-15 minutes to my commute. This would be even worse than having cars every 15 minutes, because it would guarantee that I could not commute as quickly as driving, and during the summer, I would be sweaty by the time I got to work. I would stop using the service. (And I cant believe Clarendon has low ridership in normal times. Every time I show up there, there are a good number of people waiting on trains). |
| should not close both clarendon and Virginia square. If you are closing a station choose only 1. Too far of a walk to the next station and therefore the convenience would be eliminated of the metro. |
| My house is the closest to Van Dorn, and this would considerably change my commute. |
| This could impact home values in my community. |
| Downtown stations should be exempt regardless of ridership numbers. |
| This plan is insane and would destroy property values and rental rates in many locations such as Clarendon where people regularly choose to live and not own a car due to metro access. |
| This change would provide no service for Arlington riders who do not live along the Metro corridor and kill the Clarendon commercial district. |
| A lot of people in Virginia will need those metro stops. Virginia square has the GMU campus where students got to school. A lot of people commute via metro to work to Greensboro and Reston. A lot of people park in Reston and commute into DC. With the increase in vaccinations by FY2022, this would reduce people's abilities to get to and from work. |
| How can you close stations that have high volume of traffic and serve areas that were developed specifically for its proximity to a metro station? This plan is simply silly unless you want people move out of DC and use even less the metro and Kill the company forever. |
| I use the Grosvenor Station to go to work, and after the pandemic we will expected to work on site. There is not adequate parking at my workplace; closing the station would be a huge problem. |
| I can walk to the East Falls Church station. This plan would make it very difficult for me to use Metro. |
| Closing the Clarendon and VA Square stations would make the surrounding stations extremely crowded during rush hour. |
| How are people supposed to get to their court dates without the judiciary square stop. |
| Keep College Park open! |
| Is this a permanent or temporary closure? I have no reason to use Metro for the next 6+ months, but things could return to normal if/when we return to Phase 4â€“meaning Metro every day. |
| Closing of these stations could lead to overcrowding at stations if ridership increases in January 2022. Assuming a covid-19 vaccine is widely rolled out by then, daily commuting may resume for most individuals and cause more people to congregate at the stations. |
| I don't have a car and rely on grosvenor Strathmore to get to work and socialize. When it closed from March-June 2020, I felt trapped and couldn't go many places. If this station were to close, my quality of life would decrease and I won't be able to get to work post-pandemic. |
| Virginia Square is the closest station to my residence. I oppose closing it and any other stations. Residents rely on this public transportation infrastructure so it must be funded to provide service to residents. |
| This proposal would be terrible for my family. My husband and I bought a house in Arlington due to it being walking distance to the East Falls Church metro. We both plan to take the metro (me to McLean and him to Reston). If these planned stations were closed we wouldnt take metro at all. Why would we? How would I get to the Ballston Station from my house? How would I get to the McLean station from Tysons? Why did you even build the silver line if you are going to shut down all the stations? |
| Please do not close Grosvenor-Strathmore station!!!! I cant live without it. And many other people depend on it a lot too. |
| More crowded areas. |
| I can understand closing either Virginia Square OR Clarendon, but it does not make sense to close both. |
| Meed to use Grosvenor - Strathmore and ability to park there |
| Fire the station managers!! They let people jump fairs, they sleep, they act put out when you need help. Use the money elsewhere ! |
| 3 of those stations havent even opened yet so you have no idea what ridership is going to be! On top of that, the stations in this proposal are key stations for tourism throughout the region. |
| Need Grovesner-Strathmore |
| My whole family uses Grovesnor Strathmore metro to get to school and work year round. We can walk there from our home but cannot walk to other metro stations |
| How will people get to museums |

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| Proposal to close 22 Metrorail stations |
| live near Grosvenor commonly used |
| I live next to Mt. Vernon Plazas station and routinely take the green line for work, social events, and to visit family. |
| EFC is our main metro station. Ballston is very far as is West Falls Church. If you add more than 15 minutes to people's commutes by eliminating stations that leave people no other walkable option, people will drive/traffic will be horrendous. |
| So many rely on east falls church park and ride, and I use that metro regularly. I also use the smithsonian stop regularly when the museums are open and would plan to once things reopen. It's a huge draw for tourists. |
| closing Clarendon and Va Square would leave a huge gap in stations and make it hard to commute to work via metro. And east falls church is an important station not close to any other stations and closing it would limit ability to use metro. |
| It seems unreasonable to close both Archives and Federal Triangle, especially given the large number of federal employees who use these two stations. As essential workers, weve been required to come to work every day despite the pandemic, so these are possibly two of the most heavily used destination stations for daily commuters. |
| You should be OPENING MORE STATIONS and LINES NOT CLOSING ANY STATIONS! |
| Closing stations does not contribute significantly to budget savings, and is not worth the significant hardship it causes for people who use those stations. If you must consider cutting service, perhaps these stations could be skipped on weekends or during non-rush hours. But during rush hour, even low ridership stations have significant numbers of people using them. I am very familiar with a number of these stations being considered, and they are vital during rush hour. |
| Is this a joke? No to Clarendon and Virginia Square. Those do not have low ridership outside the pandemic and the closures of these stations would destroy these neighborhoods. |
| East falls church, judiciary square need to remain open. |
| Grosvenor should not be closed given the location |
| This would severely impact my commute |
| I use several of these stations and would have added time to my commute if they close. |
| There is a lot of housing built around Grosvenor specifically for commuters. Many of these homeowners do not have cars, Parking is a big issue for metro. Medical center has no parking. Parking in downtown Bethesda garages is very difficult. And no parking will be available if everyone was going to white flint unless many more parking spaces are available. |
| Do NOT close Federal Triangle. |
| Closing Arlington Cemetery means loss of tourist revenue. Where would Van Dorn riders get on metro? |
| Metro should be convenient for folks to travel; not more inconvenient and necessitating an additional bus or longer walk. |
| This would make Metro completely useless to me. And, because of network effects, it would probably start a ridership death spiral that would destroy the system. |
| I use van dorn station |
| This would cause many issues with people who live near these stations, and also add over-crowding to the remaining stations. |
| I bought a place just to be close to the metro at Grosvenor/Strathmore. Plus there are approved plans to build a ton of housing around the metro station. I realize the pandemic changes some stuff, but it would be VERY inconvenient not to have the Grosvenor Strathmore station open |
| I need Greensboro open! Its right at my office and otherwise it will be too hard to get to my office. |
| If you close McLean and EFC, there is no option for me to commute via the Silver Line. If I have to drive to Tysons or Ballston, then I won't be able to use Metro. |
| Need Arlington Cemetery, Smithsonian and Archives |
| This is the worst proposal of them all. Proposal #5 would force so many to move out of the DC area entirely. |
| I often use the ant Vernon Square station to commute to see a friend. |
| I purposely moved to my current apartment so I would be close to a metro stop for commuting to work. I love near one of the above stations that is proposed. This would significantly impact me and many others who rely on the metro for transit |
| Some of these stations are critical to my commute and would impact my Metro usage significantly. I prefer the other options. |
| I live at Clarendon and travel to Ballston. I would have to walk to work when I return to the office, which would be undesirable in the hot summers and snowy winters. |
| Clarendon and Virginia Square are the stations I would use in Jan. 2022. This plan would not work for me unless I could ride a bus to Rosslyn, which is a possibility but would take more time. |
| Close virginia square or clarendon but not both. Clarendon seems the logical choice to remain open with the retail surrounding the station. |

Proposal to close 22 Metrorail stations

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| I work near Federal Center SW and also use East Falls Church regularly - there are quite a few in Arlington that would make metro travel MUCH more inconvenient if we wanted to travel into the city. |
| Although I normally use Virginia square I can easily get to ballston, I usually did not use it though because it is so busy and cost more |
| While it would be sad for strathmore station to close its better than 30 minute waits |
| You are going to close existing stations while opening new ones on the Silver line? Are you serious? |
| I work in Clarendon so this Metro station is important for me and my colleagues not just to get to and from work, but also to meetings in DC, the Pentagon, etc. Before the pandemic Clarendon was also very busy in the evenings as there are many restaurants in the area. |
| I use Grovener-Strathmore station a lot and it is NOT walking distance to another station |
| This is a huge amount of closures and would substantially impact the utility of the metro. Ive already felt like some stations were very far apart in comparison to other public transit systems Ive used, and this would absolutely make the DC metro worse. Furthermore, I am concerned about how this would impact the commute times of those who typically use those stops. Horrible plan. |
| I know people who take Metro to get to concerts at Strathmore. This would force them to drive or use other means to get there and home. |
| The College Park station serves residents of the city (population: 32,000) and the more than 54,000 students, faculty, and staff at the University of Marylands flagship campus. |
| This is the worst proposal |
| How can you close two adjacent stations (Clarendon and VA Square)? At least alternate closed stations. |
| Absolutely not. As an East Falls Church rider I would strongly disagree that there is a station close to us. Getting to either WFC or Ballston is very difficult on public transit, to then ride the Metro. This is the absolute least appealing option. |
| I expect to need daily travel to / from the McLean station on weekdays. |
| With Smithsonian and Federal Triangle closed, anyone going to the Mall would have a long walk. But that wouldnt be a problem if there arent tourists because the museums are closed. |
| Many Cheverly residents depend on Cheverly Metro Station., including many like my family who share one car. Please reconsider this. We can work with less frequent trains, later opening, earlier closing, etc..., but please keep the trains in service during peak hours, especially week day. |
| Going to an alternative metro stop would add significant time to my commute |
| This is a terrible idea. |
| No, walking to the College Park station is the only form of transportation I have to get to work. |
| The stations are there. Use them! Tourists will come back then Arlington Cemetery needed. Distance between Court House and Ballston too far. Dont like this proposal. |
| Like many, I depend on the Cleveland Park metro station. |
| In January 2022 ridership will hopefully have increased as offices are open and people are vaccinated. At that point you want to give options for public transit. |
| East Falls Church is not in walking distance of another station. Please do not close East Falls Church. |
| some i think are okay to close but not others. east falls church and clarendon are still useful to me |
| Clarendon historically was a busy station and was/is an important part of why Clarendon was so walkable. |
| The Clarendon Station is very important to keep due to the density of multi-family housing and popular businesses/stores in the area. |
| Virginia Square supports both George Mason and the FDIC. I use the metro for both. |
| Grosvenor-Strathmore station is very very very crucial to my daily commute. Closure of this station would have a missive impact on my lifestyle and cost of living. |
| The closures at Grosvenor would make it difficult for half of my office to get to work. |
| Many people board the train at Grosvenor, including bus passengers. |
| Public Transportation in DC would be made extremely time-consuming and difficult, especially for people without any other transportation options, and for many, it would make the metro so inconvenient it wouldnt be worth using. |
| Need access to college park |
| I am a regular user of the East Falls Church station and would be forced to relocate if it were closed. |
| This will mean I can no longer walk to the metro. Why are you opening new lines if you cant take care of the ones you have????? |
| Please keep Grosvenor open |

Proposal to close 22 Metrorail stations

More, not fewer, stations would be better.

We live in the Clarendon-VA Square area and commute to the District. Closing both of these stations would require that we sell our house and move into an apartment or condo in the District, at significant financial loss. This would be a disastrous move by Metro. It would also seriously impact the value of our house, since proximity to these stations is a core component of value.

Do not close Clarendon!

In particular, I live at the Grosvenor stop -- closing this would mean I'd be forced to reconsider my residence. Closing stations is an absolutely horrible option, though I understand the need to increase public support for transit and will always support that.

I live near East Falls Church and would no longer be able to use metro for commuting to my job.

As I wrote, I'd rather you increase the pricing than decrease stations of trains.

More frequent trains when more people ride and when getting to/from station is more difficult (traffic), as well as when schools are operating, is more equitable.

The entire reason many University of Maryland students attend the school is because of the local metro stop to DC

Honestly, this seems like a WMATA political ploy to me. You would NEVER close the Cemetery station. Also, closing Clarendon I'm sure you know is a non-starter. Pretty disingenuous.

I use the East Falls Church Metro Station. I walk to this station and cannot walk to any other.

There is no service anywhere near Van Dorn, and cutting this station would result in having to extend my commute significantly or, more likely, stop using metro all together.

Closing these stations would greatly harm people's ability to travel to Clarendon and DC, for nightlife/restaurants and for work. This should be the last possible option as it could have grave economic impacts for bars, stores, and restaurants all over the area that are already struggling. This would also essentially eliminate the use for a metro line as everyone would be forced to buy cars or move away.

I live near Grosvenor Metro - it is vital for me that that station remain open. Other options (White Flint and Medical Center) are much farther away and not realistic.

If this were implemented, I would not take metro any more since I would have to drive to a station vs walking so might as well drive to work.

The College Park station should not be closed. Many people, including myself, rely on that station for transportation. Greenbelt and PG Plaza are not close enough to compensate for the loss of College Park. It would be a terrible idea to close it, especially given that it is the nearest station to UMD.

But it sure won't fit my former work place that moved to Eisenhower because it existed

Closing stations would really be the beginning of the end. I would urge Metro to avoid this, and take one or more of the other steps you're proposing.

Metro should have closed the stations DURING the pandemic when ridership was low, not now when it will quickly ramp up once everyone is vaccinated. This is such a bad plan! Metro just finished renovating the East Falls Church Station in 2020- why would they now close it? SO many people use that station, it is not near enough to ANY others. We bought our home nearby so we could commute by metro and also because we strongly believe in public transit. If you close this station, everyone in the entire surrounding community will be left without metro - and our property values will also plummet. We paid more to be near metro - to now take it away without warning is unacceptable! We use it, we need it - please do NOT close the East Falls Church Metro Station - it contradicts everything we've heard and practiced for years about the value and need for transit based development and transit based living!

Morgan Blvd station is greatly needed. A lot that live in the community rely heavily on this station to get to and from work. Morgan Blvd metro station is the reason I moved to the area.

Closure of College Park metro would force me in finding another transport alternative! Also the decline in ridership can be majorly attributed to the construction of purple line going on for over a year

Don't close both Va Sq and Clarendon - keep Clarendon open.

In any event, don't close BOTH Virginia Square and Clarendon. Closing of Clarendon station would have a negative effect on local businesses and the growing number of residents in the increasing number of apartments and condos in the area.

I specifically chose to live near a metro line to ease my commute to work and reduce car dependence. Closing these stations would significantly impact my commuting time and cost, as well as over quality of life.

Closing both Virginia Square and Clarendon would put me more than a mile from the nearest station, and those stations have no parking facilities.

very bad idea

Proposal to close 22 Metrorail stations

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| I live right next to the Grosvenor-Strathmore station, and will be using the Metro for my daily commute to work in 2022. The proximity to the metro was a major reason for my choice of housing. |
| This is a huge problem... so many residents have made housing choices to be within walking distance of Metro. Saying the potential closures are near other stations in this question isnt accurate when were talking about miles of distance in many instances. |
| 2022 will be back to full use |
| I take trains from Grovesnor to work |
| Some of these are essential for commuters and wild make getting to the heart of downtown much longer and harder. |
| Closures at East Falls Church and Virginia Square may impact me. Closure of McLean would impact someone in my household. |
| I oppose closing the College Park station. |
| People live near these stations and need to get from place to place. And Clarendon is one of the busiest VA stations. Why would you even consider this nonsense? |
| We need expansion, not reduction. These plans are not great |
| Grosvenor-Strathmore is a vital metro station. |
| i caught them train |
| No other way to get to Arlington Cemetery, no metro close by. I also use the metro for Eisenhower and Smithsonian, so both would cause me to abandon the metro all together. |
| Why not close those stations now when no one is riding the Metro and reopen when the pandemic eases?? |
| Do not close any stations. Find other savings. That is not why we spent millions building those stations. |
| I live in Clarendon and use it quite often. If you get rid of it I will have to far to walk home and I am seventy-one years of age. |
| Grosvenor is the closest station with parking. Closing this station would have impacts beyond changes in timing of trains. This would be horribly negative for the community. Please do not close grosvenor! |
| its ridiculous to judge ridership during a pandemic. The closing of College Park would impact students of U of MD who dont drive. Additionally, parking has become more restricted at U of MD making the use of public transportation even more necessary |
| We don't own a car because we purchased a condo in Arlington. This would have a significant impact on our ability to commute, shop, visit other parts of the region, etc. |
| i have no way to get to another station i walk to metro |
| I would much prefer lengthier time between trains rather than closing any station including Grosvenor. |
| I hope that instead of closing stations, you couldn't stand increase intervals between trains as mentioned above |
| You built them, use them. |
| These stations are necessary. |
| I would be unable to use the Metro to commute or for any other purpose. In addition, this would seriously reduce the value of my house which would not only be a loss to me but also to Arlington County in loss property taxes. In addition, shutting Clarendon Metro would eviscerate the Clarendon areas businesses and, again, reduce tax revenues from those businesses. |
| How much does it really save to close a station -- especially stations with paid parking lots? I can walk to EFC but others are too far from my home. Metro must make riding the train more convenient than driving my POV |
| Oh please no! Grosvenor-Strathmore is just barely walking distance from Kensington and if that goes, we will have nothing walkable at all. Please don't don't this. |
| This would make me NEVER use Metro again since the closest stations to me would be closed. |
| With the every 30 minute proposal, one way to combat that would be to take East Falls Church where Orange and Silver do both service the station, except for if East Falls Church is closed. |
| This is an unacceptable approach to low ridership at these stops. People must still have all of the metro stops accessible to them; otherwise they will incur increased time and costs of travelling to the other stops nearby - when in reality, that distance makes a big difference in terms of everyones commute. Less people will choose to ride Metro if it means increased costs to get to stations that arent closest to them or additional time because they have to cross major roadways and traffic intersections to go to the other stops that actually are in service. |
| It would be better to work with local governments to develop a ride metro program to get ridership back up. |
| Our company has apartments near 3 of these metro stops - closing them would have a massive negative impact on our small business. |

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| Proposal to close 22 Metrorail stations |
| Do not close East Falls Church please. |
| Just close Arlington cemetery already. I should not be open during rush hour normally. |
| If this makes Ballston metro incredibly crowded, this would make metro travel incredibly difficult. It would make commuting frustrating and possibly make me telework more frequently. |
| keep Grosvenor open |
| While I dont utilize all of these stations, it is very helpful to have multiple stations service an area to cut down on foot travel. I moved to the DC area because it had a more robust metro system and this would defeat that purpose. |
| No stations should be closed given the prior investments made by Metro and property owners near stations. |
| I use VA square, but Ballston is reasonably close so this is an acceptable sacrifice to make. People who live between Clarendon and VA square would have a long distance to travel. If possible, close VA Sq only but keep Clarendon open. |
| Cleveland Park is my closest metro station and I depend on the metro to get to work, this would significantly increase my travel time and pose a large inconvenience. |
| Where is the next station close to Grosvenor Strathmore?! The next one is a 5-10 minute DRIVE. Some people that live near the Grosvenor Place condominium require the metro station to get to work. Especially if they dont own a car. |
| This would mean that my disabled husband and I would not have access to a nearby Metro station. It also would eliminate most of the stops we use to get somewhere. This would not work for us at all. |
| Many of the stations listed are integral to getting around and cater to areas where public transportation is required |
| McLean is a heavy commuter station, Capital Ones expanding campus and improvements like a performing arts center need the ability to get there easily by public transportation. Closing the McLean station would cause a lot more congestion for the expanded offices around the campus |
| East Falls church would be a concern, but some of these would be ok. Maybe take a poll. This will also hurt home prices and economy of the area. |
| I was hoping to utilize phase 11 openings on the silver line |
| Closing stations is outrageous, especially on the silver line |
| Frequently use Grosvenor-Strathmore Metro Station |
| East Falls church is exceptionally busy, plus it is a transfer point to the silver line. Would limit my options for both getting to and coming home from work. The station is so crowded, you cant even find parking; the plan to close it makes absolutely zero sense and I am STRONGLY opposed. W. Falls Church is not an acceptable alternative (no silver line train getting out of the city) -- adds at least 20 minutes to the commute and Ballston is equally unacceptable because of lack of parking near the metro. STRONGLY OPPOSE!!! |
| This is a serious obstacle to travel |
| Closure of east falls church would be problematic as students use it to access a nearby high school. |
| East Falls Church station does not have any other walkable alternatives |
| Would kill businesses. |
| This would be very short sighted to eliminate many of these stations. Major development for a small community center is set for Grosvenor Strathmore in the near future. Why would the metro close and cripple access for the community? |
| Loudoun Gateway is critical to my ability to return to WMATA. Before the pandemic, I was a daily rider from Braddock Road to Farragut West. During the pandemic, I moved to Ashburn, choosing my location in part because a Metrorail station would be opening in the near term. WMATA Metrorail service at Loudon Gateway, which is not near any other stations, is critical to my ability to continue using Metrorail and returning to work. |
| I depend on Grosvenor station to get to work |
| I would hope ridership, density and transit options to the stations in question would be considered. Thinking of density and transit options, I would suggest Reston Town Center remain in service. Generally though, I like this line of attack, both for cost savings and to shorten some rides by making fewer stops. |
| I use the Grosvenor station. there are a lot of large apartment and condos here. It would have a huge impact on all the residents of this area. |
| Im at East Falls Church and during non-pandemic times, rely on Metro to get around downtown. I thought this was a transfer hub for the Silver Line out to Tysons and Dulles. |
| Closing stations will further limit usability of transit as a commute option further reducing ridership. |
| Wrong to close these stations. These stations are in place, and should be used |

Proposal to close 22 Metrorail stations

I live on top of the Cleveland Park station that is slated for closure and cant walk well enough to use either Van Ness or Woodley Park. They are too far away. Also, DC is changing zoning rules based on the existence of a station that is slated for closure.

It surprises me that some of these stations have low ridership given their proximity to tourism, places of work and homes

PLEASE DO NOT CLOSE GROSVENOR-STRATHMORE!!!!!! Also closing College Park metro seems like a terrible idea. PLEASE DO NOT CLOSE FEDERAL TRAIANGLE. Why not just close Metro Center or Union Station? This is a horrible idea.

Stations not within walking distance of another stop or near higher population density and apartment buildings (e.g., Grosvenor) should not be put into the same bucket as Arlington Cemetery.

Opening the Reston Town Center station only (vs all Phase 2 Silver Line stations) would tap into a pre-existing high density ridership market

Anything that impacts the orange line and silver line would be a negative not only for me but for thousands of people that live in the area. During the pandemic, ridership is low because of the obvious reasons. However, once we are on the other side of the pandemic, I do believe ridership will return to normal. To make changes now based on pandemic ridership would be a mistake.

I have not taken the metro to work since the summer of 2020 due to the pandemic, but I plan to return to the office in the summer of 2021. I rely on the metro from East Falls Church to get to work.

I often use Grosvenor-Strathmore. I

I believe clarendon is close enough to va Sq and courthouse that its not a huge inconvenience to clarendon riders. They can walk an extra 4 minutes.

McLean is the only station close enough to use to get to work each day, which is my intended primary usage of the Metro. Similarly, Clarendon is the station nearest where I live, and is of similar importance to my daily commute.

At that point, I would no longer ride metro and simply uber.

this will eliminate my use of the Metro

Closing stations it the most disruptive thing metro can do. I also don't see how you close without a plan to reopen and not loose a substantial portion of business

This would technically work but it would be pretty inconvenient.

Need East Falls Church to remain open

Ha ones needed

The Cleveland Park Station is proximate to two grocery stores, a Target, a large CVS, 7-11 and a veterinary clinic, among other essential services. It is also an important junction with cross-town buslines and the metro. Closing this station would negatively impact those little for these essential services in this part of northwest.

If Grosvenor were closed, I would have to go to White Flint. This would raise my costs and take more time. I would give up riding Metro and drive

There is a large residential community near Grosvenor Strathmore that walks to the station. This would cause an unnecessary use of multiple vehicles, which is contrary to what public transportation s trying to improve

I live very close to the Cleveland Park station and itd significantly impact my commute to downtown Washington.

What the fuck will be open?

Innovation Center and other Silver Line trains are needed for increased population at these stops due to new apartment buildings being built in these locations with population using metro to get to work and the airport. We NEED these stations to be operable.

I am a federal employee who commutes from Cheverly to Federal Center, SW. Closing both of my metro stations would create a huge hardship for me. I would be able to walk to work from LEnfant Plaza, but closing Cheverly altogether would make it impossible for me to get to work. I am unable to park at my office, and I would have no way to get home in the evenings. I ask that you please reconsider closing the Cheverly station as I know so many of my neighbors would not be able to get to and from work otherwise.

I would probably use Ballston instead of Virginia Square even though it would be slightly less convenient.

I commute to the McLean station, and the Tysons station does not meet my needs. Travel from Tysons to the Mclean stop includes walking along 8 lane + roads without adequate pedestrian options. This would be reckless on part of the metro system. My experience with Metro shuttles (presumably what would replace the actual stop) has been abysmal, in terms of crowding, timeliness, and many other pieces

East Falls Church is one of my primary stations. I do not consider it to be close to either Ballston or West Falls Church.

too many stations listed to understand the impact. Generally I am against closing any station

How could Mt Vernon Sq be closed when that is one of the station that is being proposed as the end of the Yellow Line?

Proposal to close 22 Metrorail stations

This makes sense as of right now but I foresee this imploding on itself when people are trying to go downtown for work come 2022.

there are so many closures listed here on the orange line - how is this even possible? One - we are expected to ride the metro so that traffic is not impacted, then they push tolls on 66 if there is no HOA ridership - how do you expect this to be helpful? McLean is a growing / emerging area for a lot of businesses - they are moving into this corridor on the orange line - it should NOT be impacted. Clearly, ridership won't increase until COVID goes away, so to prematurely have these closures is a huge negative.

I live near Grosvenor and would not have metro access. It will also vastly impact many people who do not have a car.

How would people get to the more popular Museums on the Mall if you close Smithsonian or Federal Triangle?

I require use of the Archives station to travel to my place of work. Without MetroRail, I would need to pay \$16 minimum in parking for one day of garage parking to drive to work.

I only use metro because it gets me very close to where I'm going (federal triangle, mount vernon sq, Smithsonian, Clarendon)

Stations should not be closed. Access needs to be maintained at all times.

This is appalling. Why even have a metro? This eviscerates the entire system. I am especially alarmed and confused by why both Clarendon and VA square would be closed. Clarendon is used heavily both for commuting on weekdays, for eating/barhopping at night, and for shopping. You would destroy the area economically and encourage more driving, especially drunk driving by people who can no longer easily metro to the area. These neighborhoods were designed around the metro stops. You also would create unworkably long walks/connections to the other stations. This is just bizarre.

MUCH prefer reduced hours or less frequent trains to longer walks to locations near these closed stops. what stop is near McLean or Grosvenor or Clarendon?

It would be a major loss to the arts if EFC to Smithsonian closes

I anticipate using Metro more once my workplace reopens fully and Archives is the stop I would use.

Unsure if closing Loudoun Gateway and Reston would affect me.

I commute to Federal Triangle but could use Metro Center instead. I recommend NOT closing both Federal Triangle and Smithsonian.

I live walking distance to East Falls Church and this is the station I use.

The Reston Town Center station would likely have more riders than White because there are many more residences in the area.

Closing Clarendon and Virginia Square would inconvenience many people

While the Metro stations are full of homeless and I would like for that to end in my neighborhood, closing these Metro stations will make traffic a complete nightmare - and burden many that cannot afford to drive in to work or only have one car per family household

Do not close East Falls Church.

Grosvenor stop critical to my commute.

The College Park Metro station is needed for UMD students and government workers that commute.

It would cut off my station nearest to work. I work at dol and archives is mine

We use the grosvenor station frequently

I live very close to VA Sq, so this absolutely does not work for me, and it will negatively affect my property value

Given parking situations and driving to alternate stations, I would be severely impacted by this to the point that I might give up metro and drive instead.

I work at federal triangle so this would affect my commute to work negatively.

too many of these are high ridership even if close together. how much does it save to close one station? just the station agent and lights? not worth it.

Grosvenor has the largest parking lot in this area, which is usually full by 10am. The other nearby metro stations don't have adequate parking to take on those of us who go to Grosvenor. Once everyone returns to the office, Grosvenor will be busy again. If the trains stop there anyway to turn around, why can't passengers board there?

I work two blocks from the federal triangle station. A large proportion of my office building is back full-time, and it appears that our agency will cease paying for employee parking after March 31, 2021. I would expect that many employees, myself included, would solely rely on metro for commuting at that point. My alternative station would be Metro Center, which is doable but definitely further.

I use the East Falls Church, McLean, Virginia Square metro during the year. Closing those stations would be extremely inconvenient for the commute.

Closure of Greensboro and McLean both might not be helpful. Keeping Greensboro is very helpful as multiple businesses are next to the station making commuting much easier.

Grosvenor is the most convenient station and there is limited parking in the nearby stations. Plus, Metro just spent a fortune expanding the garage there.

I use the Cleveland Park station daily. This closure would create a significant hardship for residents who would be much farther from the Van Ness and Woodley Park stations. This would also have a very negative impact on the businesses near the Cleveland Park station.

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| Proposal to close 22 Metrorail stations |
| having to walk further in hot weather to get to metro would be a huge pain. |
| closing stations near other stations only works if you can travel to the next nearest station on foot. this would not be the case for east falls church or any stops west of that including mclean. |
| It isn't right to close two contiguous stations, such as Clarendon AND Virginia Square. Since Ballston would be kept open, close Virginia Square only. The same applies to Federal Triangle AND Smithsonian. If I had visitors who wanted to go to the Mall, I would not take Metro if both of those stations were closed. |
| I get on at Reston. If the Herndon station is open, this is fine. |
| EFC and Clarendon are my home-work stops. If they go away, I'd just start driving. |
| Clarendon or courthouse should remain open and both should open once pandemic is over |
| I have limited mobility and specifically chose to live near a metro station that would allow me to preserve my quality of life. Closing these stations would significantly adversely impact me. |
| Cleveland park - easier to walk downhill w stroller to zoo v uphill at Adam's MorganGrosvenor - important bc parking available and not have to drive downtown Smithsonian - best for getting to USDA and or walking to water front |
| As the future hub of the Purple Line and a MARC station, it is ridiculous to close the College Park station. It is NOT close to either PG or Greenbelt stations, practically speaking. And with the student population returning to campus in 2022, this isolates a college campus unnecessarily and throttles the College Park economy, which has expanded to provide residential housing dependent on the proximity to the College Park station. |
| I do not travel to these stations. |
| My commuting stops are EFC and FW SW so these proposed closures would negatively impact my commute. |
| Closing Cleveland Park adds two additional stops to my commute and Tenleytown cannot accommodate free street parking in the same way |
| I regularly use College Park and Mt Vernon Square. |
| Arlington Cemetery and Smithsonian important for tourism. Clarendon neighborhood built up around metro access and restaurants and housing are dependent on it. |
| I live and use the Cleveland Park metro station everyday and moved to this neighborhood for its availability. It is a mile to the next station. |
| absolutely ridiculous |
| I've used the Grosvenor Strathmore station for over 20 years. I couldn't imagine it being closed. It is such an integral part of our neighborhood and our commutes |
| Terrible |
| Clarendon And Virginia Square are the only stations within reasonable walking distance from my house. Please do not close them! |
| I live in McLean and don't have a car. There is really no nearby station to use, tysons is not accessible without a car. Also this seems to close a lot of really major stations like Smithsonian's and federal triangle for no reason. |
| This seems crazy. It would impact major tourist and business destinations and completely upend years of planning in many communities (such as the Orange line and the huge numbers who rely on it to live and work). |
| Grosvenor-Strathmore was, pre-pandemic, a busy station during rush hour. I assume that would continue post-pandemic. Moreover, you have just spent a lot of money (and caused considerable inconvenience) building extra parking spaces at Grosvenor-Strathmore. Mothballing the station would also have an adverse effect on the Strathmore Music Center, which already has enough problems. I fail to see how mothballing Grosvenor-Strathmore solves your budgetary problems, and it will certainly create other problems. Please don't do this. (And why on earth would you close the Smithsonian station?) |
| Please reopen east falls church |
| Horrible proposal. |
| I expect to use the Virginia Square station regularly |
| Someone should resign for even proposing this. You are a criminal cartel that is stealing from taxpayers and the public transit system. |
| Closing the east falls church metro would significantly impact my ability to commute. There are no real viable alternatives, except buses and I don't believe the bus system could accommodate all the metro riders at East Falls Church |
| Keep Grosvenor open and running regular schedule. |
| This is laughable. Even creating these survey questions should be a firing offense. |
| At worst, close either clarendon or va square, but not both Smithsonian is so busy whenever I'm there it should stay open |

Proposal to close 22 Metrorail stations

Ridership is down because of the pandemic. Once things open up there will be a surge. East Falls church has just had a fortune in renovation. Why would you close it after all that expenditure?

I rely on metro for commuting

I use East Falls Church.

I live near Grosvenor and prefer it to Shite Glint. Parking is easier and the station is nicer.

The closest station for my work commute is Smithsonian. My elderly father relies on Virginia Square metro station for travel into and out of the city. The value of his condo depends in part on metro access.

My work (~900 people) is relocating from Crystal City to Federal Triangle around January, 2022. Please dont close Federal Triangle!

Some of these stations were just built at huge expense! As someone who lives near East Falls Church, I may not ride it everyday now, but it's an important part of how I get into the city.

I dont understand why we would be closing metro stations when the need to reduce car riders in relation to climate change needs to be drastically reduced.

College Park station is important to my campus and important for making us connected to DC as a school.

East Falls church is the station I use. I am a mile from this station . Any other station would increase cost and length of commute considerably

Dont understand why youd close Smithsonian.

Metro recently spent a lot of money at East Falls Church Metro station. Why close it now? No other station is walkable to EFC. Pre-pandemic it had many passengers.

Even if low ridership the best feature of metro is the different areas that can go to

We were promised that East Falls Church would be a neighborhood station. Ballston is not that close for many people. Many elderly people rely on the EAsT Falls Church station for transportation

one reason i moved to where i am is the metro station. if closed that would not only inconvenience many people but would also unfairly effect property values

THIS is a bad idea for so many reasons. One of those reasons is that many of the stations that were mentioned have parking! And commuters from the suburbs - which are a huge part of ridership - need those lots to be able to to be able to use the metro

100's Commuters rely on Cleveland Park Metro daily when businesses are open. Restaurants rely on traffic. Metro has not maintained the CP stopâ€”long before COViD. Proper maintenance would also improve ridership. Failure to operate CP would be neglecting a significant portion of Federal Employees.

Living on the Red line, we see how busy both White Flint and Grosvenor stations are in normal times (and how crowded their parking garages are). And there is increased development coming to the White Flint area. We cannot fathom how all that traffic could be handled by only White Flint station.

I live near the Reston Town Center and one of the primary features is the metro. Closing it would make commuting outside of this area inconvenient and undesirable due to road traffic.

Clarendon metro station absolutely cannot be closed. It is a key station providing access to the entire Wilson Blvd corridor. The other nearby stations are already crowded, and this would negatively impact both businesses and residents living in all areas of Arlington. Please DO NOT close Clarendon metro station.

terrible idea to close entire stations especially in NOVA where other stations are not in walkable areas

This plan would disrupt my ability to travel throughout the metro area effectively.

Terrible idea to close stations. If I have to get in the car to drive to another station then I will just skip Metro and drive the whole trip in my car.

I regularly use the College park station, which is usually full in normal times. As a disabled person, the long walk from even the handicapped parking spots of Greenbelt to the station is prohibitive, when its possible to get from the College Park covered parking lot to the station in just a few steps. Greenbelt station is extremely unfriendly for those of us with disabilities.

Even though some of these stations are near each other ex Federal Center SW to Lefant Plaza it will lead to severe overcrowding.

Grosvenor needs to stay open

Very poor idea. This goes against all we know about decreasing auto pollution.

Closing Clarendon and East Falls church would be a hardship.

Clarendon and VA Sq are in sequence - you cant close both. Plus GMU is expanding its campus and is closer to VA Square. Arlington pays a great deal of \$ to Metro and our main usage are the Metro stations.

We need to keep everything as is.....

Proposal to close 22 Metrorail stations

This puts too large of a gap between operating stations. I am renting next to one of those stations primarily due to ease of access.

Please do not close Clarendon station. The other closest stations are too far away and do not adequately serve the public transportation needs of the residents in the Clarendon area. Thank you.

My workplace is between federal triangle, archives, and Smithsonian. If ALL 3 Are closed, it's a VERY long walk, or wait for another bus.

How would Metro serve the Strathmore Music Hall patrons as well as the 20-plus communities to the west of the station? This proposal will cost Metro more than keeping than station open. Of course, the neighboring communities will suffer greatly as will those who work nearby. Tis is a non-starter. That said, believe Metro should be fully funded.

Clarendon metro is really needed

I can walk to grosvenir station. Closing it would increase my costs and travel time

Am certain you would not close College Park, does not belong on this list.

Seems as if closing both Clarendon and Virginia Square would be a long, densely populated swath of Arlington without a station. I could see closing VA SQ and leaving Clarendon open.

You would be closing two stations near me that have been crowded in the past and likely would be again when offices reopen in 2022. Keep Virginia Square and Clarendon stations open.

Having zero access to my station would be a huge problem. By next year I will be going back to normal hours in person and this would dramatically increase my commute time.

You are seriously considering closing Clarendon station??? WTF?? Do you realize how many people rely on this station? There are many small businesses in the area that rely on being close to the metro so they can stay in business. I have lived here for 25 years and can't imagine what will happen if you shut this station down! The reason there is low ridership is because of the pandemic and many people working from home. As an alternative, must charge more \$ per ride.

I regularly use Clarendon.

Would no longer use metro if this proposal is adopted

Having access to nearby Metro Stations is very important for my use of the Metro system. This is true not only for my residence, but also for other stations I occasionally use during the day.

Weve been waiting a long time for the Reston Town Center station. With all the new condos and apartments under construction it will certainly be needed.

For people that rely on their proximity to their metro station (e.g mobility impaired), closing stations altogether will disproportionately affect them. Metro Access is not a suitable substitute, and in the long run could be more expensive for Metro. Metro has not made the case on how it will continue to support these groups with this closure plan.

closing down all these stations, especially clarendon, falls church and Virginia square, will make it more challenging to ride during rush hours due to large congregations of people. Trains would be packed, potentially resulting in having to wait for another train.

This would effectively kill Metro by driving ridership away from the system. People have many more transit options, like Uber, Lyft, bike and scooter share programs among others, and making the Metro system less accessible and convenient is a terrible miscalculation. Strongly oppose.

Closing the Cleveland Park station would mean an additional 30 minutes to my commute to get to a different station. I would be willing to pay more in fares to keep all the stations open.

Closing Grosvenor-Strathmore would make it much harder to go downtown just when hopefully ridership will increase because people will feel more more comfortable being on public transportation.

The university of maryland plans to resume face to face instruction in fall. Service to college park must resume in august

Unacceptable. These stations are important and are not close to other stops

It would be a travesty to close the Clarendon metro. This is the main source of transportation for thousands in the neighborhood.

No- this closes off so many highly valuable stops. I (like thousands of others in the city) work in McLean and would rely on the metro.

I rely on the Grosvenor strath more station to commute and would likely not use the metro system much or at all if this station closed.

Let housing developments continue at Grosvenor like they did at White flint (eg pike and rose). Also new developments near Montgomery mall such at Erickson at Bethesda and more living units at the mall itself.

Many of these stations are either major commuter destinations (i.e., Grovesnor) or work centers (i.e., Federal Triangle) and closing will significantly lengthen and slow down commutes either walking downtown or driving to more distant stations with commuter lots

No. I live in Cleveland Park. There is absolutely no reason to closest metro. I work downtown and ride this station regularly during non-Covid times. And I also go into Virginia.

Proposal to close 22 Metrorail stations

They are not really that close to each other. If you want to hurt metro ridership even more, just make it harder to use it and a more frustrating experience. Cutting back has never been a good strategy to grow a business - nor is it a good long-term plan for Metro. As a CEO for decades, I think you are nuts to do these cutbacks.

I use the Grosvenor Strathmore station daily as my means of transportation to and from work at Lenfant Plaza. Closure of this station would affect me and others in the area greatly.

Close to seems to be very relative here.

No!!! I depend on the Cheverly Station and it increases my quality of life. Don't close any!!!

So again those that commute to work get fucked. Let's make traffic great again in the DC area!

Clarendon and Virginia Square are consecutive stops. Eliminating both would create a relatively large gap compared to current service. It would be much easier to adjust if only one were to close and the other were to remain open.

Please keep Clarendon open! It is such a vibrant area and so many residents. Thanks for your consideration.

Closing stations should be a last resort option after every other option has been exhausted. Closing stations will be very disruptive to neighborhoods.

Not using metro to go downtown isn't feasible. Too much traffic, hard to find parking etc

Virginia Square is my stop. This would not work for me

Grosvenor-Strathmore is the station that I use primarily. If it is closed, I will not be using metro at all.

How was this list arrived at? Some stations make sense, but College Park and East Falls Church are more than 30 min walking from each other.

This would close the nearest station for me and many others in my neighborhood that use metro forcing them to drive.

I need the Grosvenor-Strathmore Station to commute downtown to work.

Eisenhower Ave is really far from the closest station for some people

This would be very problematic. In addition to making it extremely difficult to make it back and forth to the city from Grosvenor at times needed, it would significantly impact property values.

Why would you close stations that people rely on, that we taxpayers paid literally millions to build and bought our houses because of proximity to those stations.

I use many of these metro stations, especially in my expected travel needs for January 2022.

Not all those stations, that's ridiculous. You would close Judiciary Square, where people need to go to court, especially the disabled? Some Silver Line stations could be closed or bus service provided instead (Arlington Cemetery)

I frequently board trains at Grosvenor-Strathmore and that station has parking.

I cannot use metro without Grosvenor Strathmore station open.

This would work fine for some of the downtown stations, but not for stations that are further out. If you can't walk between metro stations, then it should not be closed.

Need College Park, Grovesnor to stay open

How does this plan incorporate the Purple Line, if needed

The metro station in College Park is SO important for UMD students to get to DC for internships and tourism! It absolutely needs to stay open! It also has a parking lot, which a lot of stations don't.

You can't close stations. People make living decisions based on proximity to these stations (not only renting but also purchasing homes) and this will cause immediate hardship on people's schedules but will also create lasting economic effects on the areas surrounding these stations.

The Grosvenor station is situated in an area with a high population density. It would negatively impact Strathmore (the venue). I don't know about the other stations.

Closing the McLean station when offices open up is crazy - there's a ton in that area and now more with the Wegman's, and it's not particularly walkable from other stations

Grosvenor-Strathmore station is critical and should stay open

East Falls Church has heavy ridership in non-COVID times, so this would be a mistake.

The Clarendon metro station services numerous stores and restaurants in the downtown area and is crucial to their survival. If Virginia Square is shutting down, I don't see the need to shut down Clarendon as well.

A closure of the East Falls Church metro stop would require myself and many neighbors to purchase vehicles to either commute to another metro stop or all the way to work. This does not appear to be a workable solution for many. This has the potential to severely weaken the appeal of living in many Arlington area neighborhoods if they are no longer within walking distance to a metro stop (Clarendon, East Falls Church, Virginia Square) and also result in increased traffic on an already crowded 66 or increased traffic in surface neighborhood roads increasing safety concerns for families and children.

Proposal to close 22 Metrorail stations

The Loudoun stations haven't even been given a chance yet. There would be significantly greater riders along the silver line if there was parking! IE, McLean

I use the clarendon, virginia square, reston town center, loudound gateway, falls chruch, and arlington cemetary stations

This is idiotic. At that point just shut down the whole system.

Save money by stopping all current and former WAMATA employees from riding for free or with a discount. USPS does not give discounts to employees on stamps ...

East Falls Church station is not close enough to its surrounding stations to allow residents who walk to East Falls Church to get to one of the other stations without driving. It would be a significant inconvenience to the residents around the EFC station, and would likely result in those residents no longer using Metro.

Grosvenor-Strathmore is our preferred stop.

I think they should have relook of what metro stations are around those they want to close. Closing Clarendon AND Virginia Square wouldn't make sense to those living in the area. The walk to the closest metro increases by a lot. It makes living on those areas less metro friendly.

This would be devastating to the thousands of condominium prices in the area. Many of us specifically bought our condos to be walking distance from the metro and would never be able to sell them if there was no metro out there.

I will need Grosvenor Strathmore to connect to the Purple Line to get to work as a handicapped person

Define close. A mile walk is not close if commuters have a disability.

Defund MPD Instead

Reducing transit access, frequency, and reliability reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself.

grosvenor station closing would not meet my needs.

Federal center SW is likely to get more traffic as government buildings begin opening back up during the week. There's no real alternatives than this station.

Many of the closures are near business and medical offices I use.

This would definitely hurt the neighborhoods involved - and especially for stations further out - you cannot easily walk from East Falls Church to West Falls CHurch or Ballston. Gimme a break. Not even to say about the Silver Line. There is no *easy* way between stations. I think youd be better advised to look at the downtown stations, which are much closer (i.e. Farragut West is very close to Foggy Bottom and McPhearson Sq and Metro Center. Theyre all w/in a two to four block walk at maximum).

Not great, but a reasonable compromise.

East Falls Church is not a short walk to another station. I walk to East Falls and cannot walk to another station.

If the train is passing through why not stop? It would help a lot of people.

I am blocks away from Cleveland Park. Tenleytown is close, but a little more away (plus, it's in the wrong direction).

I rely on the the Metrorail Station at Eisenhower Ave.

Several metro stations listed are not very close to another station. Also some on here have parking i.e. east fall church

Inconvenient.

The Grosvenor-Strathmore metro station has a whole community who are using metro every day. It will be a terrible decision to close this station. With expected improvement regarding pandemic and high rate of vaccination it will be a absolutely unacceptable and inconsiderate to close this station.

I work at federal triangle and it would be difficult to get to work if it was closed.

Keep Reston Town Center station open; it is at an economically viable place in northern Virginia

Please consider keeping the station open during rush hour.

This would have a massive negative impact on people who live in these communities. It's a terrible idea.

I dont mind this concept but the execution seems poor. For example, Virginia Square and Clarendon are close to each other, but you wouldnt want to close both and leave a gap from Courthouse to Ballston. Also, tourists would have a harder time getting to Arlington Cemetery without metro service.

closing E Falls Church would be a hardship given the distance to other stations and my regular use

Courthouse and Clarendon are already crowded enough during the work week and this will only increase wait time for trains

I use the Van Dorn street metro station when commuting into the city for work and school purposes. Closing the Smithsonian stations would also severely limit tourist abilities in the city and create confusion.

Keep the Cheverly station open.

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| Proposal to close 22 Metrorail stations |
| I need to be able to use the Clarendon metro station |
| I live near Eisenhower Ave station and love the convenience of having a close station. Please dont close this station. |
| This is crazy. |
| Grosvenor garage is often full suggesting it's maximum use |
| This is a terrible, unacceptable idea. Just because as the crow flies a station is close does not mean its actually close to another station. It may take 20+ minutes for people to reach other stations and would cause innumerable amounts of problems for the thousands and thousands of people that commute on the metro. I cant even believe this is a proposal and should never even have been brought up. Absolutely NO. |
| Va Square and Courthouse are about a mile walk, Clarendon is only two Blocks |
| Near other stations is carrying a lot here, and is very different. Van Dorn is ~4 miles away from the adjacent Blue line stations, while Judiciary Square is within 0.5 miles. Very different situations of whats nearby/feasible/realistic for a detour. |
| Not all of these stations are close to others, especially considering commuters who can only travel on foot and by Metro. The College Park station is the only one within reasonable walking distance to the University, and much of the low ridership this year I feel is due to the COVID-19 pandemic. Personally, I know I would have used the Metro much more frequently if I werent attempting to maintain social distancing as much as I have, and I plan to use it a lot more in the future. This wouldnt be possible by closing this station. While I cant speak for other stations, especially for ones that arent in the heart of DC itself, near is not really the word I would use to describe them. |
| I purposefully moved to my current location near the Cleveland Park metro station in order to have convenience in travel by being close to the Metro. I currently do not own a car. If the Cleveland Park station closes down in January 2022, at a time when much of the city will presumably be OPEN again, I will have to walk to the Woodley Park or Van Ness station to go to work. It is absolutely absurd that Metro would keep the station open when it is at minimal use in the middle of a pandemic but would close it when everything is about to reopen. How do you expect people in the neighborhoods with closed stations to get to work? Do you expect them to all buy cars or go to another metro stop? |
| There are too many changes made here. Specifically - removal of the McLean stop removes any ability to reach those offices and surrounding buildings. |
| I regularly use Clarendon and EFC, during my daily commutes. |
| Clarendon stop is essential - it supports large numbers of single family homes and also apartment dwellers. Obviously many people come here in the evening for eating and drinking and you do not want them in cars. Pre-pandemic traffic was dangerously congested with Uber/Lyft weaving in and out in the Clarendon area and closing metro would make that so much worse. In addition there are many many new buildings planned (see Clarendon sector plan) and several that will open up pretty soon (Red Top, Kirkwood, etc.) |
| People without other transportation will suffer |
| I would not take Metro if Clarendon (the station in walking distance from my house) is not open. |
| I use Grosvenor Strathmore all the time as well as Judiciary Sq and Cleveland Park |
| I commute to McLean |
| This plan would work for me personally as someone commuting but would have a significant effect on tourism in the city. |
| You cant close stations. For example, I work at the court and frequently need to use judiciary square. |
| College park needs to stay open. Once in person classes resume ridership will increase. |
| One of the reasons I moved to Alexandria was the close access to the Van Dorn Station. It would be inconvenient and lower the value of my home. |
| Grosvenor should absolutely not be closed. Current low ridership is because of the pandemic and will certainly go back up. Its one of the closest-to-DC stations with parking |
| I do not want the Grosvenor-Strathmore station closed |
| Closing down clarendon AND Virginia square is a terrible idea, ESPECIALLY clarendon. Clarendon station is widely used typically and key for the clarendon bar and restaurant scene. This would mean there is no metro for 3 miles in a densely populated area with a lot of alcohol consumption where people won't be driving. The closure of clarendon I think would have a hugely negative impact on ridership and metro revenue. |
| have used many of the stations for business (on an ad hoc basis) |
| closing the grosvenor station would make it difficult for those who live near the station. |
| Grosvenor Metro when having its regular ridership is an important place for public transport, getting rid of it would make people walk extra miles to get to a station |
| Smithsonian is perfect and aptly named. Do not close it. Clarendon is how I get into DC. |
| We depend on East Falls Church stop so much to get everywhere. That would make it very difficult to use the transit system entirely. By the time these changes are supposed to take effect, the vaccine will have been distributed almost everyone to everyone. Ridership will go back up. |

Proposal to close 22 Metrorail stations

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| Closing both Archives and Judiciary Square impacts DC residents that serve on jury duty and work at the court. It also impacts easy access to the District Building near Judiciary Square. |
| I cannot say for now, but I am sure there will be an impact. |
| Van Dorn is the station from which I commute. |
| I need either the Virginia Square or Clarendon metro stop to get to work. |
| Please do NOT close East Falls Church! |
| I would be VERY negatively affected by the closure of Grosvenor Strathmore station |
| Closing grosvenor/ strathmore station would limit ability to attend/have events at strathmore |
| Wtf? People work at these stops and cant drive to where these places are? What are you thinking? This is beyond idiotic and the fact you need a survey to test the waters is shocking. |
| When I moved to the DC area, I chose my residence exclusively on its location near the Eisenhower Ave. station. It is essential that this station stay open for my work and its closure would put undue pressure on my commute. Closing stations would destroy the whole reason for having a Metro to begin with and render the system inoperable and useless. |
| I strongly believe the Clarendon Station should remain active. |
| I use Grosvenor-Strathmore every week for work related travel. |
| I use Grosvenor-Strathmore and I am able to walk - this would require me and all others that walk to Grosvenor to have to drive to another station thus clogging the roads around the Grosvenor-Strathmore area |
| Closing Grosvenor, a heavily trafficked station, is insane and would lead to massive overcrowding at White Flint and other near stations. White Flint is not equipped to handle double the riders. |
| But courthouse would be overcrowded |
| Closing Clarendon and Virginia Square would be problematic |
| The UMD community heavily relies upon the college park station. This would put hundreds of students who transport for internships and other responsibilities at a disadvantage |
| Closing these stations would be insane. |
| It is imperative to me that the College Park Station remain open. |
| That is a lot of stations to close and will likely lower ridership even more |
| Eisenhower should not be closed |
| Grosvenor-strathmore is the closest to my home and has parking. Going to either of medical center or white flint would be annoying and cost a LOT more given the lack of parking at either location. |
| Clarendon is a station I go to often and the pandemic will end eventually. |
| Closing Clarendon AND Virginia Square? Federal Triangle AND Smithsonian? Whats the point of Metro if you do this? Id spend more time walking to get to where Id need to go than on Metro in the first place. |
| I need the Mclean metro station |
| I use Grosvenor metro for many things from Grosvenor to metro center or S=Supont circle I love where I live because of walking distance from Grosvenor metro I bought a house for that very reason - to be able to walk to grosvenor |
| Although this works for me personally, I dont think its a good idea to close stations based on low ridership using numbers from 2020, and numbers from when lines have been out of service for upgrades. |
| Please, please do not close East Falls Church! |
| I am between the Silver and Orange lines - I would use the Silver line which is next to where I work. Reston Town Center is very close to a community center for travel and when DC opens back up, could be a big hub for travel. Planning to close this station (and those West) before Silver Line Phase II opens would impact Metro. |
| I went to the University of Maryland and used the College Park metro often. Closing this line is closing the ability for students to intern in DC, attend activities in the city and have exposure outside of campus. You also impact the schools games, alumni events and activities as well since many fans come from the DC area and use this line. |
| I use College Park station regularly. |

Proposal to close 22 Metrorail stations

I take the Clarendon metro, the other stops are too far to walk to

I use both Clarendon and VA Square stations regularly. I bought my house specifically because of its proximity to those metro stations. I do not have the option to park at my work in downtown DC so Metro is my only option for getting to and from work economically and in a timely manner.

regular grosvenor user - cannot park in bethesda

Van dorn station is too far from others and has so many residences that funnel to it.

Grosvenor-Strathmore is very important to the area, and has a parking garage that draws from a bigger area.

What's the point of having a metro system if there are only a few points where you can access it? That's precisely one of the best things about metros in other cities - the many points of access. The low ridership at these stations is at least partly due to covid and it will likely increase post-covid. This is not a good idea.

This would have a severely detrimental effect on the metro system. It would lead to over crowded platforms and densely packed stations. In a time when social distancing is even more necessary this would do the opposite. The closures of these stations would have almost unmeasurable impact on businesses and real estate values around that metro. Residents and businesses have made Billions of dollars of real estate investment around those metros. The decline in values would also have a detrimental effect on property tax revenue in those areas.

Both the Federal Center SW and Smithsonian stations are necessary for federal commuting and for tourist use. Virginia Square serves a residential and business ridership in Arlington.

Unacceptable, existing stations need to remain open.

this is highly used and very safe metro that users greatly like! leave this metro always open, functional all times. bad idea to even think of closing it! do not close!

I dont have a car and I rely on Grosvenor-Strathmore station for my work commute and errands. Getting to one of the other stations would require a large increase in the time that I have to spend walking and commuting every day and would make it difficult to run errands

The Grosvenor-Strathmore station is an important part of the fabric of the Grosvenor Park community. Without Metro access, many people will struggle to commute in and out of the city and itll have a major effect on the viability of the Grosvenor Park community real estate prices.

College park is my station. It would drastically increase the cost of my commute and commute time.

Grosvenor Strathmore Metro is needed in order to access Strathmore Center for the Performing Arts

I live at WFC so no direct impact. Where my clients are varies month to month. It would be a bit more of a hassle but especially to get downtown I would still utilize the metro when I could.

I don't understand how Clarendon is described as low ridership. The platforms are always crowded during rush hour (Pre-pandemic days).

Grosvenor-Strathmore serves a large community. Important to keep it open.

This directly affects me and I am okay with consolidating stations

Do not close East Falls Church stop. This stop is vital for us.

Yellow line closing archives for those who work in fed triangle only leaves Chinatown open. That's a far walk from fed triangle area. Closing archives and fed triangle is leaving many government workers far away from their needed stops.

closing any station would be not great for the public

The Clarendon Station is vital to the operations of a major business in Clarendon that relies on the Clarendon METRO station to (1) conduct day time business between Clarendon and the Pentagon and (2) as a vital mode of commuting transport for our 600-700 employees.

need more stops in northern virginia

I would use the Reston Town Center station, but bus service is available from Wiehle

I ride at EFC and it is not "close" to these other stations. I understand For example VA square Smithsonian, which are pretty much within walking distance to other stations. But if EFC is closed I would have to take a bus to another station and if bus service is cut back how would I do that?

NO! I need the College Park Station to get to work! This would severely impact students, faculty, and staff who commute to campus using metro.

There is a really big gap between ballston and Court House. Are you expecting riders to drive to Court House or Ballston where they could otherwise walk to Clarendon or VA square? This does not make any sense.

WHAT. I need these stations to get to work! There are already not enough points of entry on the metro. Shutting these down would be ABSURD

I periodically use the Cemetery, Clarendon, Cleveland Park, Greensboro, Judiciary Square, and Smithsonian stations.

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| Proposal to close 22 Metrorail stations |
| Too many closures in N. Virginia right in a row. At least leave Clarendon in place. |
| Not sure this would save much and would increase crowding at open stations |
| This plan would absolutely not work for me and others in my household. What about Strathmore performances? |
| Do not cut level of service. Do not close any of these stations. |
| This is an unacceptable proposal. |
| Closing Clarendon would cause me to drive to work. A lot of others would probably make similar decisions |
| I DEPEND UPON THE STRATHMORE STATION TO GO TO AND FROM WORK SO IT CANNOT BE CLOSED |
| This is by far the worst plan. Please do not close stations as so many in the region rely on this service for travel to and from work, and general transportation needs. Please do not select this option! |
| EFC is used for work and to get to other destinations in metro area. The parking lot is at capacity before pandemic. Why would we go back to driving when we are trying to eliminate carbon emissions???? |
| These are stations I use infrequently, but closing so many stations would definitely have an impact on a lot of commuters. |
| Cleveland Park is my station |
| Reducing train frequency and reducing operating hours is much preferable to closing stations. East Falls Church is not "near" other stations. Closing stations will only further reduce ridership. |
| I use the East Falls Church metro station multiple days a week. It is not close to other stations and would negatively impact the people and businesses nearby that rely on it. |
| Closing McLean would make it impossible for me to get to work. Closing Clarendon and Virginia square would impact ease of buying groceries and supporting local restaurants. |
| Stations already don't serve the entire city and this would make it worse. |
| The reason most people purchased their condos and homes was for access to the Metro Station. Real Estate would plummet. |
| Within DC, I can understand closing many of the stations close to each other -- but the Silver Line, again, which had a LOT of money thrown into it, closing stations already when Phase II hasn't even launched yet? Seems a bit ridiculous to me and many people around here rely on the Silver Line to get from McLean to Tysons and reversed, over to East Falls Church. One of my doctors is actually off of the Virginia Square stop too. It would be a huge inconvenience for me, as well as many others, I am sure, and this seems like a ridiculous proposal. |
| As a person who typically commutes from Alexandria to downtown, these closures would dramatically impact my ability to get to work in a timely manner. It would cause me and many people who work in the same area normally to reevaluate use of Metro at a time when I would imagine you would need to increase ridership, not make it more difficult and decrease it. |
| Shut down the entire metro, then. This is crazy. |
| Closing both the Virginia square and Clarendon metro stations puts a large population of people (who likely chose where to live based on metro proximity) out of reasonable walking distance of a metro stop, since there would now be nothing between Ballston and Rosslyn. PLEASE do not consider closing both locations. |
| I take metro every day to federal center SW |
| Federal Center SW, Smithsonian and Arlington Cemetery should remain open. A lot of out of town visitors use those stations. At least during the weekdays |
| Please do not shut Clarendon down. It has groceries (Trader Joes) and I use metro to get there. Thanks! |
| You may be able to slow Arlington Cemetery during late evenings depending on cemetery hours. |
| I live on one of the closures |
| I personally use the Greensboro station every day to go to work, if this station was closed my commute would become even longer to the point of near impossibility. |
| The reston town center station should be open. There are a multitude of residential complexes in the town center with riders. People would also be encouraged to take metro as parking isn't free in the town center. |
| This will not work for me because there will be no service from the McLean rail station. For me and others who live in McLean, the McLean rail station is the only nearby rail station -- of the four Tysons rail stations -- that has a nearby parking lot. Since there is no bus service for vast parts of McLean, without a nearby parking lot, those of us who live in McLean and the surrounding areas will have no other reasonable option than to drive. This will put more cars on the roads. It is also foolish, given that the McLean station has the second highest ridership of the four Tysons stations and directly services Cap One and its performing arts center. I strongly urge you to find the funds (purportedly \$900K) to keep it open. |
| If the closures are temporary during reduced ridership this makes sense. |

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| Proposal to close 22 Metrorail stations |
| Clarendon is my "home" station. I'm 74 and would not appreciate a longer walk to get Metro. I might switch to the bus (38B) |
| I can't believe in non-Covid times that the college Park station isn't used. It's hard to get to Prince George's plaza from college park campus |
| This counters all progress toward a green future. There may be a short term gain but long term loss. More stops means more convenience and reason to use. |
| The reason ridership is low is due to pandemic. Prior to that, there were many times I could not board a DC bound train from the Clarendon. Station. It would be a huge mistake to close this station, Virginia Square and EFC on a permanent basis. Reduce service frequency and closing times but do not close these stations. The majority of residents rely on metro to get up work. Moreover, proximity to metro is why most people choose to live where they do |
| Would be an inconvenience, but I would still walk to the nearest adjacent station to use the metro |
| Unable to commute to work in DC |
| Keep metro 2022 on track! |
| PRE COVID, there were several people on most of these stops. They are vital stops for those who do not live in inner DC |
| I use the Grosvenor-Strathmore station and the UMD-College Park station, taking the shuttle to UMD campus. There may be another station near, but it is not clear whether UMD will operate a shuttle. Further, no other station service Strathmore arts center/concert hall, meaning that no one can attend it without a car. |
| This is a self-perpetuating problem. People will ride more when they need to return to the office, not right now when everyone is on lockdown. Closing these farther out stations hurts many of the workers who are backbone of DC and will necessitate them bringing cars back into the city. If service were reliable and quicker, people would use metro more. |
| stations like smithsonian, federal triangle and archives will see an increase in use as things beginning opening back up and tourist start coming back. College park is not near other stations and will lead to overcrowding at stations like greenbelt. |
| "Near other stations" is a pretty unfortunate term. Making people walk over 20-25 minutes to a station is completely unsustainable, especially as we all go back to work in person. This is a really bad proposal considering some of these stations are in crucial residential areas. It would also hurt tourism when that picks back up post-pandemic. |
| Very much in need to Grosvenor/Strathmore |
| East Falls Church station has high ridership. Please do not consider closing it. |
| Closing any station presents challenges, but closing multiple stations that are next on the line to one another creates a host of access issues across entire neighborhoods and communities. Besides impeding many peoples access to work / school, these closures would have negative effects that include increased traffic and pollution as riders shift to driving or ride-shares, and economic impacts associated with those shifts (people required to use more expensive forms of transportation). |
| This is less bad than closing more in the evening or not restoring rush hour service, but I do plan to use some of these stations occasionally post pandemic. |
| People in this area rent/buy apartments and houses based on proximity to metro stations - closing them would absolutely not work and would negatively impact millions of people in the DMV area. This change would make WMATA one of the worst-run metro stations in the world. |
| Absolutely not, please do not close Clarendon Metro as i have bought a place in clarendon. |
| Removing those silver line stations effectively destroys the investment made in the silver line at all. Everyone drives to the mall, and more Metro infrastructure, not less, is needed to support the commercial buildings and areas in Tysons |
| My office is at clarendon. closure of this station would increase my commute by 15 minutes and require me to walk in all weathers for a 15 minute period. |
| There are limited metro parking stations around the Grosvenor-Strathmore station. Twinbrook and Bethesda dont have enough parking spaces to pick up closing Grosvenor-Strathmore (no parking available at Medical Center or White Flint). |
| Would like Grosvenor to remain open |
| Anything less than full operations is unacceptable. |
| Why on earth would you propose to close Grosvenor-Strathmore station, THE MAIN STATION off the beltway, but not close Medical Center, the least used station on the entire Red Line. Is this about wealthier people getting better service. And why would you propose closing the station that services UMD? Very weird choices. |
| This would contribute to the sufferings of businesses around those metro stations |
| Again, this will further drive people away from using Metro. This is an absolutely unacceptable proposal. |
| Dont close E. Falls Church station because it is so suburban and there arent good transit alternatives. Close stations in DC that are only a few blocks from each other instead. |
| I have lived near and used every single station on this list. If Metro is going to close 22 stations, it might as well shut down entirely. |

Proposal to close 22 Metrorail stations

Reducing stations will result in even lower ridership. Please don't close stations. Work on getting more funding from Government. Metro is a public service and better for environment than cars. Invest in public transit.

That seems extreme.

The station I use, as well as the station I get off are on the list of stations to be closed. This will add additional time and cost to my commute, which will force me to drive into work instead of taking metro.

I live at ba Square and use the subway regularly!

I utilize many of the stops under consideration. The changes could mean the loss of my job.

I have not been using Metro only because of safety concerns connected to COVID 19. I would resume using Grovesnor-Strathmore which is a 1/2 mile from our house later in the year after getting my second vaccine.

Cleveland Park, College Park and Grovesnor strathmore need to stay open

My commute to work, daily, is Grosvenor Strathmore to Judiciary and back.

I use the Grosvenor-Strathmore site for travel into DC. I guess i would have to drive unless timely bus service is available.

I use East Falls Church to travel into D.C. for medical appointments and work.

Closing stations would lower valuations of real estate

This is also a good plan, many of these stations are not needed and are within walking distance of other stations. Especially Mclean station which is always deserted even before covid, also Greensboro. Loudon county VA is extremely wealthy and is the last place that needs Metro.

Only because I am curious what would then happen with the land and infrastructure. Would it just exist and slowly become over run with decay? The stations were built and exist for a reason. It seems silly to stop using these stops just because there is a decrease in ridership due to COVID. Also closing these sites will increase population in other stops resulting in increased crowds and decreased ease of finding parking spots at stops that allow parking.

We would lose several stations that are nearby

Some of these like efc and Clarendon are major commuter hubs. Others like archives and mt Vernon are needed for transfers

East Falls Church is my station. Although a residential area, there are a number of condos and townhomes going up as we speak, all those folks are planning on using the metro. If not, 66 will become very crowded which means tolls will go up and I guess someone is going to get that money...just not the Metro... You are also going to put more people onto the trains increasing the density and potential for super spreaders. Given this schedule I will drive and put another car on the already congested roads, in turn driving more wear and tear on the streets driving more funds required to maintain and repair roadways. either way, the \$\$ will be the same, it will just be spent in different areas.

Tons of people live in these areas that need the metro to commute and the point of the stations are so commuting doesn't take longer than driving. IE closing Virginia Square AND Clarendon will cause a ton of people to walk 3-4x their original distance just to get to the metro. One closure may be okay but both is unreasonable.

This will make already crowded stations more crowded. Gallery Place is already a mess due to poor design. Closing Archives will exacerbate the platform problems on the red line platforms.

Innovation center should stay opened instead of the Herndon station. We have a lot of communities (specially condos and townhouses) that are walking distance to innovation center station. It makes more sense for a station with a higher number of people that live walking distance to be opened. There are around 4-5 more communities currently being built near innovation. The areas around Herndon station are mainly big houses that have less density of population.

Even during COVID, I frequently use the Clarendon metro stop as I live in that neighborhood. This also has a huge negative impact on people who don't own cars. One of the great things about DC is the metro is so accessible you don't need a car. This also mainly targets people in low income areas who can't afford cars.

College Park needs to stay open

Grosvenor/Strathmore is a hub for many travelers due to its expanded parking area.

Eisenhower is not close enough to another station with parking for this to work

I live in Cleveland Park and rely on the train to get to work every day. If you decrease the frequency of trains AND close my station, my commute would be four times as long at a minimum. This is unacceptable. I chose my residence based on the proximity to the metro station- my rent was priced accordingly. This would leave me stuck in a lease for an overpriced apartment with no access to transit.

I need Grovesnor Strathmore to get to dance. I need many of the downtown DC ones for when I travel into DC

Closing both Clarendon and Virginia Sq. makes my commute to work via Metro impossible.

Proposal to close 22 Metrorail stations

Close East Falls Church Station and my wife and I will have taken our last Metro ride!

I need the East falls church station every week day so I can 1) commute to work and 2) have a commute less than 2 hours

Clarendon station is essential to my commute.

Closing the Metro stop will hurt already beleaguered local businesses and hurt communities that are dependent on Metro to commute.

Clarendon station services a lot of young professionals who work in DC and use the metro as a main (or only) mode of transport; additionally, the next closest metro stations are too far to walk to justify the cost of living in the Clarendon metro, which is set at a premium due to proximity to a station. I am sure this is the same in other places on the Orange/Silver line such as Virginia Square station.

Grosvenor is critical station for work and schools my family can walk to this station

Need Grosvenor Strathmore with the use to get downtown and to other areas on the red line. Very useful and needed for my transportation needs.

Prefer for Virginia Square to stay open and close either Ballston or Clarendon. Virginia Square has a higher mass of population in closer proximity to the station than either Ballston or Clarendon stations do.

Use east falls church and want to continue to use since it is more convenient and saves time and money.

This is insane.

Pls do not cancel Grosvenor!

Need to use the Grosvenor station frequently. Too long to walk from other metro stations

I purchased my house based primarily on proximity to the metro. This is a terrible idea.

I work at Federal Triangle, and sometimes have to travel to Federal Center SW. I also sometimes travel to Clarendon or Virginia Square from my home.

You are basing low ridership at Eisenhower Ave. on 2019 when it was closed for the summer and 2020 when most federal employees were teleworking? Unconscionable. I can't believe the commercial developers around the station would support this. Not to mention your own HQ is at this stop. During normal times, this is a well used stop and you know it.

It is crucial to my travel plans that McLean station stays open. I would not purchase a pass otherwise

This is the worst proposal by far. If it would add 39 mins to my commute - and I'm sure I'm not the only one. Also, many neighborhoods base their housing prices on proximity to metro and this damages home values near these stations while putting thousands more cars on the roads, encouraging drunk driving, and ignoring people trying to have a car-free lifestyle by living near public transit. Please don't do this. You all know 2020 ridership isn't a permanent trend.

Need Grosvenor-Strathmore stop.

College Park riders will dramatically increase when University of Maryland students are back on campus. The sharp incline at that station in the summer and fall should more than make up for the losses.

Many of these stations are not near other stations. This plan is completely unfair to those of us who live near these stations and have invested in property near them.

Some of these stations are the closest to my home and work, so it would add a significant amount of time to my commute due to the need to walk longer distances.

Many people use Clarendon station during the day and evening. There are also many bars in Clarendon area which will make it safer for people so they don't drive while drinking.

I live very close to two of these upcoming new Silver Line stations and was counting on that to INCREASE my use of Metro.

It would be an extreme hardship if you closed the Clarendon station. I bought property in Clarendon area primarily because of the easy access to Clarendon station. My walk to courthouse would be about 2 miles and I have no alternative means of transportation. Moreover it will devastate the value of my home.

Our station (PG Plaza) is not on that list, but it seems crazy to close College Park. The only Metro station for UMD? You really want to encourage more college students to drive in this area?

This would seriously limit my ability to get around the city.

Reston town center station has not even opened yet. What is the purpose of building a station which will be used quite frequently and not even opening it

I would not be able to get to/from my work at either Clarendon or Virginia Square. Please leave one of those two open. They are adjacent. Closing both will close off major areas of the orange line.

I live near the Reston Town Center station and I would like to be able to walk to the metro.

I don't use metro for commuting to work, but I would use it for sight seeing or to get to the airport. If Grosvenor Strathmore is closed, I would probably drive instead of metro.

This is not a good idea from an accessibility standpoint - not everyone can just walk a few extra blocks. Closing Grosvenor-Strathmore is an awful idea and I'm sure the Strathmore Center would be very opposed!

Proposal to close 22 Metrorail stations

I personally do not use these stations as much and could use a proximate station if need be.

Close silver, the others are integral to traveling around the city

Closing Silver line stations right after they finally opened would be terrible and make my commute unbearable.

I live near the McLean stop and depend on this station. Additionally, this stop does NOT have low ridership!! Thousands of Capital One employees use it every day for their commute when the offices are open.

There are stations that I very much need during nonpandemic times, such as judiciary square.

Once pandemic is calmed down , riders will come back

Better abolish entire system.

Clarendon and VA Square are critical to the walking population in the Arlington Metro corridor. Metro will continue to lose ridership and highways will be further clogged with commuters. Please wait until the population is vaccinated and returning to more normal work/school/leisure schedules before closing so many stations!

I ride into Federal center SW everyday starting from Grovesnor. Please do not shut down

Grosvenor/Strathmore is a station that has a ton of use during rush hour.

closing the smithsonian station seems insane. I have seen times when this station is super crowded during public events. These will come back post pandemic.

This is preposterous. The platforms on Metro Center and Gallery Place Chinatown are already so crowded during rush hour that it is a miracle no one is not accidentally bumped onto the tracks each day. Archives, Federal Triangle or Archives must remain open to siphon off some riders and also provide tourist and handicap access to the Mall, Smithsonian, etc.

We moved to Cleveland park in part due to its proximity to the Metro - won't be able to get to work, or any events without it - I am a senior

Why close stations like Cleveland Park or Clarendon that have restaurants and bars that promote the area economy. This would just lead to lead to dining closing and less jobs.

How ridiculous to consider East Falls Church "low ridership" when it's been closed for renovations since before the pandemic. What a waste of money to not finish renovations and get it up and running again!

This would be hard, as one of the stations slated for closure is closet to my workplace. However, as noted above there is another station nearby, so it would work (just wouldnt like it).

Do NOT CLOSE CLARENDON! It's one of the fastest growing hotspots for restaurants and bars and entertainment and would damage the economy drastically !!

This is an untenable proposal.

Arlington Cemetery is a key tourist destination, as is Smithsonian.Clarendon is a nightlife center.Mount Vernon Square is the access point for the Convention Center.

I live near Van Dorn St and would use it to go into DC on weekends instead of driving. Also, what is the definition of near other stations?

Eisenhower and van dorn provide valuable metro access

This would add additional expense and time to my trip as my main stop for transportation to and from work is Grosvenor Strathmore.

I actually like this proposal best.

I think that grovesnor is critical to commuters , tourists . How can metro make this decision on ridership during a pandemic? We need this location. It helped get to national airport too.

This would be extremely disappointing. We bought a condo near the clarendon metro BECAUSE it was near the clarendon metro. Our condo value will plummet if this change happens, as will housing/condo values near any of these stations. This may also result in businesses being hurt because people often grab food/drinks before/after work near their originatio nor destination metro stations.

Definitely NOT. If you close all of these stations then what is the point of having metrorail service anyway?? This is a terrible idea that will affect so many people, businesses, and tourism. DC will suffer from this decision

I use Grosvenor Strathmore station daily and closure of this station will significantly increase my commute

I rely on the College Park station as do the University students

If they close the stations I will have no way to commute into DC for work. I moved close to a metro to get to work faster and if you close it I have no idea how I would get to work

We moved into the area because of the Eisenhower Metro. And the King St. station is too far for us. If this plan were to be adopted, wed move out of the area.

Proposal to close 22 Metrorail stations

I am opposed to closing ANY existing MetroRail stations. Families and businesses have invested in these neighborhoods based on access to MetroRail. There are numerous high-rise buildings under construction that will flood these areas with vehicle traffic if the Metro stations close permanently. In particular, I note that Clarendon and VA Square are near to each other closing both will leave a long expanse from Courthouse to Ballston without MetroRail access.

Both myself and my husband use the metro and a HUGE part of the reason we purchased our home where we did was ACCESS TO METRO. We are less than 3 block from the Clarendon metro...and the closest after that is Virginia Square. If you close both of those stops it would both severely impact home prices in our area, but also our (and many others ability to live/work in this area without sufficient metro availability.

Closing stations when the infrastructure is already built is incredibly silly

If you close these stations, then just close the entire system permanently and call it a day.

I go to work and into town by metro from East Falls Church. Of course, not during the pandemic but I cannot wait to go back when we reach herd immunity. I bought a house close to the metro to be able to ride it. The silver line connects DC with Dulles Airport. It should be improved not made worse. Please, a bit of long-term vision and planning.

Closing the Clarendon station would be a major problem for me/my employment.

No way. Unless you would be rerouting buses

Arlington Cemetery is not just a stop but also a landmark. I'd recommend keeping for equal access to landmark.

Very short sighted

I take East Falls Church to Greensboro. It would significantly increase commute time and expenses.

Grosvenor-strathmore should remain open, it's helpful to get to medical center and stay out of traffic and convenient to travel to DC

You have to be kidding.

Not ideal, since one of the proposed stations is the one I use, but I could make it work if I had to.

My stop for work is Smithsonian. To close that station would be a great inconvenience to my commute

I live close to East Falls Church.

I specifically moved to be within walking distance of the Grosvenor-Strathmore metro station. Terrible idea to close this location. I know so many people that have specifically moved to this location to be closer to a station without being in Bethesda or DC.

Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office.

I use grosvenor strathmore station everyday

I work between Clarendon and VA Square. This would cause me to rent a bike, wait for a bus, or walk 15 minutes from the Metro to work in an Urban area.

Loudoun Gateway hasn't even had a chance to open; developments are being built around and near for the purpose of easy access to metro

I work on Capitol Hill near Federal Center. Most of us work late hours and it's not safe to walk to Cap South

Please keep the Grosvenor-Strathmore station open.

I and many other people use these stations

I use the East Falls Church station, which is walkable from my house. Given the difficulty of finding parking at other metro stations, closing EFC makes it more likely that I will be unable to use metro for my commuting needs, and will need to drive to work.

I use the East Falls Church Metro and this would hurt a lot. there was just a lot of money spent renovating it and its parking lot. To close it would not make sense at this point.

I live directly above the VA Square metro stop, and would otherwise default to using the Clarendon metro stop. Shutting down both of these would be a big hassle and would greatly impact my commute to/from work, as well as for other travel reasons. This would likely lead to a huge increase in people driving, and would make local traffic conditions even worse than they already are.

I moved to my current home - and paid a premium- so I could walk to the Grosvenor-Strathmore statin to get to work everyday and get to Nats Park and other DC venues. It is an active station and should not be closed. I expect to be resuming normal commuting via this statin by onetime this summer.

why even extend metro to Dulles is you plan to close five of the new stations. What a waste of money and resources.

The closest 2 metro stations to me are on this list. I live where I live because of the metro. This would require me to move which I cannot afford.

No, not at. Part of the reason we bought our home where we did is because of the metro. Please don't shut stations down. That doesn't make any sense. We won't be in this pandemic forever. Please find the funding.

Grosvenor station is the ONLY station near where we live. Please dont close it -- and dont close Judiciary Square where we work. Thank you

Proposal to close 22 Metrorail stations

Would not be able to get to work in a timely manner. Would make visiting DC a nightmare or just impossible via metro

The College Park Station is not near enough to any other station (over 2 miles from the Greenbelt station) to justify closing the station. Students are less likely to own cars, which means we rely on public transportation, and taking away this station would be a huge blow to the university.

Yikes! You are proposing to end bus service 16C into DC under the notion that I can ride the metro instead, but then you are also closing the Smithsonian metro station? You cant do both!

I can use King street s an alternative . all proposals must take into account current ridership and the fact there will be fewer commuters as working remotely is expanding.

Wont ridership in these stations pick up when circumstances warrant? Why lock yourselves into a closing when you could just run trains through those stations, etc.

Need east falls open. Serves 2 lines.

Same comment as before. This would destroy traffic and typical commuting once COVID quarantine is over. Did you even look at pre-COVID ridership?

Terrible idea. Better to reduce service than to close stations

Closing two stations in a row like Virginia Square and Clarendon does not make sense. I dont recommend closing any stations, but if you are going to close stations you should close every other one to reduce the distance people dependent on the trains will need to walk to get to an open station.

Do not close these stations as they are used so frequently especially those like east falls church, Clarendon and Virginia square. We need these stations to remain intact and open.

This would be devastating to those communities that have developed around these stations, inhabited by residents who are invested in Metro. Closing stations should be an absolute last resort not invoked any time soon.

My family deliberately purchased an apartment near the Cleveland Park station, sacrificing square footage for access to public transportation. Forcing us to walk over a mile to either Van Ness or Woodley Park makes the metro much less viable for us. The metro should be designed to encourage city residents to adopt a car-free lifestyle; closing stations within city limits is thus a terrible, terrible idea.

The Clarendon station is essential.

I live use virginia square.

I dont think you should close stations that havent even opened yet, Reston Town Center in particular. Not sure what station would be considered close to East Falls Church. Hate to see stops at tourist attractions closed (Arlington Cemetery, Smithsonian, Archives)

The reason I live in Clarendon is so that I am able to use the Clarendon metro station. Walking to Ballston or Courthouse will only make things more difficult and cause those stations to experience unnecessary congestion. The number of people who metro to Clarendon to go to Trader Joes to get groceries will also be impacted. Not only those of us who live in the area will be impacted, but those who come for daily life. I would rather pay more than walk a mile to get on a metro. If that happens I will no longer use the metro ever.

These are key locations for Metro!!! How else will people get to/from Cheverly? And where is the close one to Cleveland Park? Don't do this!!!

Grosvenor is at least 40 minutes walk from any other station. What are you talking about?!

I work in college park

keep Arlington Cemetery open

I live within walking distance to Grosvenor Strathmore and it would impact my ability and willingness to take metro significantly

This is the worst of all plans for me. We DEPEND on the Cleveland Park station. In fact, proximity to the station is one of the main reasons we bought a home in CP two years ago.

Should reduce service hours but not just close the stations

Grosvenor-Strathmore is near where I live and McLean is near where I work, and Ill need access to those stations once its safer to take public transportation

So that the stations sit vacant? This is not a way to encourage metro ridership. I work at Grosvenor-Strathmore and this is incredibly disappointing. What about all the commuters during normal times??

Just by Keeping federal Triangle open you would be saving me 6000 dollars annually.

Grosvenor-Strathmore also serves Music Center at Strathmore; other neighboring stations are too far away.

Avoid closing adjacent stations. I think closing some is okay but avoid adjacent ones so that people have very long walks to the closest station.

This would be an EXTREME burden for me. I bought my home in my neighborhood 20 years ago because of its proximity to the East Falls Church station, and I walk to and from the station. The two nearest stations to my home are several miles away, and I would have to drive and pay for parking, assuming it is even available at the other stations. It would also add significant time to my commute and delay me from picking up my children at school.

Proposal to close 22 Metrorail stations

Closing Grosvenor-Strathmore station would remove a critical vein of commuter travel for me and my neighbors in the North Bethesda area, impacting my ability to report to my essential worker job in Washington, DC. It also would depress utilization of the Strathmore Performing Arts Center. Please do not close the Grosvenor-Strathmore station!

My office is walking distance from reston town center station.

I need two of these stations to get to work. It would seriously disrupt my commuting.

If federal workers return, overcrowding at Gallery place from closing Judiciary Square and Mount Vernon could be an issue.

Every Silver Line listed above and slated for closure is used by federal employees and contractors. This would negatively impact national security and continuity of operations.

Some of these closures would be fine with me; others would not.

Keep my Vernon triangle and I think stations near the mall should be open like archives and college students get on at college park to access the city

The new Silver Line stations are mandatory for me. It would be a deal breaker for me if any of them are closed.

When I use Metro, I am most likely to use Grosvenor-Strathmore. I am also concerned about access to Strathmore Music Center.

Absolutely not. Closing orange line stations like Clarendon would be devastating. I'd be remiss to not point out that closing the Clarendon station would tank property values in that community. Directly harming tax paying homeowners in the surrounding neighborhood.

I live across the street from East Falls Church, and use the metro frequently, so this would be devastating to the advantage of living in our current house.

Closing of stations will discourage people from using metro. I often use Clarendon and East Falls Church and would not want those closed

I get on and off at Clarendon.

I depend on the Clarendon metro to get to work and travel. Not having a car, this would be an incredible hindrance to my day to day life.

I use the Mclean stop and Clarendan

I rely on Grosvenor. Closing the station would only be OK if we had shuttles to Medical Center.

I use several of these stations instead of using my car

Does not apply to stations I use to get to work.

The close in stations should remain open. This is an awful idea.

I live in Clarendon and chose a location thats a five minute walk from the metro because of the easy commute. Thats also one of the most important stops because most restaurants are there for people who live by other stops. Clarendon needs to stay open.

Please keep Grosvenor-Strathmore open! We use it both to get to/from downtown and to attend functions at the Strathmore Music Center!

Use the Grosvenor- Strathmore station. And being a senior this would be very very inconvenient for me

Closing eisenhower and van dorn would inconvenience hundreds (if not more) of commuters all from the same neighborhoods in VA.

Its COVID and its not forever. We need these stations. I need Grosvenor, Archives, Cleveland Park, Federal Triangle, Smithsonian, and others!

Keep East Falls Church, Clarendon; and Smithsonian open please!

This seems absolutely crazy. There are still people who commute via most of these stations for work/school and, though some of the stations listed here could be considered duplicative, cutting others will put commuters in a tight spot.

Archives, Mt. Vernon Square, Judiciary Square, and College Park stations are all essential to my daily commute

Why would you close Grosvenor when it is a hub for most people in Maryland who take the red line. White flint would make more sense to close

East Falls Church is nowhere close to West Falls Church - the nearest station.

College Park metro station is nearest metro and would impact my ability to use public transport. PLEASE DO NOT SHUT DOWN

Federal center SW is my stop. Having to walk a further distance to and from the office isn't always feasible for me

For many people, myself included, stations that are near other stations still will result in needing additional transportation and more cost to reach the destination.

This will lead to crowding at other stations - it will be a mess during holidays (Cherry Blossom, 4th of July, etc, etc). So many of these metro stations help to keep tourists on Metro and off the already crowded roads.

Would cause overcrowding during rush hour and squeeze parking

I would argue that EFC is not that close to another station. Virginia Square really is between Clarendon and Ballston, so if I had to pick one it would be VA Square. I cant believe were talking about closing McLean, which just opened. Archives is pretty close to other downtown stations, so that one could be closed and not affect as many people so much. Arlington Cemetery needs to stay open - theres no other way to get there!

College Park is a critical station for student access to the city.

Proposal to close 22 Metrorail stations

I live in Clarendon. This would really screw me as the metro station was a huge attractor.

Again, closing the College Park metro station would be detrimental to the UMD community.

I really hate this for other people, but it would work for me.

Terrible for me who lives near GrosvenorHow can I get to DC?

It is a 15-20 minute uphill walk from King Street to Eisenhower and there is limited taxi availability. There are several large office buildings AND new apartments around Eisenhower all built on the premise that Eisenhower would be convenient access. This closure will have a profound negative impact on the neighborhood and its recovery. I know for certain that offices in that region plan to reopen and by and through the summer. So this closure will happen just as the recovery demands restoration of easy metro access!

Ridership was down because of the pandemic and COVID. Many people live near these stations because of proximity to metro. By closing stations, you will further reduce ridership and more people will drive or have to find alternate means of transportation.

This will have a significant negative impact on property values near these stations for people who bought relying on Metro service. I hope you have thought about the budget impact of lawsuits.

Please DO NOT CLOSE Grosvenor/Strathmore - so much residential development has happened in this area, which depends on the metro for transportation!! Strathmore music center as well uses this metro stop directly. The added volume of cars on this section of road infrastructure would be untenable. So many of these high rises and high-density living communities were built specifically to utilize the metro. Many of the residents depend on it for transportation and do not own cars!! Please do not close this station! Additionally Strathmore Ave is about to have another major development on land sold by Holy Cross, which would also access this metro station. Please allow normal ridership to resume as the pandemic eases before making such a disastrous cut in service!!

I use Grosvenor-Strathmore, Cleveland, and College Park stops frequently and need them to be kept open because the other stops are too far away to get to as substitutes.

I rely on the Grosvenor-Strathmore Station. I live in the area because of the station.

From a personal aspect I use either the Clarendon or Virginia Sq. stations to get to work. IF those stations are closed I would drive rather than use Metro. The threat of closing these stations is a knee jerk reaction to the year of COVID. Metro should maintain all stations and see if the numbers improve once everyone has the ability to be vaccinated and returns to a more regulated in-person work schedule.

That station (EFC) is very close to me and my neighborhood (lots of ridership), and would be detrimental to my commute and everyone's property value in the area! Please DO NOT close East Falls Church.

I use EFC to commute to work near Gallery Place. I can walk to the station. Otherwise I'd have to drive to WFC. We moved here specifically so I could walk to the Metro.

Cleveland Park station is the one I use. More importantly, the community aims to increase density BECAUSE the metro is here. Desirability of neighborhood-- especially affordable housing-- will be diminished. Many people here don't have cars. And we need to reduce cars more

My office is one block from Clarendon and I go into the office daily,

Grosvenor-Strathmore is not near any other station. There is no walking-accessible route between it and the next closest stop on the Red Line. When Grosvenor closed last year, I lost my job because I was not able to get to work. I was able to find employment when the station re-opened, but if it closes again I would once again be prevented from going to work and would lose my job. I have no car and there is no way for me to get to work without metro.

I think the more stations the better, but this would personally not impact me.

In some cases, there is no reasonable option (walking, bus, etc.) to get to a closed station from the nearest open station.

Our closest station is E. Falls Church, to which we can easily walk. If you close it, we would not travel to a more distant station, we'd probably drive, either into the city or to Rosslyn. Then we'd add parking costs to the metro fare and probably not travel as much in the Metro area.

Could you publish the ridership statistics for the proposed closures? Those of us that rely on these stations find it hard to believe ridership is that low.

I oppose closing these stations, it seems like it would actually cost more money to close them than to continue operating them.

Cleveland Park is very important to me.

This is absolutely ridiculous and cannot happen.

Grosvenor is a critical station

Ugh just awful.

I live near Clarendon and VA Square and the proposal to close both stations is unacceptable to me.

METRO has enough funds to keep these stations open during the downturn -- taxpayers have spent \$Billions to fund Metro.

Proposal to close 22 Metrorail stations

This would tip me to switch to car. I prefer to use public transit but I'm not walking a mile (versus several blocks) to get to an open station.

Important to keep East Falls Church open for me and wider community, especially as reopening continues. Many essential workers and government workers use this station.

This seems like the most obvious and least-impactful service cut. Cant help but laugh at the irony of closing a brand new station that is not even opened yet. I live in that area and feel that many of those new stations other than at IAD are unnecessary and never should have been built to begin with.

You can not close college park. At all that would have major implications

Some of these stations are tourist attractions that will open again.

This would affect my station. I moved to this area because of the station being close by, and that I could easily walk there. It is harder for me to walk the longer distance

NO! NO! NO! I use a number of these stations.

I use Grosvenor-Strathmore station

These stations should stay open.

My USDA colleagues and I need the College Park station to stay open in order to get to work.

I use Grosvenor to get to work. Driving to next metro station is not an option and there is no good bus service from where I live

These closures would create unnecessary hardships for commuters, increased auto traffic, and decrease property values. In particular, the Grosvenor-Strathmore station would affect me and my community.

I traveled on the blue and silver line during the station closures during COVID. Though it was nice to have a quicker commute, it was frustrating since I get off and on at McLean and had to work around alternative travel.

Need Cleveland Park station

Grosvenor-Strathmore station (pre-Covid) always had a packed parking lot if you didnt arrive early. I find it a bustling station that is not underused. It is the last stop really for people in the suburbs to park and ride the metro. Parking is not available at Navy Medical and is not easy at Bethesda.

no. office workers will be returning and need transportation to work

Every student at UMD relies on the college park metro station

Closed forever or just closed at times? Arlington Cemetery is NOT near any other metro station so that should not be included on the list.

I have a mobility impairment but can currently walk from my home to the East Falls Church Metro. If it were to close, it would be a huge loss for me.

This would add considerable time to my morning commute if Clarendon and Federal Center were closed. I would prefer a reduction in hours, or closing on the weekends.

I live close to grosvenor. Huge impact in my life

This plan makes travel more difficult for all populations, especially elderly, low-income, and disabled.

This would be devastating. My daughters and I live in downtown College Park and rely heavily on using the College Park Metro stop. This is how we get to work and school, and also to fun events downtown. Although we have not used the station as much during COVID, we expect that to change soon as things get back to normal.

I rely heavily on the East Falls Church Metro station! It is a hub for changing from Orange to Silver or to catch the Silver towards Tysons and further--makes no sense to close it. Also, close EITHER Clarendon OR Virginia Square but not both!

My work stop is at Federal Triangle. It is convenient and allows me to be undercover so weather is not a factor at this time.

What is a short distance for some is an insurmountable obstacle for others.

This is ridiculous. Just to let stations sit empty to save money seems absurd to me.

Many of these stations are not near other stations for example East Falls Church. This is a bad idea to completely close stations.

NO. Clarendon and Virginia Square are two seriously busy stations at peak times and would leave large parts of Arlington more than 2 miles from the closest stations on either side (Ballston and Courthouse). This is not a good idea. Also, the Silver Line II stations arent even open yet, but lots of people have moved further out of DC in anticipation of having those for commuting; how can you think of closing them when you have no way to tell how ridership will look yet?

I walk to Grosvenor-Strathmore. I am not close to another station unless I would have to take the bus or drive.

Making Metro less accessible and useful is NO way to save it.

Do not close Clarendon. This is a ridiculous proposal. It will affect negatively all the shops and restaurats. It will bring the value of homes and rentals down. It will deeply effect the economy.

Closing of the Grovesnor station will impact everything from Strathmore Hall itself to all the apartment commuters around it. This is a very bad idea

Proposal to close 22 Metrorail stations

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| My livelihood depends on metro service. I invested everything I have to relocate to my current location because it is close to the metro station and planned not to have a private vehicle. It would be absolutely devastating for me, my family, and many people in my community. |
| While this proposal is a year out, there are too many variables that will happen in this time. I would ask officials that once the area is out of pandemic protocols it is reviewed. I ride the metro from the Virginia Square station to work and school at least 8 times a week. I would also condemn this removal of accessible public transportation to lower income communities. Many whom use the VA Square and Clarendon stations. |
| My most common route when visiting the mall is to take College Park to Archives. Closing college park would severely limit access to DC for people in the region who rely on it to get to internships and other jobs. |
| I bought an apartment specifically because it was close to one of these metros. |
| Would largely stop using Metro if Clarendon station is closed. |
| Grosvenor-Strathmore station should not be closed. It is a very busy and used station |
| I work in Clarendon! |
| This station has significant ridership who walk to the station in normal times and eliminating it will require lots of additional people driving to work or to a more distant station. There are no other stations within walking distance. |
| Closing all of these stations would make large parts of the area not metro accessible. This would have a huge impact on the city (increased traffic, decreased property values, business closures). |
| Im a female and I walked to the Subway station to get to work downtown with no parking spaces. My walk is less than 8 minutes and I have to be at work at 6am. Im afraid to walk and or wait for a bus to go to another station. I watch too my Investigation Discovery and its some crazy people out here. |
| Please evaluate which stations should close, if any, based on more than ridership (especially pandemic ridership). Closing two stations in a row, like Clarendon and Virginia Square, leaves a large section of a dense area without a station. Population density in reasonable walking distance seems to be an important factor to consider as well. |
| I exclusively use the Grosvenor-Strathmore station and as a disabled veteran one of the appealing aspects of the station is the convenient parking. To close this station and to depend on other stations, even though they are close, they do not have nearby, convenient parking. This severely limits their appeal and accessibility. If this option is selected I would rather pay to park in downtown DC close to my place of work, drive to work and avoid metro completely. |
| This would close my station and I would never be able to ride metro |
| That would be fine for me, but I suspect other people will be mad about it. |
| Need to get to work and go out for fun |
| Please dont close Mt. Vernon Square (there are a bunch of others that are important too, but please dont close Mt. Vernon Square especially) |
| I would use federal center SW in 2022 when I begin commuting for work |
| This would not encourage people to use metro more often |
| All of the proposed stops are ones I frequent. This would be unreliable and I'd stop using it altogether |
| Station closings are inconvenient for customers as the economy opens back up. Pilot some closings but not wholesale closing of all these. Platform crowding could become an issue at some stations if others nearby are closed |
| Grosvenor Strathmore is a necessary station for access to the arts and to support the very crowded suburb of north Bethesda |
| This includes so many vital stops, including mine! I would be forced to buy a car and drive as my commute. This is rediculous and inconveniences so many vulnerable populations who rely on metro for their livelihoods. Please don't do this!! |
| The silver line stations are very spread out, and closing the stations from Reston to the end will defeat the purpose of having the line. |
| Keep the stations open. Trains will already pass through them anyway. This is not a good way to encourage people to participate in DC businesses |
| College Park is a very busy station that serves the University of Maryland, primarily students who do not have cars. University provides regular shuttle busses to connect College Park Metro station and the campus which are free to everyone to use. College Park also has been a nice hotel right near the metro station so visiting scholars, conferences, and parents are able to enjoy DC. |
| East Falls Church is the closest station to me. I walk. Driving and parking elsewhere would be inconvenient and expensive. |
| I live close to Grosvenor-Strathmore and I use this station daily during the week. |
| I rely on the East Falls Church station because it has service from the Arlington County bus to my neighborhood. |

Proposal to close 22 Metrorail stations

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| Too much stress on the used to be connecting lines so this cut will it have shuttles? Some of the stations are hi volume and possibly transfer points for some |
| Are you trying to turn the system into a long distance commuter light rail? Closing this many stations is obviously a bluff. If you did you might as well close the entire system.. |
| Van Dorn is where my neighborhood shuttle takes us. The commute time to other stations is to long - we would have to add more shuttles, meaning an increase in HOA dues. |
| Sad to see so many stations that may be closed but I live roughly between East and West Falls Church so can live with this |
| I work at judiciary square and need it open when i return to in-person work. |
| I start at grosvenor and if I had to travel at all to another station I would just drive instead for convenience |
| Please don't close grosvenor -strathmore |
| I purchased a home in the Clarendon Metro neighborhood in order to utilize the train service. |
| Many commuters walk to Clarendon station ! Keeps autos off the roads |
| Clarendon is a key stop for my office. I would likely then drive to work more often |
| This will have an extremely negative effect on me as Im using the Grosvenor-Strathmore station to travel to work |
| There is no metro close to Innovation. By vehicle, Reston-Wiehle is still a 20+ minute drive in normal traffic, adding to whatever metro commute exists. Travel into DC hasnt been a legitimate option as of now. |
| This would completely upend my ability to not only commute but to be able to utilize public transportation to go to museums and other cultural things that Ive missed during the pandemic.Determining which stations to close due to pandemic era ridership levels seems shortsighted, if the goal is to return somewhat to normal. |
| Absolutely not. I live in Cleveland Park and absolutely need station access for child care services 5 days a week. I also use this station to get downtown for work (when WFH goes away, which it will as soon as vaccines are distributed). What is the definition of near other stations? Certainly doesnt apply to Cleveland Park and my home, while lugging a small child and all of her belongings to/from the metro station 5 days a week. |
| I live in Falls Church, so losing that station would greatly affect my commute. Losing access to the downtown stations such as Smithsonian station would greatly affect my post-pandemic travel. |
| This makes people get Uber's causing people to spend more money. Why not just drive at that point? |
| Many of these stations are critical. Ridership will likely increase again. And commuting is already difficult as it is and would not benefit to close so many stops |
| To close grosvenor station would be terrible. I have two visually impaired sons who rely on metro transportation. We live a half block from grosvenor station in MPDU housing. We could have to move and it's difficult to find affordable housing. Please do not do this. |
| Grosvenor Strathmore and Cleveland Park are absolutely essential and must remain open. |
| I live closest to Grosvenor stop and will be commuting daily. |
| So well only have 3-4 stations downtown? Making the service less convenient will result in further decrease in ridership, followed by more cuts. If you want to run the Metro system into the ground and abandon it altogether by 2030, go ahead |
| I work right by the Clarendon stop so this would be a huge loss if this happened. Please dont close Clarendon. |
| I rely on metro from the East Falls Church stop as my primary means of transportation. We bought a house near this station specifically so that I could use this station. Additionally, this station was just renovated so closing it would be a total waste of those renovation funds. |
| We have been using East Falls Church for years. While this station is somewhat close to other stations, traffic makes it very difficult to reach these stations. We purchased our home for easy access to Metro and Metro Bus. It would make commute very difficult for us. Please do not close East Falls Church Metro Station! |
| In non-pandemic times, East Falls Church metro station is a busy and very necessary station. I live near east falls church metro and have used it for many years to get to and from work and plan to use it for years to come |
| Please do not close East Falls Church! It is the only metro within walking distance to my home. |
| Federal Center SW is a back up station when the Lenfant elevator is out which occurs frequently. |
| Station closings at these popular stations are unacceptable |
| Even though there may be stations nearby, the other stations do not have parking available and/or are not convenient for various reasons. I would likely stop using Metro altogether at that point. |
| Need access to Clarendon and Arlington, judiciary square is necessary for transfers |
| These stations were constructed for a valid reason - - that reason still exists to keep them open |

Proposal to close 22 Metrorail stations

We use the East Falls Church station almost exclusively and there are always other riders there no matter what time we are there.

The EFC train station and other stations along the orange/silver line are already extremely heavily used and this area has developed (and relies less on car commuting) because of metro. It would be hugely irresponsible to close stations from EFC inward to DC, would leave thousands of people without a crucial commuting option, and force those who can afford it to instead drive. I don't know what metro thinks others who have less resources will be able to do -- bus service is slower and less frequent and a poor substitute for metro trains.

Judiciary Sq, Federal Triangle, and Smithsonian should remain open due to tourists.

This plan would make my commute to work significantly more challenging.

This would prevent me from being able to get to my office - I rely on the train to McLean for my commute.

Take East Falls Church off this list and it would be okay.

No to Archives, Smithsonian, Arlington Cemetery, Federal Triangle

The only station we use regularly is Grosvenor-Strathmore, so closing that station would cause a big problem particularly since the parking there is better than nearby stations. Also use Smithsonian to go to museums and Smithsonian programs.

Terrible idea. This cuts off whole sections of the city and makes commuting even more difficult for those in these areas.

Will be using the stations on the Orange line. Clarendon and Virginia Square.

I get on in Vienna- no impact

Grosvenor-Strathmore is the closest station to me, the others are not convenient. Limited parking if I need to park at them

I live near the Clarendon station and use it all the time to travel to work and go into dc. This would not only be detrimental to the businesses and property values in my area, but would also drastically raise the already insane cost of parking and make it hard for me to justify living in Arlington without an easy way to commute to work.

What other station is near Arlington Cemetery?

I use Grosvenor station every week multiple times

I regularly use the East Falls Church metro station for my commuting needs. It really is closer to me than West Falls Church and is the only station in my neighborhood.

I have a disability and live across the street from the VA Square metro station and rely on it to get to work. This would significantly impact my ability to transit to and from my job at a Government agency in the district of columbia as walking to Ballston is not possible.

I work in Clarendon and hopefully would use metro again when pandemic restrictions are lifted.

Eisenhower Ave needs to stay open

I use East Falls Church to get to NOMA near Union Station for work. It's already a very long commute. Driving would be expensive, time-consuming, and aggravating as well as bad for the environment. I already have to take a bus to EFC. If it closes I'd have a much longer bus ride to another station.

People plan where to live based on distance to metro stations. Closing stations limits these choices and is bad for the real estate market

Grosvenor-strathmore is a station near where many AU students live and it would take away transportation for many students!

I live walking distance to East Falls Church Metro and commute to DC. This crushes me.

Grosvenor-Strathmore and College Park stations should remain open.

If you close the Strathmore station and make the Shady Grove, Rockville, and Twinbrook stations every 30 minutes- commuting will be a mess ESPECIALLY considering the red line is literally ALWAYS delayed (even on normal schedule) and/or broken down.

East falls church and Clarendon are important stations

The closure of Grosvenor-Strathmore would not make sense, as it is a station with access to a significant parking garage that is necessary for my commute. Other nearby stations on the Redline do not have access to a parking structure and are otherwise accessible by bus from Grosvenor-Strathmore. As such I STRONGLY recommend considering these other stations for closure, if necessary.

I use the Greensboro stop for work and its my main way to the office.

Please DO NOT close Grosvenor station!!!

I live in Cleveland Park so obviously closing that station would impact me. There is an in going debate about increasing density in Cleveland Park. I would suggest tying the two together -- if Cleveland Park increases its density, then the metro station stays open. Otherwise close it and we can walk to the Woodley Park or Van Ness stations.

Morgan Blvd station is my primary station for going to work. I rely on this station to provide for my livelihood

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| Proposal to close 22 Metrorail stations |
| This is a depressing prospect. Businesses and residents near these stations will suffer greatly. |
| How does it make sense to close Grosevnor when reinstituting the turn-back? |
| I frequently use the Clarendon smithsonian stations |
| Not only would this dramatically impact my ability to go to work, it would also affect my home value. This is a terrible solution! |
| Again. Ridership will likely increase in 2022 when people are vaccinated... why close things down and make it harder for people to get around once traveling opens up? |
| This is a terrible idea! Archives, Federal Center SW, and Federal Triangle are critical, downtown stations that many tourists, locals, and Federal workers use and rely on. Clarendon is a hugely popular retail area in Arlington. Another death spiral for Metro if they do these closures. |
| DC area depends on tourism. When that bounces back, we want visitors to be able to easily and safely access the Archives, Arlington Cemetery and all the Smithsonian museums. Closing those stations will make that hard. |
| Ive been waiting for the Loudon Gateway station to open. I would use it. Also, would use the Archives station. |
| Mclean station is vital for my commute |
| Metro is the primary mode of transportation for me and my family. We do not own a car. Closing down the station would cause a tremendous inconvenience to me and my family. Bus service is not always reliable. It will make our lives more difficult and transportation more complicated and expensive. |
| Closing both Virginia Square and Clarendon would eliminate the ability to take metro to George Mason university and result in more commuters driving in. |
| Many of those are either tourist, services or nightlife destinations we anticipate will return to higher ridership once the pandemic is under control |
| If our federal office opens by January 2022, I will need the train to get to work. I currently live 1 mile from East Falls Church, and so needing to bus or bike to Ballston would become a burden on my commuting. Also, closing a station like Smithsonian and Federal Triangle would put a huge burden on tourists, who will come back to DC. The museums, at a minimum will reopen. |
| I currently use Clarendon to commute. Having to get to Courthouse would add at least 20 min to my commute and I would drive in that case. |
| Why close both Virginia Square and Clarendon. Why not keep one or the other. Also, there is no other close station to East Falls Church metro, that one should be kept open. |
| Closing stations would be unacceptable |
| Why have the stations and not use them? Other stations may be nearby but that does not mean it is easy to travel between them without Metro, especially with the cutting of bus routes. Please do not close stations. |
| Why not look at some of these and in stead of closing (some you may have to) just not make them stops for every train. NY does this with local and express trains and it works well, then people naturally go where is best for them or understand they have to wait longer for a train. |
| Absolutely not acceptable. There is nothing near East Falls Church, and there is a large neighborhood of people who rely on metro who live near EFC. I agree, get rid of clarendon OR Virginia square because , theyre within walking distance of each other, but do not get rid of EFC. |
| This list feels inconsistentâ€”why are you considering closing stations that have not even opened yet? I like that these stations reduce traffic at other nearby stations as I do not like being in super crowded metro stops (even before the pandemic) |
| I depend on the metro to get to work. I would not have a way to work or to the Capital One Arena. |
| As a Clarendon resident, the fact that this is even remotely being considering is horrendous. It would dramatically impair property values for homeowners and inconvenience residents between Courthouse and Ballston who rely on Metro to get to and from work when it is safe to resume in-office week |
| Ill be working in the Washington, DC office five days a week. The Grosvenor-Strathmore Metro station would be the best alternative for the commute. |
| It will cause major inconvenience for us as we take metro from work |
| I use the Cleveland Park Metro station. |
| I rely on the Clarendon station to get to and from work each day. |
| I need Arlington cemetery. I need Virginia Square. I need East Falls Church. I need Mclean. I need Smithsonian. If these stations close. I will have to buy a car and give up metro riding all together |
| Clarendon is a go to Metro stop for me personally and if Clarendon were closed I would likely stop using Metro altogether. |
| This assume ability to walk significant distnace. Elderly may not be able to do this |
| Need Grosvenor-Strathmore Station |
| I currently commute to archives weekly. If archives was not on this list, it would work for me. |

Proposal to close 22 Metrorail stations

Clarendon especially is a large business hub accessible to many essential workers who do not own a car.

It would be a grave mistake to close stations that are hubs for entertainment and tourism -- which is what Archives, Arlington Cemetery, Cleveland Park, Grosvenor-Strathmore, and Smithsonian are.

East Falls Church is critical to serving many lower income families who actually do depend on metro access for their livelihood. Its also not close to any of the others. Courthouse and Clarendon are close to one another so its reasonable to consider that. All of the silver line stops should be kept closed as they are not currently impacting anything if they delay being opened whereas the others require citizens to change their world.

Need Cleveland Park metro

Cleveland Park is station we use.

Close these stations past certain hours. It would be good to keep running them during rush hour and close after rush hour is complete each day.

East Falls Church is a popular station b/c it is close to my parents home when I visit them on the weekend. Also the fact that EFC holds 2 lines, I am more likely to catch a train there to go back to DC and not wait 20+ minutes for single color line. Is this implying that there is higher ridership at nearby stations? (Dunn Loring, West Falls Church, Ballston).

Need archives and federal triangle

I can't imagine what the back up would be if you closed Grovesnor-Strathmore!

Guessing lots of visitors use the Arlington Cemetery station. Probably somewhat seasonal, but still seems like an important station. Also are you going to account for parking at stations that remain open being able to handle all cars from closed stations?

The proposal is to close 3 of 5 consecutive stations in Arlington (Clarendon, Va Sq, EFC), plus Arl Cem. This is insane if youre running the trains past those stations anyway--minor incremental saving for large reduction in service. And why should Arlington contribute to Metro if youre not serving Arlington? Idiotic proposal.

Again, closing stations makes people want to ride metro less not more. If you start closing these stains whats the point of keeping the other ones open?

Please don't close Clarendon or Smithsonian!

I use G-S all the time...don't close that!

College park station is an important stop for 100s if students and staff at the UM.

I work for Arlington Economic Development and metrorail is key to our business attraction and retention efforts. Clarendon and Virginia Square are two key stations along the Rosslyn-Ballston corridor and it is essential that they remain open to attract businesses to locate to Arlington.

Smithsonian is right next the National Mall this is absolutely necessary to stay open is it's a familiar spot for almost everyone.

Arlington Cemetery and Smithsonian Stations are heavily used by tour guides. Closing them would be disastrous.

I also wk at Archives we have our own station. This building has NO parking is off Pennsylvania Ave with is a main road no parking

Closing Arlington Cemetery, Federal Triangle, and Smithsonian would significantly decrease access to major centers of national significance.

Need service (and parking) that are available at Grosvenor Strathmore

This would make commuting very challenging and frustrating

It wouldn't impact me but it'll decrease ridership a lot.

I live in Clarendon and could walk to Courthouse. But again, I would just opt to drive to work near Union Station

I would stop using metro if Grosvenor closed. There isnt sufficient parking at other stations nearby.

You just spent so much money refurbishing Falls Church. What happened to planning and budgeting. What a waist of funds and then you leave the riders with no alternatives. let's not forget you already severely curtailed our bus service.

If you close Grosvenor-Strathmore I will not be able to use metro. I moved here in part to be close to the station. My neighbors and I will be very unhappy if this happens.

I depend on Grosvenor station and parking. I would have to park further out and then the operation would move to every 30 minutes which would interfere with commuting.

This would increase crowding in stations and not allow riders to safely social distance. Most of the stations listed are commuter stops; once offices reopen, these closures would be devastating.

Close Archives, Arlington Cemetery , Eisenhower Ave, Greensboro, Judiciary Square, Smithsonian, Virginia Square, all times. Clos Federal Center, Federal Triangle, on Weekends & after 7PM.

I use the Van Dorn and Eisenhower station to commute to work so the proposed closures would not work for me.

I use College Park station but I could use Greenbelt instead

Proposal to close 22 Metrorail stations

Would love to see the data that claims some of these stations have low ridership because it doesn't make sense for some of these. Also, so many closures would really limit service. Terrible proposal.

Closing neighborhood stations kills the connectivity of these communities and exactly why we moved where we did. The thought that a station is near another doesn't help when walking is no longer an option and an extra bus ride & connection will add 20+ minutes to an already 65 min commute. This is hugely impactful and we strongly suggest station closures are taken off any budget proposal.

The Cleveland park station is the important to travel to places I need to go. Like the new library and Adas Israel.

Grosvenor-Strathmore is my closest station and one that I can walk to. This station is very high traffic and the parking is readily available. If it closes then Bethesda will be the closest. I can't walk there and the parking isn't very good. Closing Grosvenor would be a major hardship for me and people in my neighborhood!

Clarendon metro stop is a vital vehicle of transportation for my work. I would not want to see it closing.

Or having local versus rush trains during low ridership times for these stations

I don't have a car and currently walk to Grosvenor-Strathmore station. I purposely chose to live somewhere I could walk to the metro to get to work. If Grosvenor station closed, I would have to move or figure out how to take a bus to another metro station. This is by far the most disruptive proposal in my opinion.

I could understand stations that are close to other stations - VA square, Archives - but East Falls Church is an important hub for the orange and silver lines

My husband uses the Archives station for work daily - this cut would be frustrating.

This sucks

Especially in urban centers, like Clarendon, Virginia Square, where not many riders have their own cars to drive to far away stations, closing a station will mean they will have to walk over half an hour to reach stations which were previously accessible with a 10-15 min walk.

With my travels to work I get on at Smithsonian in the morning and in the evening.

East Falls Church is within walking distance of thousands of homes in the surrounding neighborhoods. It is better to have less frequent service than to completely cut off huge swaths of Arlington to metro service entirely.

It appears that some key stations would be eliminated, which is a concern

No way! Do not close Clarendon, Virginia Square or Fed Triangle! I'm sure many will be traveling back to work by then! If these stations closed it would severely hamper my commute, make me late for work & add to already long child care areas. NO.

Absolutely not. Only stations that are close to each other should be considered, if at all. East Falls Church is at least two miles in either direction from the nearest Metro station and it is a transfer station.

Are you crazy? I use Grosvenor-Strathmore, but it is also home to a huge parking garage for park-and-ride, three huge apartment complexes, and the Strathmore Performing Arts Center. How would tourists get to the Mall and Smithsonian museums if you close all those orange/blue/silver stations?

My office is near Mt. Vernon, and USDA is next to Smithsonian. Again you make plans without thinking about changes in ridership if telework for federal employees ends. You could save money by firing your planners.

STRONGLY oppose this plan; Silver line phase II is very important to me

This is just plain dumb. It would only reduce ridership, most likely more than the cost savings.

I use most of these stations, particularly Smithsonian, Federal Triangle, and Archives.

Why did we build those stations only to close them down?!? No service in these areas will disproportionately affect certain groups of people

If Archives closed, I would stop using metro completely.

As a commuter and non-commute to work user of the Metro, I'd rather see evenings curtailed or weekends curtailed, not locations.

I need the Grosvenor-strathmore station open for sure. Would be terrible if it closed as the next station is too far and inconvenient. Closure will also affect property prices in my area. Do not support the closure of Grosvenor/Strathmore station.

Closing Clarendon and Virginia Sq would make morning commutes insane. I would never be able to get in a train at courthouse.

Closing these stations will negatively impact adjacent businesses that made a site location decision based on TOD activity. It would also reduce the accessibility to transit to the point that I would drive my own car between Arlington and DC and never take Metro.

Clarendon must remain open.

Grosvenor Strathmore should remain open

Proposal to close 22 Metrorail stations

Closing stations would put undue burden on individuals as well as communities. This is not a sustainable solution

You might as well close down the entire metro with these plans because it will make it impossible to use the Metro to get to work for just about everybody. Other stations nearby? You consider a walk a mile for someone physically unable to make the trip nearby? Is there anything nearby College Park? or Archives station? Get real.

Smithsonian stop must remain open especially during weekends and tourist season.

Judiciary Square is the station I utilize when I physically go into my office for work.

First, Metro has just spent a fortune upgrading the parking at Grosvenor so how would that investment be recouped. Second, Grosvenor serves the Strathmore center and, secondly, people who use the Metro to attend programs at Strathmore would have to drive. Before the Covid period, parking was difficult to find at Grosvenor as the station was so heavily used, and once people can take metro again it will be heavily used once more.

One of these stations is my home station (and most used). The next closest station is an extra 15-20 minute walk.

I use the McLean or Greensboro Metro because there is parking there. We are not legally allowed to park at Tysons to take the metro. I often visit the Smithsonian and would have to walk much further, even in bad weather, to find another metro station. I think Smithsonian is actually busy when there is no Covid.

i dont use any of these stations

East Falls Church was recently renovated, has great bike access and is key to a burgeoning Falls Church City - it needs to stay open!

I do use Arlington Cemetery, and Clarendon stations.

Ridership will increase when businesses open up. I do not support closing stations, particularly those that have been recently renovated, etc. That seems like a very poor use of resources. Also, many of these stations are in densely populated areas. Im very surprised that East Falls Church is being considered for closure.

Grosvenor-Strathmore is important with a lot commuters parking there. There are no stations with parking that are close.

I depend on some of these stations -- such as the Smithonian station to attend Smithsonian events.

Trains will be even more crowded, and a lot of people will be cut off

This is bad. People should have access to stop closest to them. Infrastructure exists, you should use it.

Closing stations is the worst possible option For my family

please do not close the grosvenor metro stop

This cuts off large swaths of metro access in Arlington and would have an adverse affect on housing prices and other businesses currently centralized around existing stations that would then be closed

I live in a community where many people do not have cars, so closing the Grosvenor-Strathmore metro station would be detrimental. Please consider another plan.

Closure of Clarendon would overwhelm Courthouse. Given one escalator entrance & exit I cant imagine the crowds when this re-opens, unless only college age students are left in the area.

I very occasionally use the Virginia Square station

If you close those there would be no point in using metro, especially the stations outside of the beltway those are not walkable

Insanity! For years, high rise condos/apts with insufficient parking have been built along the orange line Rosslyn to Ballston SPECIFICALLY to encourage use of metro instead of cars. Closing Clarendon and VA Square is pure bait and switch and evil.

What major metropolitan area in the world would ever do this to its customers. You built the stations. Developers and residents moved near the stations and now you propose closing them. Really, how much does it cost to have a train enter a station. Find other ways to save money, like reducing the number of managers and middle management, and take a pay cut directors! Seriously!!!!

By 2022, we'd be vaccinated and I'm guessing have to resume our normal work schedules. It's ridiculous to think we won't need these stations, my home station among them. I have relied 100% on Metro to get me to work for 11 years until the pandemic and I'll start relying on it again by this fall. There is literally no other way for me to get to work. Buses only would change my commute time from 40 minutes to at least 2 hours! That's 4 hours just going back and forth from my job, assuming there are no traffic jams to slow it down more.

Do not close stations close to my home and work including Clarendon station.

This is a horrible idea. You basically will ruin DC. It will never be able to recover. So many implications and too many to list. Who ever came up with this is either insane or is making a political statement to get more money.

This question is a pure demonstration Metro is clearly not anticipating ridership demand increases as COVID restrictions are lifted.

Proposal to close 22 Metrorail stations

This is a disaster. The stations all have businesses and will become handouts for all sorts of trouble.

I do not want to see EFC metro close. This is a high commuter stop and it is ridiculous that they would consider closing this station.

While this plan works for me personally, I imagine this would be incredibly frustrating for people who intentionally live near metro stations for accessibility. This seems incredibly unfair.

Closures will have too many unintended consequences and result in crowding at the other near by stations. Businesses near these stations would be negatively impacted, along with potentially the housing prices of homes nearby.

Whats the point of having these stations if theyre closed? A lot of the ones cited are NOT near other stations. (think its crazy to maintain that Arlington Cemetery, East Falls Church or Smithsonian can be readily accessed from other nearby stations (just as examples).

Grosvenor station with its large parking structure is important to my travel needs.

va sq and claredon stations should stay open at least part of time

I live within walking distance of the East Falls Church Metro Station. If it closes, rather than take a bus to Ballston, I will drive rather than take combined Metrorail and Metrobus.

Closing stations combined with eliminating routes would leave people stranded with no way to get around.

I need access to Clarendon via metro

Those stations have far distances between them. Would be a burden to an average person much less someone who is disabled

We rely on Eisenhower and Van Dorn. Closure would ensure that we no longer use Metro.

Can't shut Grosvenor. That's insanity. I'd never ride Metro again and probably sell my house.

So many people live near those stations that rely on those stations and it'll also impact tourism if those are closed

I live near Virginia Square and purchased our condo here anticipating using the metro on a frequent and regular basis.

Given previously described reductions in train service, how much cost savings is there in closing stations? Closed stations means riders will likely find other modes of transport and possibly not come back to Metro Rail... while less frequent service, as convenient as it may be for some, stand a better chance of retaining them as Metro Rail customers.

I live in Clarendon and work at McLean as does everyone at Capital One.

I live and work near the stations that would close.

You are closing stations that you are currently building? How insane is this? Please do not close stations, especially the Arlington and East falls Church. How are urban/suburbanites supposed to get anywhere? You dont have enough parking at West Falls church. Ive been there after like 9am and its FULL. The pandemic will be over, and then what? Youve screwed the DC area?

I live in McLean and used the metro and that stop daily on my way to and from work. Tysons Corner is a growing business hub with at least four new business buildings currently being built by the McLean Station. Closing the station would be a huge disservice to commuters and those businesses and the community.

People who live between/near Van Dorn and Eisenhower metro on Alexandrias West side would be HEAVILY impacted if both Van Dorn and Eisenhower metro stops are closed. Would highly encourage keeping Van Dorn metro open since there is a lot of housing in that area and heavy reliance on metro.

the college park station is very important for my household to get to school/work, we dont have enough cars to get there otherwise

This would be terrible and make it hard for me to get to work.

ABSOLUTELY NOT. We live in Clarendon because of its proximity to the metro/DC. Rosslyn is an area where there are a lot of office buildings. But Clarendon has grocery stores, fitness centers, shopping. It would be an outrage if it closed. We are a 30 minute walk from both Ballston and Rosslyn. If anything, closing courthouse would make more sense since the next major stop is Rosslyn. People in Courthouse come to Rosslyn or Clarendon more often. We are an extremely residential area with a lot of commuters/ liesure travel to DC. Our rent is expensive because of the proximity of the metro. Clarendon would suffer without metro access because of Whole Foods, Trader Joes, all of the shopping, and restaurants. Whereas VA square and Courthouse do not offer as much with regards to those categories. A lot of young people and older people live in condos in these areas due to the proximity of the metro service. It would be ridiculous to close Clarendon.

Arlington cemetery station is convenient to visit the cemetery, especially for tourists. Its difficult to get there without this stop.

I commute using Grovesnor-Strathmore

Closure of stations will kot work particular when us government restores full office return, estimated to be june 2021. Several proposed stations serve growing communities and heavily represent federal employees. Do not close them. If needed, raise cost of riding.

Grosvenor-Strathmore is an essential metro station with a large parking lot, closing Grosvenor-Strathmore would have big impact on use of metro services.

Proposal to close 22 Metrorail stations

I rely on the Eisenhower station to utilize metro

I believe closing stations is the wrong direction to be moving from a business and environmental perspective. Less people will use the metro which would lead to future closures. NYC has even more frequent stops than DC. The more comprehensive the system is, the more attractive it will be to potential customers.

Closing Virginia Square, Clarendon, and East Falls Church metro stations will significantly disrupt commuting patterns on the I-66 corridor and impact local business health in Clarendon and Virginia Square. Strongly recommend metro maintain investment in these metro stations rather than maintain service in outer suburbs (silver line areas). Closing Smithsonian and Arlington Center which are heavily used by tourists that drive a large part of the regional economy will also be detrimental.

Absolutely not. Destinations in-between remaining stations would likely suffer, as people would be less likely to visit: you now have to rely on a third transportation mode (scooter, ride share, taxi, etc.), increased travel time while waiting on additional transportation, and the increased travel distance from the resulting Metro station. Public transportation needs to be more accessible in order to be used more frequently; reducing stations will only worsen the situation.

Cleveland Park is not close to other stations. For what it's worth, I don't live in that neighborhood so my comment is not based on self interest. It's just not at all close enough to Van Ness or Woodley Park.

I would not recommend closing both Clarendon AND Virginia Square.

My courthouse platform already too crowded. Please keep Clarendon and va square open

East Falls Church is not all that close to other stations and there are good public transportation options for the neighborhoods surrounding EFC to access the other stations. The only available bus lines from my neighborhood to Ballston have all been shut down. EFC is walking distance. If EFC closes, I likely won't continue to ride the Metro.

Some of these stations are major hubs for travel. I can not imagine it makes any sense to close them.

Closing adjacent stations (such as Clarendon and Virginia Square) would impose significant hardships, especially for senior citizens. Closing Federal Triangle would further overwhelm Metro Center.

This is a major problem for myself and my family. Living directly on Eisenhower avenue I use this station most often and shutting it down impacts our community a great deal. This station is how our community travels to and from work everyday. It is not only an inconvenience but it created unnecessary hardship for us to have to travel further to another station.

Older riders depend on Grosvenor Strathmore. No art center access without it. No walkable station for non driving seniors

Will stop taking the metro all together. This would cut off major access hubs and essentially kill new ridership for your business.

It is stupid to close stations.. The pandemic is temporary

We live within walking distance to Grosvenor and before the pandemic commuted into DC five days a week. This might change our calculus on using Metro to get to work.

This would impact my wife and I significantly as we depend on silver line for commute.

I would no longer use metro if the College Park station is closed.

I'm sure closing of station means more travel for people because they will have to walk the additional blocks or catch a bus.

Your definition of near other stations is quite inaccurate. If you close both College Park AND Greenbelt, you are talking many many miles to the nearest station.

Please do not fully close East Falls Church, right when we go back to work!

Grosvenor is essential to my commute.

Grosvenor-Strathmore is where I commute from. Property values would be highly impacted.

After all the input and construction of building these stations, it would be a shame to eliminate them from service. Plus, this would greatly inconvenience a number of people. Instead, why not market Metro as a way to get around starting in January 2022 instead of closing stations?

Please do not close Clarendon Station! There are so many people who rely on it! All these residential buildings with so many people in it live in Clarendon just because of Clarendon Station. It will destroy wonderful Clarendon neighborhood and all the businesses. The impact is horrifying if you close Clarendon Station! We beg you please do not close Clarendon Station.

That would greatly decrease my chances of riding Metro due to needing other transportation after getting off at the next closest station if some are shut down.

East Falls Church is significantly far from the previous and the next metro station and the closure of this station will negatively impact my daily routine and the value of my property.

No! We need Clarendon and Ballston, both are in densely populated areas and have noticeable ridership.

I don't see the logic behind closing tourist based stations like Arlington Cemetery, Smithsonian, Clarendon, and the new Silver Line stations (which I don't understand how you can classify them low ridership if they haven't even opened yet outside of the pandemic). Low ridership during normal times or pandemic times?

I live at Grosvenor and rely on the Redline for work.

Proposal to close 22 Metrorail stations

I live next to the Greensboro stop and I am 66 years old. The extra mile round trip to the next closest station would require a cab especially in cold or inclement weather. I would probably not use the system at all

If things are back to normal this would be disappointing.

Arlington Cemetery, Federal Triangle, Smithsonian are stations I frequent on the weekend since they are close to tourist attractions. Clarendon, Virginia Square are stations close to restaurants and my company so my company teams frequent there for team events.

Terrible idea. These are important stations and you are only discouraging ridership by closing them. I will start driving instead of taking public transport if your cuts get much worse. I've had it with trying to save my bus/station every damned year.

Virginia Square metro serves a huge number of condo dwellers and two large neighborhoods. There is enormous expansion plans for the immediate vicinity, including more condos, apartments and a hotel. If you close both Virginia Square and Clarendon, vast swaths of clarendon will no longer be walk-to-metro. Courthouse metro is too far for walkability. Courthouse serves far fewer condo buildings. You will increase the number of people in cars exponentially.

We can walk to East Falls Church, dont close it. Clarendon is needed too.

I used the Clarendon station. Walking t courthouse or ballston would be too far, especially if the va square station also closed. This area is seeing new development and ridership will increase, especially after covid and people start traveling into DC for work/fun.

Grosvenor-Strathmore is a much needed station that provides essential service to so many of us in the adjacent buildings. Its the main reason most of us moved and live here.

I take the Metro not only because of the efficiency of the trains themselves, but the convenience of stops prevents me from having to walk.

We chose our current residence largely due to its proximity to the Eisenhower station. It permits ease of access to the city without having to drive. COVID has drastically curtailed such activities yet in any post-COVID environment the loss of the Eisenhower station would be a major detractor for us and could in fact lead us to leave the neighborhood.

We need to keep all stations open so that riders do not have to find other transportation modes. This will cut down on greenhouse gases and will keep our region moving forward with a dependable and efficient mass transportation system.

The East Falls Church metro station is critical for my family!s transportation needs.

Are you planning on doubling parking? This is ridiculous.

would make my commute very difficult and I would consider not using the metro as my commute

I live near the Grosvenor station and from what I could see pre pandemic the ridership was not low at all. It is ridiculous to close all those stations and inconvenience all those people. Metro was built for public transport, not selective transport

Working at Capital One, the closing of the McLean station would be a dramatic problem and would affect ~1K people who rely on Metro Service for daily transportation

I live next to the Grosvenor Station and dont have to drive and park there. If it closes, I will have to drive to another Metro Station making my commute longer and cost more. If Im already driving to another Metro Station, I might as well drive downtown to work instead of spending more time and money taking the Metro.

Dont close Arlington Cemetery. I know it has low ridership all the time, but thats not nice. Close all the other ones, but not that one. Skip it if you need to, but dont close it.

I can walk to grosvenor. I'm not driving to another station just to wait for a train and have a still onger commute on less frequent trains. I've commuted via public transportation for almost 30 years, but you'll lose me.

Closing some metro stations like these (due to low ridership, being car-centric stations or close to another station) allows for more efficient services and faster travel time.

A lot of apartment buildings growing in the area of East Falls Church and one of the reasons is that is a good metro station to get to, how would that help that group?

I live by the east falls church metro! Do not close it. I need it to commute everyday.

This would add over a mile to my daily walk to/from metro, which would be a major disincentive to metro use. I currently anticipate using metro for 5 round trips a week in January 2022 but this would make it likely I would use alternatives in poor weather and maybe discontinue metro use entirely.

For how long? We are in a freaking pandemic so we do not use Metro. Youve given us no reason to think Metro is safe in many respects. Closing stations is a symptom of your FAILURE to respond to the situation not a solution. The start of a gradual death. Give us a timetable and your plan to give rebirth to this poorly designed system and maybe you will succeed. E Falls Church is slated for massive redevelopment - are you trying to kill that plan? Rethink your desired outcome and give us a sense of a positive future. We pay the board how much? A high school class would heve a better plan.

I dont know how Grosvenor is low ridership. Maybe during the pandemic, but you have tons of apartment buildings, a school, and Strathmore. I dont get it.

I primarily take metro from Grosvenor-strathmore to work, closing this station will create great hassle to me and thousands of other travellers.

Proposal to close 22 Metrorail stations

Cleveland Park is my home station and an anchor for our vibrant retail. I would have to walk an extra 10 minutes to get to Woodley Park in oftentimes inclement weather.. those days I would surely take rideshare rather than dealing with such an inconvenience

My station is only a close to other stations if I drive to metro which I don't.

Reason I am living in Falls church is to be close to EFC station I walk 12-15 min to station.

Virginia station is central to many people working in DC. As the Covid restrictions are eased more people will be using this station to get to work in DC and attend social events in the evenings.

I specifically moved to this area due to its proximity to Grosvenor strathmore station it would severely limit my access to the city

This would not work for a lot of people. Near other stations is not near enough to be walkable and lots of people rely on the above stations to get to or from work every day.

You are suggesting closing the stations I use the most -- East Falls Church, Virginia Square, Smithsonian, Archives. You are also suggesting closing the stations I use as back-ups -- I use Clarendon when Virginia Square is not available, Archives if Smithsonian is closed. I cant help but notice that the stations you suggest closing have more public parking and fewer WMATA lots. It would crucify Arlington real estate to close the better part of stops on the Orange line. What are you thinking? That entire part of the county was designed around housing for people who dont drive and use Metro to get downtown to work. Do you really want the Clarendon bar goers to get in cars??? How am I supposed to get to National Airport, Uber to Courthouse? I might as well take a cab all the way there.

This is the most absurd request that I have ever had the privilege of responding to. While I understand that low ridership could be an issue, WE ARE IN A PANDEMIC. These stations in normal times are absolutely crucial to how this area functions. The relief it provides families of all socioeconomic standings is so important. I cant even fathom the toll this would take on our already disastrous traffic situation. Not only for metro riders, but for drivers. This is absolutely the most unacceptable plan I have ever seen and I will absolutely work to fight this tooth and nail. Shame on you for even suggesting this.

The only reason Grosvenor-Strathmore has low ridership is due to the pandemic...the Strathmore Center that is located at Grosvenor strathmore metro is currently not offering as many entertainment venues as it did before the covid 19 pandemic started, for obvious reasons. Grosvenor should not be closed

Falls church has easy access to pentagon right now; this May drive longer commute times bc these people will now drive

I think having these stations (Grosvenor/Strathmore and Smithsonian being the most important to my family) is essential.

Unclear how those stations were chosen, I use Clarendon and McLean and VA Sq frequently

I could see closing these during off times or weekends.

closing Smithsonian and/or Federal Triangle would be a disaster for people wanting to go to the mall.

Please dont close Clarendon!

I walk to the station and need it to be a manageable walk. I am in my 60's

East Falls Church is the last westbound station where one can change trains to go to the Silver Line, it is in a more urban area where new townhomes and other denser housing is going up, and it is the station nearest us. The nearest alternative station is West Falls Church, which is not reasonably accessible by walking, does not connect as many lines and is in a much more suburban area.

Taking metro to work is the only good options. Drive either Bethesda or White Flint, park there, then take the train would add tremendous burden to our commute and not a viable option.

i am completely dependent on the Strathmore station and bought a house solely to have access to this station

Exceptionally harmful to my commute and tourism.

My commute time would double. My beginning destination would close and my terminating point would close, forcing me to walk much further. I would drive or telework, abandoning metro for good.

I strongly oppose closing the Grosvenor-Strathmore metro station. I rely on this station to access Metro. If I had to walk to White Flint that would add an additional 30 minutes onto my commute. I would probably opt for an alternative to Metro such as driving alone to work should this proposal be implemented.

Doesnt make sense to close two stations that are adjacent: Clarendon and Virginia Square. Just close Virginia Square, and maybe Courthouse. Clarendon seems like it would have high ridership.

We use the Grosvenor Station and would hate to see it close

Need VA Square or Clarendon . Many affordable housing being built near those on Washington Blvd. Very unfair as housing planned before those closures

Proposal to close 22 Metrorail stations

This change puts my life at risk. Just because there is another station close by does not mean I can get to it. I specifically live directly by my station so be able to get to metro. This change would literally ruin my life any may cause me to die.

Smithsonian, Virginia Square, and McLean are the only 3 metro stations I use!

We just bought property by the Clarendon station bc of its proximity to the metro. This is a public service that should not be removed due to WMATA's inability to manage the budget. Appalling we would even consider it - worse than some developing countries infrastructure.

Please do not close metro stations.

Grosvenor - Strathmore is the main station I use. It is the closes station to me and closing it would have a negative impact on many of the people who live around this area.

I would have to walk to Clarendon from Virginia Square. It would be a slight inconvenience.

So your plan to address low ridership is to reduce the destinations that people can use you to get?Its a choice.

Keep

I dont know how close these stations are to other stations. If a 5 min walk away, then this proposal may be ok. But on the face of it, this doesnt seem like a great idea. Would make transit more inaccessible --- unless there were better bikeshare options (or even dockless bikeshare)

I require regular access to both Clarendon and East Falls Church Stations in particular.

Cleveland Park is my home station. This would greatly reduce my use of Metro.

closing the college park station would limit students ability to travel to/from the city for work/school/opportunity. Perhaps ask the campus to help fund/promote that station, since it benefits their student life

This is insane plan and ploy for more funds.

This is extremely harmful for people with limited mobility and destroys the fabrics of neighborhoods. Increase service!

Some of these stops are to places that can't be easily accessed without. Smithsonian, cemetery etc

Grosvenor Strathmore is the main station I use to take red line to work and it's very convenient. Once things get back to normal it will be difficult if this station is closed. Once offices open all these stations will be required.

Pre pandemic, I was a Morgan rider, when was this assessment made, there are a lot of federal workers on the clarendon, fed center, fed triangle judiciary sq and smithsonian stops - - unless you have intel that indicates feds arent returning to offices this is horrible

If you want to keep current riders and encourage new riders, you need a totally different approach for post Covid times. This is a terrible idea. Instead of closing, partner with the local communities/neighborhoods affected to give confidence in riding Metro- cleanliness, ease of use, environment friendly, no long commute.

You dont pour money into new Silver Line stations, around which many businesses opened to take advantage of its accessibility, and then never open them. What jackass proposed that? Outrageous! Silver Line stations at minimum should be off the table.

This would be exceptionally difficult without another form of transit at these stations. If you plan to expand the citibus then this may work but otherwise you'd be cutting out a LOT of people

I use College Park Station at times.

The point of living in Arlington near Clarendon is to walk to the station. It cannot be closed.

I use Grosvenor-Strathmore metro. The parking garages there are full most weekdays by 9:45am (except reserved parking). This would have a significant negative impact on the area as commuters come From Potomac, etc as it is the last parking station. In addition, there are significant renovations being done to GS metro area. It's also used heavily for Strathmore events.

Im Vienna. If you close East Falls Church, the parking situation at Vienna might get nuts, which might prompt me to take unanticipated decisions about ridership. But hey, Im one ass in one seat.

There are no walkable alternatives to some of these stations. This would remove riders from the system.

East Falls Church closure would lead me to stop using Metro altogether, as W. Falls Church and Ballston are both too far for me and my family to reach. Please save the EFC station!

I use Clarendon, Virginia Square and East Falls Church frequently. The nearby alternatives are not sufficient. Moving riders to other stations would increase crowding.

Archives, Arlington Cemetery, Clarendon, College Park, Federal Center SW, Federal Triangle, Judiciary Sq, Mt Vernon Sq, Smithsonian are the primary source of public transportation to these areas.

Proposal to close 22 Metrorail stations

Many working people and older people need East Falls Church and Clarendon stations,

Looking to purchase a home in the Cheverly area and this would negatively impact my ability to commute. Closing stations should never be on the table

Closing both Virginia Square and Clarendon would make it impossible for me to take Metro ever.

Maybe leave the ones downtown open and Arlington Cemetery

Give the Silver Line a chance! I think a ton of Loudoun/Ashburn/Sterling/Herndon/Reston riders will use the Silver line. Reston Town Center is one of the more business-focused destinations. Close Innovation Center if you must but Reston Town Center is very important. I will use metro to go from Herndon to Reston Town Center for restaurants.

Often use clarendon!

I'd prefer for Cleveland Park and Eisenhower stations to remain open, even if I had to pay a little more.

Stations should be opened with reduced headways to maintain nearby stations to origins and destinations.

Once covid ends and I return to the office, I will need to take metro to work because I can't drive. Closing so many metro stations in Arlington - specifically Clarendon and Virginia square is not workable. Courthouse is too far to walk

Grosvenor -Strathmore is critical to my commute and we depend on it to go to work

By January 2022, i expect life will go to almost normal. Ridership from Grosvenor-Strathmore will bounce back. Also if Strathmore opens almost close to normal.

Arlington Cemetery is a national shrine that should be readily accessible to all in the area. It is not an easy walk from other Metro stations and should remain open.

I basically take the Metro to go to College Park since I work near there.

east falls church is a very residential neighborhood and i use the train from there when I need to go to the city. And its not just me, it is the same for more than half of my city, Falls Church City, this is the closest station for this population. If you close it, I will not ride metro at all because going to other stations means driving and parking, which means, we might as well drive all the way to our destinations.

Keeping grosvenor Strathmore open is important

Only reason for low ridership is because of the pandemic. Do NOT close these stations!

as a family with two parents who take the metro at Cleveland park including to take our son to school, this would be unworkable for us.

This would put significant stress on other stations, and make the Metro less accessible for a lot of people. It would also affect property values and decrease frequenting of businesses near those stations, potentially reducing tax income for various jurisdictions, and driving small businesses into further financial trouble beyond that caused by the pandemic.

In January 2022, if we are out of quarantine, I plan to regularly use both the Virginia Square metro stop and Clarendon metro stops for groceries trips to Giant and Trader Joes, respectively.

I have used the East Falls Church everyday--pre-pandemic0- since it opened and purchased our house to be close to this Metro station. This would pose a significant commuting hardship and will also lead to a lower value of all properties near the East Falls Church station. I strongly oppose the closing of the East Falls Church station. The Metro was designed for commuters and to take more cars off of the area roads. If the station is closed, I will have no choice but to drive into D.C. daily--at a great expense and damage to the climate from more cars on the road.

Strathmore is essential. It is a big draw to live in this neighborhood. I can walk to it and there are no metro stops close enough with parking!! I'm hopefulThat we will start going toFunctions atThe Verizon centerEtcThis year

Closing both Virginia Square and Clarendon doesnt make a lot of sense. Close the less active one. Many people take metro to Smithsonian. Why would you close that one?

Need Van Dorn Metro station open for commuting to Pentagon.

Absolutely not. This is a supremely dumb idea

I can walk to the EFC metro. I cannot walk to the WFC metro. So the EFC metro station is proposed being close for low ridership. I do not think you will capture most of those people at WFC. I think you will lose them from the system. Another death spiral.

Closing both Clarendon and Virginia square would be difficult since the only stops would be courthouse and Ballston. Closing Reston station would be difficult, if there are no other stops in Reston.

Do not close East Falls Church

My office is at smithsonian. The USDA building has 10s of thousands of employees that use that stop.

Not crazy about this as I sometimes get off the train at Virginia Square and shop in McLean. But would not be the end of the world.

Proposal to close 22 Metrorail stations

The McLean station is the only way I can get to work. There are no other walkable stations nearby. This would not work at all!!

Smithsonian is vital to making museums accessible for everyone. Additionally I get off at the Clarendon metro stop frequently for errands or happy hours that I would expect to resume in 2022.

Closing McLean station would be hugely problematic to all the high rises & businesses in that area. There is no easy way to reach the Tysons corner station for people who have to commute early in the morning or late in the evening.

I would be most affected by the Grosvenor-Strathmore closure. My family moved in order to be closer to this station so that we could use it more.

How is Arlington Cemetery considered to be near another station?

Again you seem to be making the situation worse. There have to be better ideas to cost save.

WMATA would open Silver Line Phase II, only to close multiple stations?

This is the worst plan. In order to maintain ridership, the trains must continue to serve as many communities as possible. This plan will likely REDUCE ridership and reduce good will among many communities.

Closing these stations would not directly effect me, but still feels like theyd negatively impact a number of people. Some of the nearby downtown stations may be fine, but the ones further out are an issue.

Why not close White Flint instead of Grosvenor-Strathmore? Grosvenor has a parking garage and multiple bus routes.

Do not close the College Park metro. The only reason ridership has been low is because of the pandemic. Not only does the metro provide invaluable access to the DMV to students, but also faculty and staff who may need the metro to get to work every day. Ridership will almost definitely go up once it is safe to return to everyday life and it is safe for students, faculty, and staff to return to the UMD campus

If these stations were closed, I would not use the metro. Two of these stops are the only ones I will need after my return to the office in January.

DC needs more stations, not fewer! Dont sacrifice public transportation!

Smithsonian!? Are you KIDDING ME? You must be out of your ever-loving minds. Sure, ridership is low right now. Pandemic, anyone? My two most used stations (as a non-commuter) are Smithsonian and Clarendon.

Not applicable to me personally but this is a terrible ideA. People can't just get to another station

East Falls Church is an important gap between Ballston and further west locations. Driving into Ballston is inconvenient, and driving west to East Falls church would not justify my continued use of metro on a regular basis.

Many of these stations (Van Dorn Street, just as an example) are NOT near other stations. Van Dorn Street is over 3.5 miles to the closest station, which would be Eisenhower Avenue. And since youre planning to close Eisenhower Avenue as well, the closest stations would be King Street (4.8 miles) and Franconia-Springfield (4.3 miles). That isnt close, especially in rush hour traffic.

We require Grosvenor strathmore for daily commute

I use the Grosvenor-Strathmore Station to access medical appointments. Closure would be an extreme hardship.

This would truly be unacceptable. We are experiencing a rapidly changing climate that is already manifesting itself with more frequent natural disasters throughout this country. Good public transportation is crucial toward combatting this trend and we need to invest more in this type of infrastructure, not less.

The silver line is my only mode of transportation to work, as many others in my company (capital one). Traffic is already congested in that area when over half the company does comment via train. Between traffic and the entire company needing to commute via car (which some do not even have) would renderer it impossible to get to work.

the money being spent on new stations going West on the Toll road will be wasted out of the gate if stations opened but not really. People will find other methods or commuting options.

We bought our home in Reston in March 2020 after moving from out of state specifically so I could ride the silver line from Reston Town Center to Arlington. We are expecting to return to the office in July, so this closure would dramatically effect my commute.

Some stations aren't close to others. Keep all stations that would require walking more than 1km

I take the metro to work into DC and Grosvenor Strathmore is my metro station. If Grosvenor Strathmore closed that would have an immediate negative effect on my commute into downtown DC.

I commute to work in DC from East Falls Church. I can walk from my home to the East Falls Church Station. If East Falls Church station were to close, it will be extremely difficult to get to the next nearest stations (West Falls Church or Ballston).

Proposal to close 22 Metrorail stations

Clarendon is my preferred station. I could use others, but prefer not to.

This one is not at all desirable. I particularly need the Grosvenor-Strathmore station. Failing to have this station open would present a significant hardship for me in terms of getting to work each day.

Other stations dont have entrance / exit facilities to handle any more rush hour traffic. Would not be safe to wait on platform - too little space / jostling near tracks.

Parking is easier at Grosvenor for me and the walk is shorter. I cannot walk very far.

This is the only station I can reasonably access from my work. The buses are so infrequent and slow that it is not reasonable to consider this station near another station for any practical purposes. I also cant imagine that it will have low ridership once more people are commuting to in-person school and work again. This station also provides an important connection between the Metro and the MARC commuter trains that would be broken if the station no longer had Metro service. I strongly request that service at the College Park station not be suspended.

I believed all these stations are needed, particularly Clarendon, East Falls Church and Reston.

Eisenhower Ave station is a big drawcard for the apartment complexes around it and the businesses in the area. Closing the station could have serious impacts to them.

Do not close Grosvenor-Strathmore station. I believe it is a mistake. Grosvenor-Strathmore is not a low ridership station.

Several of these are station I use often.

Clarendon is a major station that should remain open.

If East Falls Church station closed I would no longer use the service. I will drive.

Would Metro provide alternative transportation to each listed stations? Meaning would there be buses that move between closed each station? Would closures be clearly communicated so riders are not stranded?

I use Clarendon and Va Square all the time and own property by east Falls Church - please do not shut them down!

Closing both virginia square and clarendon would be very bad. They are near each other so if I wanted to go there, there would be no stops near by. Do not close virgina square just because ridership is down, of course it is down during covid

My family and I use three of those stations every day.

You would be effectively NOT opening the Phase II Silver Line. Also, how would people get to Metro if both eisenhower and van dorn st are closed? This leaves only King St and Franconia for the people living in that part of Alexandria. Closing both clarendon and Virginia Sq would mean there are no stops between Courthouse and Ballston. What do people do if they live between those stops? College Park is the stop for the University. Is the University closing in 2022? I doubt it. This is a main method for people to get to the University.

How does closure of east falls church impact silver line transfers?

This is just insane.

Closing these stations would make transportation much more difficult for so many.

Being able to walk to east falls church metro is key to my commute into Washington D.C.

This is an absurd amount of stations to be closed and really disproportionately affect people who live beyond the DMV. This must be reconsidered.

This would close both the metro station I live by as well as the metro station I get off at to work. Would ruin metro for me, and I would be forced to drive to work.

Closing Cleveland park would remove the level flat walk to the zoo for physically impaired going to the national zoo.

Ok for me but could cause much difficulty for those with disability, etc.

Stations near Grosvenor are not really close

Closing these stations would be a hardship for many federal employees who rely on them to commute, particularly as offices reopen. More than that, it would be devastating to service workers who have relied on metro to commute through all of COVID

The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming.

Why would this be implemented in January 2022? By then I think well be back to almost normal, this would be useless.Plus, I often use the Federal Triangle, College Park, and Grosvenor-Strathmore stations so this would be bad for me

I commute from East Falls Church. If that station closed, I would no longer commute by metro. I understand some people might drive to a nearby open station, but many, including me, will not.

It seems better to close West Falls Church and leave East Falls Church open since the latter is a transfer station.

Proposal to close 22 Metrorail stations

East Falls Church doesn't belong on this list as the last transfer point to the Silver Line. East Falls is also my fall back station for West Falls, but I generally use West Falls. Closing both Clarendon and Virginia Square seems short sighted. If there had to be choice, I'd opt to close Virginia Square over Clarendon.

I only use Grosvenor and would not be able to use a different station

My work is near Virginia Square, so it would impact my commute to work.

East Falls Church is the easiest and most convenient station to use. Closing this station would greatly impact my ability and that of my family to take the metro.

Eisenhower station is important to keep open and once covid is over it becomes a larger share of ridership again.

Absolutely unacceptable. I use Grosvenor-Strathmore station. How much is saved during station closings? Salary of one station attendant? Would rather see longer intervals between trains at low ridership stations than close a station.

The college park station is not near other stations in a realistic sense. On top of that, the purple line is supposed to stop there. Closing CP station would then reduce ridership on the purple line and green/yellow. It would also make traffic for umd worse.

These stations -- especially the ones within DC -- are vital to my work, as many meetings occur in the areas they cover (Federal Triangle, Fed. Ctr SW, Judiciary) -- and of course Smithsonian and Grosvenor are key to entertainment and enrichment activities. This would be a huge blow to the city's economy....and push more people to continue working from home (including fed. employees)....and limit the number of people who can attend some of our most interesting tourist venues.

The parking at Grosvenor is good and we need that. Also, when going to a concert at Strathmore, a metro station is necessary

I take West Falls Church to Metro Center so I would not be impacted most days. But nevertheless I think this would be a crushing blow to Metro and would contribute to a "death spiral."

Closing Grosvenor Strathmore would be extremely burdensome for me as a Federal Employee for my required work downtown.

I live in the side of Falls Church near East Falls Church Metro. Getting to West Falls Church is a nightmare without driving and if EFC is full the lot will be full at WFC

Closing the College Park Metro station will make commutes more difficult for myself and many of my colleagues.

College Park is necessary for umd students. Don't close that one.

Not Clarendon

Closing either Clarendon or Virginia Square is fine, but not both. I think closing Virginia Square and Courthouse would be more fair to spread out the open stations.

While these stations may be near others, they will still be a 15 minute walk for a person who, if unable to walk distances, may have trouble accessing the metro. If Virginia Square and Clarendon are closed, then the distance to talk to a near by metro if you live in clarendon or Virginia square is even longer.

Grosvenor is my home station - this would be a huge problem for me. We bought our house - in part - because of the proximity to Grosvenor.

Could only work if there were increase bus service

Grosvenor-Strathmore, with the parking lot, is an essential station. I don't even have an alternative station I could use if Grosvenor were to close

Closing Virginia Square would affect me. No place for someone to park to drop me off or pick me up. Closing Clarendon is foolish. It is quite a walk from Court House to Clarendon.

I walk to east falls church station. I can't walk to any others. This is how I get to work.

Some of these stops, especially Smithsonian are widely used by tour groups. Students are doing plenty of walking during the day, the Smithsonian stop is a convenient stop to meet groups when they are traveling through the district.

Closure of Grosvenor-Strathmore Metro station would greatly inconvenience me.

Please do not close Strathmore!!!

Currently working from home, but will be commuting from East Falls Church to Reston Town Center in January, 2022. Also, closing East Falls Church would put a SIGNIFICANT strain and bottleneck on the other Virginia stations and general area as there is no easy way to travel the other nearby stations with the tolls on 66 and the limited roads (other than through neighborhoods) to get to those other stations. Traffic would be unbearable in Falls Church and other areas.

I do know when some of this closed down during the height of the pandemic it was difficult for those without cars to travel to some areas. Luckily my stop didn't close so I do not know the full extent.

several of these are stations I use.

Grosvenor strathmore is where I live without that station I can't get to work in DC

I live near Virginia Square and Clarendon stations. please keep them open. thank you!

Proposal to close 22 Metrorail stations

This works only if the silver line phase 2 stations open. If not, you cant close Reston

I pay \$\$\$\$\$ to leave near McPherson so I can commute to Virginia Square. (FDIC) I use Mt Vernon Sq for pleasure frequently.

I take Grosvenor and will need to take the train from there after I get my vaccine. Please please do not close Grosvenor! I don't have any other option to get to work. Please don't close it! Ridership should increase once covid is over. Perhaps reduce service on the weekend or maybe have trains run less frequently during off hours but closing it completely would be detrimental to me and the many commuters I'd see every morning

When UMD is primarily in-person, I use the College Park metro station to get to and from DC as the most convenient route for internships. Once the pandemic draws to a close, I will begin riding the metro frequently again, and the CP station is very important to me.

This is an awful plan. Shutting down a ton of stations is infuriating. Do not do this. You are abandoning riders.

Arlington Cemetery station isnt near another station.

Rather than close both Clarendon and Virginia Square, close only one of those stations and leave the other open. Ballston and Rosslyn are too far apart and too far from the center of this densely populated corridor.

We use the East Falls Church station. Can walk to it which is a huge asset! And Metro just finished adding that huge Bike locker area! That would be such a waste of money to now close this station.

No. No. No. Being near another station is meaningless if that other station is a mile away.

I am a senior citizen living within 3 blocks of College Park Metro. I can now walk to the station, and it would be difficult to get to PG Plaza or Greenbelt. We also have 30,000+ students, many of whom come to campus via Metro and use it to access downtown when there isnt a pandemic.

I use multiple of these stations

The whole point of metro is to not have to take multiple types of transportation - if I have to take an uber/cab whatever before or after my metro ride because my usual station is closed I am just going to skip metro and take a different mode of transport. That means metro loses even more money.

I live within walking distance of East Falls Church station; its closure would be highly inconvenient for me, requiring me either to drive to work instead of taking the metro or taking a bus to a different station, which would increase my commute time considerably.

Closing the Arlington stations would be an extreme hardship particularly because so many people rely on those stations for weekday and weekend service. And so many people can now walk to these stations - closing would increase time of travel significantly and would encourage more use of cars.

No metro in college park would be devastating for UMD

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

My friends and I use Grosvenor frequently. To go into center of DC for its accessibility.

This plan would absolutely not work for me and I would stop riding metro because McLean is my work stop.

i utilize the federal triangle and smithsonian stops regularly

College Park especially is not near or within walking distance of other metro stops and is utilized by the university and numerous local neighborhoods

Please don't close Clarendon and Virginia Square or at least don't close both. Courthouse is crowded enough.

Federal Triangle is too important.

My closest station is Grosvenor-Strathmore. Also, without the parking at that station, the Music Center at Strathmore (where I volunteer when it is open) would have a much harder time securing patrons.

Closing stations, especially ones as critically located as Clarendon, Federal Center SW, or Cleveland Park, would just make the low ridership problem worse and force people to use other methods of transportation. If these station have low ridership, Metro should implement strategies to reduce expenses which would be possible with less wear and usage at these stations.

Grosvnor is an important overflow option for parking. College Park is also an important stop for college students, assuming the school resumes service by then

I bought in Clarendon because of the metro. Coming home late in the evening and winter, I feel safe getting off in Clarendon and walking home. If closed this would have a huge econimal impact on the businesses and home in the area.

Are you kidding? Why create the Silver Line in the first place, if you are eliminating three stations? Limiting access is not the answer.

I use several of these stops regularly under normal circumstances

We need more stations, not fewer. Please don't close stations. Riders need those.

Proposal to close 22 Metrorail stations

I use Greensboro to go to work. if you close it, that is a major inconvenience

I regularly use some of these stations and this seems catastrophic for people who live or work near these stations.

Closing my metro station (Grosvenor-Strathmore) would be an absolute nightmare for traveling safely to and from work as well as for visiting family members for care purposes. I chose to live at this metro station four years ago for the safety and security of the neighborhood and station, and losing that would be detrimental to my daily activities, commute, finances, and safety.

Housing options were based on stations being open at these locations. In cases like Grosvenor-Strathmore, the traffic is already bad with more mass housing options planned. That is an active station I don't think should be closed. It makes more sense to me to increase the time between trains at ALL stations rather than close ANY stations.

Golly, it would be punk if the East Falls Church station closed. I can walk there from about 1.7 miles, or occasionally park on the weekends. If the EFC is closed, that puts a significant limit to getting downtown to enjoy what DC has to offer, and conveniently get to the Mall, etc. Every election cycle, when Arlington asks if we should fund the METRO I gladly click yes even though I am not an everyday rider, because it is a great service, and cuts down the pollution of all the cars that are on the road due to Metro. I hope you can find a creative way not to close stations. Metro is a great local treasure. Grace

With some of my work happening in College Park, this would greatly impact me. I would not like this plan.

These metro stations are essential to travel for individuals with no other means of getting around. I use the Clarendon stops as well as Virginia Square to get essential items such as groceries. I also use the Federal Triangle stop for class and as a part-time student at night after work this is cause issues with me making it to places that I need to get to on time.

I work in the UMD Discovery District served by the College Park Metro. Why Metro would use a period when the majority of students and employees are studying and working remotely to make a decision on ridership for January 2022 does not make sense. Further, this station is planned to tie into the Purple line in the future.

Need Cleveland park to access Adas Israel synagogue, only way to get there on High Holidays! And need Grosvenor too!!

There are whole neighborhoods that can walk to Grosvenor-Strathmore; a whole arts center that relies on metro accessibility. You will put people in their cars, you will worsen traffic and pollution.

Many of these stations have people working from home that will anticipate returning in 2021/2022 with no other way to get to work. PLEASE do not shut down these stations and stand workers going to DC or NIH or Walter Reed just because they're a little further out. Also this could have detrimental effects on their communities since proximity to the metro is a big reason people live here

Closing the only station at the convention center feels incredibly stupid if you ever intend on having conventions in town again.

If Grovesner were closed, would White Flint have all trains?

Frequently use East Falls Church & Archives.

Grosvenor is a very important station and I have used it in the last few years all the time will change my life complete

Please don't close Clarendon or fed triangle

East falls church is a major hub for travels coming from outside the beltway and looking to park at a metro station. This station should not be part of closures.

Many new homes, apartments, and town homes were built nearby the new metro stations or are already there. Many stations are located so they can accommodate pedestrian traffic. If they are closed commuters will need supplementary transportation (Uber, Lyft, Taxi, buses) to get to the next station. This would be extremely inconvenient and those commuters might find a more permanent way to commute in lieu of Metro. If you want them back you have to accommodate them.

It does not make sense to close two adjacent stations (Clarendon and Virginia Square). The ridership at Clarendon will dramatically increase when people return to their offices

We bought our house specifically because it was .5 mile walk to East Falls Church station. The other stations are not "near" enough to be of any use. I would never use metro if this station closes, and people who come to visit could not use it anymore either because it would be much too far to walk from any other station. This is a terrible idea.

I can understand closures of some stations (assuming it's temporary). However, closing stations with parking garages doesn't make sense. Not only would this eliminate any potential revenue from parking fees, it would make it harder for anyone not within walking distance of a station to use the system.

This is a terrible idea, as least as to East Falls Church and Clarendon. This idea will decimate ridership.

Long walk from Courthouse to Clarendon area where I live

Need Virginia Square Metro Station to be open

Closing Grosvenor-Strathmore would be terrible and would increase car ridership

I use metro as my primary source of travel. I choose my home so that it would be walking distance from a metro. I use a wheelchair so I cannot easily use other forms of transportation. I live at Grosvenor.

Proposal to close 22 Metrorail stations

Closing Virginia square AND Clarendon together will cut off a very large portion of the city- I'd be open to one or the other, but not both

Archives is a station I use.

I specifically moved to where I live no due to the ability to walk to East Falls Church. If that option is removed, I would have to assess the total commute time and the possible need to drive and park at West Falls Church. It might make just as much since to drive to the office.

I am a senior citizen and can walk to the Clarendon Station. I have many doctors in DC and take the subway to these appointments. Having to go to Ballston or Courthouse stations to get to Dc would be a burden.

I purposely bought near a metro stop. If it was closed, I would have to walk a mile to the next stop, potentially wait 15 min if there were no delays to travel into the city. It would make my commute as long as if I lived further out and drove, and would cause all of us home or condo owners lose a lot of money.

Save East Falls Church! Those of us who live nearby are reliant in this station. We also routinely use Clarendon, Eisenhower Ave., Judiciary Sq., Federal Triangle, Smithsonian, Van Dorn St, and Virginia Square in our regular commuting, and would rely on these stations when we resume post-pandemic commuting.

Grosvenor strathmore services a huge number of people. The nearest Metro stations, white flint and medical center do not have parking capacity to absorb the overflow

Has anyone proposing any of this ever ridden the metro before in life? Or during rush hours? No? Well, let me enlighten you. Think of shoving fifty people in a car meant for five. That's what you're proposing here. While January 2022 will not be the old normal, it will be the new normal and once herd immunity is achieved then the metro will be packed. This proposal will make it worse, not better. Especially in a city where the metro IS the main mode of transportation within city limits.

I use Virginia Square and Clarendon for my commute

100% this would not work. Closing both the Clarendon and VA Square stations would leave over 1.5 miles between the two remaining stations (Ballston and Courthouse) in the most densely populated area in the Orange Line corridor. You could close VA Square and leave Clarendon open, but definitely not close both.

Its ridiculous to consider closing stations on which youve recently spent a lot of money! What will happen after the pandemic?

Archives, Arlington Cemetery, and Clarendon are definitely needed.

I use East Falls Church, and removing that stop would make my ability to commute significantly more challenging.

Once normal travel resumes (my assumption after vaccines are more prevalent and work returns to the office) I use 2-3 of these stations and do not have walkable alternatives.

Ive been paying a rent premium for 12 years to live at an apartment complex which is right next to Grosvenor-Strathmore Metro stop to commute to and from work in downtown DC. When pandemic is over resume your service to normal pre pandemic levels. Grosvenor - Strathmore Metro station was always packed and will be again.

i will be using Greensboro station for the commute.

We rely heavily on Greensboro for employees without vehicles to access our office. Other Tysons area stations are not in safe walking distance

I dont use any of those stations so I would not be inconvenienced by this plan.

This is a horrid idea. All stations must remain open regardless of the ridership at a particular station. If you close these stations thousands of additional cars will be on the road, and you might as well shut the whole system down and prepare for gridlock 24/7/365.

I want Grosvenor-Strathmore to stay open.

College Park is not a good idea

We live in Cleveland Park and bought a condo on Connecticut Avenue specifically to reduce driving. Traffic on Connecticut Avenue is terrible in non-pandemic times. And what happend to all the shops near the metro? This would be an economic mistake. If I couldnt use my home station, why would I bother to use metro at all?

What studies have been done for the usage level of these sites?

Clarendon should remain open

What the hell. No. This doesnt work for anyone. These ideas are horrible.

Grosvenor-Strathmore STation is our local station with ample parking. If you close this, you take away a major station which people use all the time (prior to and after the pandemic)

Grosvenor-Strathmore is a metro I currently walk to. The added hurdle of taking a bus to the next nearest station would likely have me switch to using my car.

not all. we live close to clarendon metro and we use it to go to work

I use Clarendon and Virginia Square - this would drastically reduce my options.

I use Cleveland Park station but have mobility issues (due to an accident) that mean I could not walk as far as either Woodley Park or Van Ness. This would mean I would not be able to use metro any more.

Clarendon services several neighborhoods and this would be a significant inconvenience to those who live there..

Proposal to close 22 Metrorail stations

Do not close any stations

This got the whole system. Grovenor Strathmore station not only serves a tremendous commuting population, but also serves the music center, which located there due to the existence of natural. That is just one example of the impact of closing the stations. I cannot speak to the closing of Cheverly for example, which is not applicable to me.

I live near and use cleveland park metro. So this is a no

This would completely destroy Metro for me. Clarendon and Virginia Square are near other stations--EACH OTHER. If you close both, then I cant take it to work anymore as Ive done the past 10 years. This is terrible, and I feel you may be intentionally trying to downsize and destroy the service.

Um. That's the stupidest thing I've seen in a while. You'd close Smithsonian?? People have bought and paid more to be by metro stations. Apartments have been built by metro stations for lower income families to have access and now you want to make their lives even more difficult? Can SOMEONE in DC PLEASE have the ability to see outside the lines? Things are becoming more normal everyday. You're going to close in 2022?? Idiotic. That's prob about when things will finally be getting back to normal. Embarrassing organization.

East Falls Church is not walking distance to another station.

Just kill yourselves already then

I use the Clarendon station. It is a hub for life in Clarendon. Do not close it.

Those stations are needed

Hubs of commerce and apartments are around metro stations and closing them would negatively impact the surrounding areas.

Clarendon is not busy due to the pandemic Arlington Cemetery is a landmark, and did you JUST open Reston? I feel like the whole point of the metro is to make transportation easy but if you're not keeping them open... then what's the point?

No GROSVENOR means commuting by car. Also, how would crowds ride Metro to STRATHMORE?

Closing Grosvenor-Strathmore will very negatively impact the adjacent residential community as so many people rely on Metro and will worsen the traffic situation along Wisconsin Ave

Closing the Arlington stations: Virginia Square and Clarendon will prove very detrimental to students commuting to the Arlington campus of George Mason University. They choose that university for various reasons and the ease of commute is one of them. The stations are in the heart of the Virginia Square/Clarendon corridor and vital for the success of that area. Ballston Metro is almost a mile away and there is no shuttle to the campus. This is an unreasonable suggestion and should be rethought.

Why close Grosvenor - Strathmore with all the planned development? Once life gets back to normal after COVID,ridership will improve.

While this wouldnt affect my own personal travel needs, I think this is a terrible idea. Closing Archives and Smithsonian would be a huge drag for tourism -- visitors to our region wont necessarily know how to navigate the system if we start closing clear destinations. A longer walk to/from stations is fine -- except what if its raining, or snowing, or sweltering in the summer?

The Grosvenor-Strathmore Station is a critical and necessary station that serves a large population of the Grosvenor Community (Condos, rentals & townhomes). In addition, many people use the Grosvenor Station to travel into DC, Bethesda, Rockville and attend concerts at Strathmore.

This cuts too many subsequent stations.

This list is ludicrous - how is East Falls Church, for example, near other stations? And how can you suspend stations on the second phase of the Silver Line without any data to see if they are/arent under-utilized?

Grosvenor-Strathmore is a critical station for many individuals, including myself, who work in or with the federal government and need to commute from their residences in Rockville/North Bethesda to downtown DC. Please do not close Grosvenor-Strathmore.

I'm planning on moving out of DC to Reston in the next year or so and would take the Reston Town Center metro once it opens.

Please do not close the Grosvenor-Strathmore Metro Station. Having just graduated from college, I moved to Rockville in 2020 for a new job and do not have car. I rely on the Grosvenor-Strathmore metro station in order to go to work...and truly to go anywhere. My only other options would be taking the bus or calling a Lyft or Uber, but the metro has been the most affordable and reliable mode of transportation for me. I had, in fact, specifically moved to the apartment complex that I am at right now because it is situated right next to the Grosvenor-Strathmore metro station. Many other folks living in this apartment complex and the front desk staff also rely on this metro station.

For people with mobility issues or small children in tow, closing stations means a dilemma on getting to specific places. Ultimately if it becomes too inconvenient or cumbersome because of a nearby station being closed, we will not use the rail system at all. Above ground shuttle buses are not a good option particularly when you are trying to get small children to cooperate if a person has a physical disability.

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| Proposal to close 22 Metrorail stations |
| Closure of Grosvenor station would be a significant disruption to my commute requiring me to drive daily. |
| This is insane! I live in a house near one of these stations and it absolutely undermines my reason for living there. I'll be screwed! Greensboro and Clarendon must be saved! |
| This would leave a lot of gaps and make it hard on people particularly closing smithsonian and judiciary sq. The closing of these metro stations would harm buisnesses surrounding these stations dramatically |
| I live by the EFC metro. I use it to commute to work. Having to take the bus to Ballston, then metro in is NOT useful. That dismantles any efficiency for my commute, and would force me to drive, thus making traffic terrible |
| Would like to see data on ridership. Grosvenor-Strathmore has event venue that was probably built where it is because of Metro access. It doesnt seem appropriate to eliminate that service. |
| This is, in my opinion, an absurd solution. Limiting metro in this way could put it into a death spiral, where use constantly declines and budget problems become worse. |
| Would make the remining open stations crowded and would equal more waiting times |
| I live near Grosvenor Station and use it for commuting and also going into DC on weekends, and a LOT of other people who rent apts in buildings in this area do so. In fact, buildings here are popular exclusively for their walking distance to this metro station. |
| I will need East falls church metro Monday - friday |
| I use these stations frequently to get places. Closing them hurts my ability to travel in the city. |
| Does the city WANT us to have jobs downtown, or ever go to museums? This makes that less feasible. If you dont invest in a working metro system, the funds you do invest in will go to waste. |
| Having moved to VA Square be able to take metro and sold my car, this will not work for me. |
| These are all very important. This would cause people including myself to walk even further |
| Closing the Cleveland Park metro would greatly disadvantage the residents of Cleveland Park and neighboring areas. The residents rely on the Cleveland Park metro as a necessary means and anticipate using the metro even more in 2022. Furthermore if the Cleveland Park metro is closed, riders would have to travel to either the Woodley Park or Van Ness Metro. During rush hour and inclement weather, this would add even more time to their travel and riders will have to opt to other transportation methods such as ride shares in order to avoid undue delay. The metro system stands to lose more money by closing a valuable station like Cleveland Park that will see back to normal use by 2022. |
| This is silly. That would change the walk on a lot of commutes to unacceptably long. |
| East Falls Church is a station that is close to several of my destinations. I dont depend upon it as much as those who regularly use it, but I see so many people waiting or getting off to transfer to the Silver Line that I feel at least certain hours need to be open for this station. |
| Grosvenor Strathmore opened 1984 It is always very busy. Close White Flint there isnt a White Flint Mall at all Grosvenor is the first above ground and a very very important station to the Area |
| I work at the Smithsonian. You need to keep the Smithsonian station open for me to safely access work. Under the plan above, I would need to walk from Metro Center to my job. That was OK in the Pandemic with such low traffic volumes downtown. I am concerned that, given my intellectual disabilities, it may not be safe to cross that many downtown streets to get to work. Of greatest concern are Pennsylvania and Constitution Avenues. |
| East Falls Church is not near another station. Completely different rider base from West Falls Church Metro. Recent bike storage options and completion of a pedestrian fly over bridge (over US 29) at EFC metro or near it were made to increase non-car transit through East Falls Church Metro. Seems completely backward to now go and close it. Additionally, EFC metro is the last stop for orange and silver. Why eliminate this key split? |
| Metro is the areas subway. If closing all these stations , regardless of distance, then makes it a commuter train. So just dissolve all Metro and make more commuter train services. For example in NYC metro there Metro North, LIRR, and NJ Transit. Just make a full fledge commuter train service. Dissolve Metro, sell assets and decommission the entire infrastructure. |
| You would shut down all stations close to my work place making it extremely difficult to get to work |
| Absolutely do not do this. What the hell are you thinking? |
| Grosvenor is walkable for me |
| We down sized and move near Eisenhower metro for the easy access to Pentagon. Closing it down will force me to look at other options, likely have to drive due to the lack of options to bus to the Pentagon. |

Proposal to close 22 Metrorail stations

Grosvenor-Strathmore has parking and we use it to get downtown on weekends and to work on weekdays. Where would we go with parking if this station were closed? Please keep this open.

Don't close Clarendon. I'd have to move and I can't afford that.

Federal Triangle is KEY for most federal workers

Since I live at the Grosvenor stop and don't have a car, this would severely affect my transportation routine and main option of traveling.

Grosvenor-Strathmore cannot be closed as government and businesses are opening up. Unacceptable

Some of these make sense, but why close East Falls Church and Reston Town Center?

We utilize the East Falls Church station as a family almost daily for work and recreation.

Everything is low right now because of the pandemic. It will go back up so planning on closing stations based on low numbers right now is idiotic

Arlington deserves full service from Metro.

Closing East Falls Church would impact all of my family in a terrible way, just after we endured so many other closures because of the endless construction projects. Now you are saying ridership is low, but this is a chicken and egg thing—you have subjected the riders at EFC to so much pain over the last few years that they have put up with more expensive and less convenient *temporary* options. With residents from Falls Church, Arlington and McLean, I strongly believe EFC has the potential of being a hub for riders, if you stop closing it down. Extremely disappointed with metro as access to public transportation was the main reason we bought our house where we did.

If the Grosvenor station closes I am done with metro. I could encourage you to look at the large population that lives in Grosvenor Park and the surrounding area and caution you against cutting off such a populous area.

I depend on Grosvenor-Strathmore for my metro needs. It is difficult to get to other stations.

I need the Clarendon station

These stations may have low ridership but they support communities that have risen up around them. There is low ridership due to the pandemic and people losing their employment or having to work from their homes

This wouldn't affect my regular commute, but would disincentivize using Metro to get to other locations at times.

DC stations should remain open

This is especially harmful for those with disabilities. Wouldn't this just increase the cost of Metro Access?

I use the Federal Triangle Station to go to work. The stations mentioned for closure appear to be the ones that federal workers use and we will need them after restrictions are lifted due to the pandemic.

East Falls Church should definitely NOT be closed as it is a junction allowing switching between the silver and orange line. It is also critical as a commuting hub.

low ridership is clearly due to covid and will go up again after covid, don't you understand this?

I work in Clarendon so this would be a pain. I'd be more like to drive more than take the metro at all. Would work OK if one of the nearby stops was open so I could still walk, but closing both Clarendon and Virginia Square would mean I would probably stop using the metro.

I go to Strathmore, and the Smithsonian

I sometimes take the blue line from work from federal center, sw. This might impact me, but I could also just go to lenfant plaza instead

Metro would no longer be a viable option for me for transportation.

Need CLARENDON metro

This feels like you're gutting the system.

I use Clarendon Station and the other closest station is Virginia Square: closing both is completely unreasonable!

I regularly access the East Falls church Station.

OK with eliminating duplicative downtown stations within walking distance of each other but not key suburban stations like Grosvenor

The stations listed are essential and will definitely impact riders.

There are multiple multi-family buildings being built near the Clarendon that are likely to be completed prior to January 2022 station that would increase ridership, and the marketing of those buildings is heavily reliant on being such a close distance from the Clarendon station. In addition, closing the metro station is likely to depress the Clarendon nightlife, as well as diminish property values that are so reliant on being able to easily walk to commuter trains as well as other lifestyle needs.

East Falls Church is a crucial station and full every working day -- until the pandemic and when no parking was allowed for construction.

Proposal to close 22 Metrorail stations

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| If you close my station(East Falls Church). I will no longer ride metro. Others surely . Feel the same about their station. There is no other station close by!. This will destroy the value of the system and will kill it! This is a.Very Bad Idea. |
| If Metro adopts this option, I will urge the Arlington County Board to curtail its payment to Metro. |
| No I will ride metro from Clarendon to my office at Federal Center SW once COVID is better. |
| I commute using the McLean stop and this would drastically increase commute times and costs associated with daily commutes. |
| Keeping stations open even if theres few riders has little impact on expenses. The trains have to go through those stations anyway. People rely on those stations to get around. Very much against this idea |
| I would be unable to reasonably commute to work if this happened |
| Many of these stations are very important to me.. Those stations are Archives, Arlington Cemetery, Cleveland Park, Federal Triangle, Judiciary Square, Smithsonian. I would miss the option of using the others as well. |
| Closing stations will cause increased travel time and more crowded cars |
| Insanity. You want people to come back to your system. Run the system. |
| Morgan blvd is necessary to the new homes built for that reason! Please do not close! |
| I purposefully moved to be close to a metro station and I happen to live near the Van Dorn station. Eisenhower or the Franconia-Springfield metro would be the closest and I would prefer to go to Eisenhower. If both Van Dorn and Elsenhower are closed, I will be forced to drive into Rosslyn and pay for parking. |
| Why would you close both Clarendon and Va Square? That leaves a 2 mile heavily populated corridor with no train service. |
| Reducing stations that are operating on the Silver Line will severely limit ridership. In particular, eliminating service at the Reston Town Center station seems ludicrous. RTC has the most dense, walkable development in Northern Virginia, and even modest capture rates within the walkable half mile radius will drive significant ridership throughout the Silver Line corridor and Metro generally. |
| How else do you get to Arlington Cemetary? What stop is East Falls Church near? This could work for stations downtown with very close alternative (Archives/Fed Triangle) but others further out are much more difficult to reach without metro. |
| On occasion, I utilize the College Park station as an employee of the University of Maryland College Park. I live right behind the Grosvenor-Strathmore station and use that more often. Having to go to another station would be a burden to many families close to that station. |
| Not sure how some are â€œcloseâ€ to others- ie can you walk from grovesnor to another line? Cleveland park to what? |
| College Park should not be closed. There are residents and students who rely on service from College Park. And development is ongoing with College Park Metro as an attraction. |
| I live in College Park and still use Metro and the 86 bus regularly post-pandemic. I would never use Metro again if our station closed, and my public transit rides would all turn into single-occupant vehicle trips. I would probably adjust to this proposed change by trying to avoid moving through DC at all whenever possible, and certainly would result in many more of my familys dollars being spent at businesses outside the beltway. |
| Closing Virginia Square makes sense if a station has to be closed in Arlington |
| Commutes to College Park necessary |
| Please do not close College Park station |
| I use and NEED Grosvenor-Strathmore. |
| The College Park station is closed to a major state flagship University and you are proposing for it to be closed makes no sense. That metro station is used by the students who cannot afford to buy a car and the students and visitors needs metro to go back and forth. |
| Must have access to Grosvenor Strathmore Station for work commute. |
| A lot of people live near stations that has made it convenient to get to work or do other things. Not a good idea. Plus people with special needs live near stations to make life easier for them. |
| Cleveland Park is a community in its own right with a thriving strip mall of stores and restaurants outside the Metro station. Closing the station would be a disaster for both residents and businesses. People would not walk to other stations, they would use alternatives to Metro. |
| The closing of any of these stations would be absolutely absurd, especially the stations in Virginia. These stations have been vital for commuters for years, and all this will do is cause more drivers to use the already packed roads all over the metro area. Shutting down these stations would be extremely short-sighted and cause more problems than it would fix. |

Proposal to close 22 Metrorail stations

The Meroe stops here chosen to be closed would gravely impact metro's business- again more people whose choose to drive rather than use the metro if these tourist stops and stops used for employment and living are closed. Terrible idea

These questions disappoint me because they dont account for anyone coming back to the District of Columbia not even tourism when we know people are already starting to travel more

There are a few stations I recommend open for possible riders from time to time. Clarendon, Virginia Square and Smithsonian.

not clarendon, mt vernon, or cleveland park as people live/work/visit those stations frequently

With in person classes scheduled to resume in Fall 2021, this would be terrible for the College Park riders

Highly against closing the Clarendon station, ridership is likely down because of COVID however that station is very popular regularly

Some of those station closures would significantly impact our daily commute

I would no longer be able to get my kids to school if the Grosvenor station closes and I wouldnt be able to get to work as I use the Judiciary Square station.

Too far to walk to get to another station. I would buy a car instead.

Many people choose where they live as it is close to a metro station so they can get to work. Closing stations will complicate people's lives'. Having some service to those stations is preferable to none, particularly if that service is weighted around rush hour times.

East Falls Church is not nearby another station. Closing it would have a detrimental effect on all the neighborhoods nearby.

Grosvenor-Strathmore is becoming is critical for me since I have to travel to DC. My family members also come to visit using the metro stop.

not McLean: I need that one for work

A major reason I chose my building when I moved here from NY is that its walking distance to the Grosvenor-Strathmore Station.

these dont seem that close to other stations.

This is a terrible idea. Individuals purposely move to some of these areas BECAUSE of metro accessibility.

with COVID situation changing and more people start to return to work, schools, and shopping closing this station will have a negative impact. Are you using figures from the COVID days?

I moved to be near the McLean station. The nearest metro station to McLean would require additional bus ride to metro station which cannot be easily walked to Tysons corner until the pedestrain bridge is built which is not scheduled to be finished until summer of 2022.

If my East Falls Church station were to close I would no longer use metro rail (or bus).

I take the Metro from Grosvenor to downtown instead of driving.

Unacceptable! Through the plan to commute only every 15 minutes the commute would become significantly longer already - and then on top, my metro station gets closed. How is a reasonable commute then still possible? And I'm sure I'm not the only person affected - so what will it do to the highways/roads that are already packed?

Achives and Smithsonian are crowded during years of normal tourist activity. Keep the service you have instead of pursing transportation to affluent silver line areas.

Closing stations is not the answer to solving budget shortfalls.

This proposal would close many key stations

This makes metro inaccessible to people with disabilities in those areas. Additionally, this adds on 20 minutes to most trips because you end up having to walk on one or both ends.

I use the judiciary square stop every day.

The Grosvenor station is how I get to work and pre Covid that place was packed just like every other station both during the weekday and weekend. I would urge the team to no use the current ridership as an indicator of the future ridership. This will have dramatic third order effects for the quality of life of many.

Post-pandemic, we need MORE stations, not less, if we are going to increase peoples motivations to take metro. Lots of folks have moved out of the city into the surrounding suburbs but eventually will be going back into the office. When that happens, they will NEED metro stations in order to take cars off the road!

These are despicable changes to limit services throughout the system for people who need them.

Grosvenor Strathmore is the station I use most on weekends as it is easy to get to and park

I live near Van Dorn and plan to commute by metro to DC for work next year. You are proposing to eliminate my home station and the next nearest station, Eisenhower. I will have to drive to Fairfax county or take a metro bus, which you're also reducing to get to an open metro. This will make public transit commuting impractical and force my family to stop using metro entirely

College students would not be able to get to internships in D.C. as many of us do not have transportation to get to other stations.

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| Proposal to close 22 Metrorail stations |
| Please do not close Eisenhower, Federal Center, Van Dorn, and Federal Triangle. These are stops that I use frequently everyday during the weekday. |
| No impact on me, and may not have big impact on ridership rebound |
| Please do not close stations |
| I live near East Falls Church and use the Metro. |
| Skipping stations will only drive customers away and increase crowding at other stations. |
| The parking structure at Grosvenor-Strathmore fills when we are not in a pandemic -- where are people supposed to go. There is no parking at Medical Center and little, if any, at White Flint. Telling people to take the bus to Medical Center or White Flint is not a serious option. |
| Arlington National Cemetery should remain open no matter what. There is no easy pedestrian access to the cemetery from any other station. This is a major tour site. |
| Absolutely not! We live walking distance from Grosvenor-Strathmore & my husband uses Metro to commute to work in DC. We moved to this location specifically to use the Metro more easily. This would negatively affect us directly & also the re-sale value of our home. |
| This would be devastating to the Cleveland Park neighborhood. Most people do not drive to work and rely heavily on this service. Woodley and Van Ness are too far for older residents in particular. |
| For people commuting along the silver line, access between the hub of Arlington at Clarendon and the Hub of Tysons corner at the Greensboro stop is paramount. The closure of these stops would practically end my ability to commute via Metrorail and force me to drive to work every day, even as gas prices continue to skyrocket. |
| Virginia Square is essential to my way of life. Without a car, I have no way of getting to any other metro station. DO NOT CLOSE VIRGINIA SQUARE I AM NOT ALONE |
| I understand that the metro has lost a lot of money from this pandemic, but I think its premature to think that we are going to be staying at home for the rest of our lives. |
| I use several of these stations on a regular enough basis that this would create difficulties (Archives, Clarendon, Virginia Square, Mt Vernon Square, Smithsonian). Typically, if Im deciding between taking Metro or using rideshare services such as Uber or Lyft, Im factoring in walking time. Even if a closed station is near another station, the walking time from the other station would make me just use rideshare instead. Additionally, although we dont visit Arlington Cemetery often, we almost always use Metro to visit when family and friends are in town. Although ridership may be low, thats an important stop for tourists. |
| Closing van dorn metro station would be detrimental to my ability to get to work |
| These particular stations are the best. The worst stations to close would be Ballston and Vienna because of their superior locations. |
| Use Clarendon but not the rest |
| Lol. Closing Silver line stations before they even open? Ive never heard anything more WMATA. |
| Dramatic reductions in accessibility to Metro Stations seems counter to the whole point of having Metro. |
| College Park Station was an essential part of my commute to and from classes within three difference locations and is one of the major stations in a matter of convenience that is a straight shot route towards the heart of the DC. |
| I use Clarendon station to go to work and back. Also, not sure why most of the above stations are considered low ridership. Pre COVID-19, this stations are packed during rush hour. |
| So youre penalizing everyone without a car? All the senior citizens who live in Cleveland Park? Everyone going to the Smithsonian? Tourists going to Arlington Cemetery or the Archives? |
| Smithsonian, Archives and Arlington Cemetery are heavily used by tourists who may have difficulty finding alternative stations. |
| Es imperativo quela estaci3n deGrosvenor Strathmore siga abierta todos los dA-as! |
| Necesito trenes en Grosvenor. Como voy a ir a mi trabajo en DC |
| The only stop that I tend to use is Smithsonian but there are others that I can use and walk to my destination. |
| Grosvenor Strathmore should not be closed. It is one of the few with parking and many residences nearby |
| Come on thats like half the system. The poor tourists are confused enough without changing trains |
| Please evaluate whether a station has low ridership NOT during the stations construction and NOT during a pandemic. I assure you, EFC has significant ridership at normal times! |
| Even though other stations are close by, closing my station would affect me greatly. I live directly across from my station and having to walk further (in the extreme heat and cold) would not be ideal for my health. |
| This proposal would make my use of metro virtually impossible given the distance from my home to alternate stations and limited parking or bus service to reach the alternatives. Further, closing this many stations would undermine the utility of the entire system for travel around the city during the work day, etc. |

Proposal to close 22 Metrorail stations

PLEASE don't do this. People who commute by bus will be utterly screwed. The bus from my apartment complex goes to East Falls Church metro and East Falls Church only. As someone without a car, that's the only way I can get to work. Unless you're willing to dramatically retool all bus routes, this will be a nightmare to manage.

That would be tough but doable

With everything closed it's probably not a big deal. You'd probably want to re-open this up after things open again

I rely on the station at East Falls Church.

Closing Grosvenor- Strathmore station would be an extreme hardship for me.

This is especially hurtful to people working and living in the area. Especially young adults, who often make low salaries in their first few years of work. Also, the price of the surrounding neighborhoods are astronomical and the metro allows many to get to work without spending as much on a car and gas. The metro lines are also incredibly important to lowering air pollution, the more metro riders who need to drive, the higher air pollution. It also puts undue stress on those working further out and increases commute times.

East Falls Church had lower ridership due to the pandemic.

Archives and Arlington should not be closed

Worst possible option extremely disruptive and shot sighted. Ridership will rebound next year.

I use the Grosvenor station at the time. It would not work for me.

Only as long as Marc includes additional stops at Greenbelt that were only options at college park

It is crucial that Grosvenor-Strathmore to remain open

As a former Terp I am incensed that you all are considering cutting the College Park. It is a key selling point of the school and unless the purple line is open by January 2022 it will hurt the school and the city of College Park. Moreover, this is a significant number of station closures. I just moved to Arlington and this slashing of stations is disheartening.

Eisenhower is undergoing a revitalization, including an increase in residential rentals. As these move further west, the option of utilizing alternatives becomes more difficult. Huntington is not a viable alternative.

For employees working Downtown these closures will affect them significantly and people may no longer depend on the Metro for their commute because it is inconvenient.

Grosvenor-Strathmore is key for park&ride commuters. At the two adjacent stations, there is insufficient parking at White Flint and no parking at Medical Center. Park&ride customers would be forced to travel 20 minutes north to Twinbrook or 15 minutes south to Bethesda Metro Stations. At that point, customers will simply drive and skip the metro.

please keep Mclean and Virginia Square open.

Cleveland park closure would make it impossible to get to essential work on time while balancing covid restricted childcare hours.

I live 0.3 miles from the Clarendon metro stop. It is the number one reason I chose to live where I do. As a single female, I often walk from the station late at night. The closure of this station would cause me to walk further alone at night and I would not feel as safe walking in the areas of the other stations.

By January 2022 I will be commuting to work again and my home station is Cleveland Park. This would likely result in me not using metro at all.

No I use Mount Vernon sq station.

need East Falls Church to get to work

Kids going to school near Cleveland Park

I am a regular rider on Metro and use it daily to commute to and from work. I specifically chose my apartment complex because it was so close to the Eisenhower Ave. Metro station (Parc Meridian at Eisenhower Station). This would be a huge blow to me personally and may make me switch to driving. I just can't say enough how detrimental this would be.

You can't close BOTH Clarendon and Virginia Square/GMU. That means everyone on GMU Arlington campus (including me) has to somehow get all the way to Ballston or Rosslyn. That's not really walkable and so we'll need to Uber/Lyft to and from Metro stations and GMU. You're going to force everyone to drive instead which completely reverses any progress being made on cutting down cars, pollution, and traffic.

I work at U of Md and live in DC. I rely on Metro to get to work.

My son uses Grosvenor station MONDAY- FRIDAY. DON'T CLOSE it - close White Flint where the mall is demolished but NOT Grosvenor

I use many of these stops - Clarendon, East Falls Church, McLean

I do not own a car, so it is untenable for me to reach stations other than the one closest to my destination (College Park)

For College Park, I might be wrong, but I don't see any suitable bus options to other nearby stops. The F6 bus will be cut if WMATA doesn't receive funding. Also, I didn't see any buses to Greenbelt. Finally, I am sure that students will be here when the new budget is finalized, and they (as well as the businesses) will not find this option suitable.

Proposal to close 22 Metrorail stations

I work across the street from the McLean station, and given how major a road Dolley Madison ave is, it isnt necessarily safe to try to access that separate station. McLean station is right next to a major office park including offices such as Capital One, MITRE, Northrup Grumman, among others. The area right next to the station is rapidly developing -- it does not make sense to close that metro station when the area will be becoming a hub of traffic

While it wouldnt effect my travel to work, closing the College park station would make it difficult for students and staff to get to University of Maryland College Park. It is a huge university and needs mass transit.

But keep Arlington Cemetery open.

This is RIDICULOUS and you know youre not going to do this. The amount currently being spent on developing the area adjacent to Grosvenor makes it clear that those developers arent going to let you get away with this nonsense. (The proposed stations to be closed include the one where I live and the one where I work.)

In order to make the system truly work Stations need to be walkable to homes and businesses. Rosalyn and Ballston do not serve my neighborhood in the same way that Clarendon does. Closing this station adds bus rides or significantly longer and impractical hikes to commutes. And if time between trains is reduced having to then depend on a bus after the train will add at minimum another hour to commutes. It will make me drive.

College Park is my local station. The next nearest station is Price Georges Plaza, 3 miles away in Hyattsville. That is NOT nearby. Further, the College Park station is likely low ridership because its so far from the university its meant to serve. Its location was chosen, per former governor Glendening, due to racist fears (what if those scary black people from DC use the metro to get to our pretty, green campus?!) so using that as an excuse to close it and further disadvantage Prince Georgians, who are overwhelmingly minorities, seems like salt in an open wound. Find a better way to make ends meet.

Cutting off metro access to Clarendon and Virginia Square would make it difficult for the thousands of commuters living along the orange line to get to work (when offices reopen).

I live at one of these stations and it would hurt the businesses in my neighborhood. Plus, it can be hard to get to a station even though it is "nearby."

This would limit my mobility significantly and I anticipate needing to get to the office by jan22

Unacceptable for commuters/riders

This cannot happen! Please please please do not shut down any stations. This is not an equitable solution and is entirely short sighted.

SUCH A BAD IDEA

I could no longer use Metro to commute to and from work.

Virginia Square, East Falls Church, and Clarendon are some of the stations that I use the most!

Need Grosvenor-Strathmore station in operation

People will use rail again in 2022- post pandemic. How can we close metro stops that have so many new housing builds people rely on? We are the nations capital! Please find the funding. More and more people live in east falls/metro area and it's one of the main reasons bought a home here. Why would I drive to ballston- can't even park there?! Crammed stations would make everyone hate metro full stop.

I can walk from the next station but so many others can not.

I need to be able to use Grosvenor-Strathmore station! Please do not close.

East Falls Church is essential to our neighborhoods. It would be a tremendous loss for the area.

I rely heavily on Virginia square station.

Another very stupid proposal. This would make traveling harder and just keep me off the system. Eisenhower is a station I use all the time and it is not near another station. I would stop use the metro if this happens.

I paid a substantial surcharge to buy a home that is walking distance from East Falls Church. Shuttering that station effectively deprives me of substantial value in my home. Unlike some stations -- Archives, Clarendon, Federal Center SW, Federal ITriangle, Judiciary Square, Smithsonian, and Virginia Square, for example -- there is no other Metro station in walking distance from my home. I would need to purchase a car and pay for parking at a distant Metro station in order to transfer my travel from East Falls Church to Ballston or West Falls Church.

I made a conscious choice to live across the street from Eisenhower Avenue. Its been great to walk 5 minutes to get the train. Trekking to King Street is doable, but at least 15 minutes each way. If Eisenhower closed and I was still largely working from home In January 2022, I would probably just drive to work.

Proposal to close 22 Metrorail stations

I can speak most authoritatively about the Orange and Silver lines and can say it would be catastrophic to close Clarendon and East Falls Church. They are very heavily used and service large populations. It would be a travesty - not to mention an absurd waste -- to close EFC after the huge investment just made there to upgrade the station. Furthermore, EFC has a large parking lot that brings in commuters from all over, and many residents of Arlington use public parking on streets near EFC in order to take the metro. It is hard to understand how closing important stations - through which trains are already running -- would save enough money to justify the enormous blow to the crucial role they play in supporting commuters.

I frequently use the Archives and College Park stations in particular. Also, the closing of the College Park station would have a very negative impact on the University of Maryland community. Many students, faculty, and staff come through that station, and this would make their daily commutes much more difficult. I do not approve of the proposed closing of these stations.

Greensboro is vital to my commute

This would have SIGNIFICANT impact for numerous communities. Living within 5 minutes to a metro stop is crucial for a lot people. I would have to move to make the metro accessible if one of these stops is closed. a 20 minute walk on both sides PLUS the potential of having trains only every 15 minutes? That would increase commute times significantly.

No! This would be a terrible move. As a daily rider from the college park station, I know that this would make me consider other forms of transportation, not going to another station. Additionally the university would no longer be served by the metro

much prefer fewer tranins than closing stations Bad for business in Arlington also. Somewhat biased mabe since I live in arlington

Too much distance between Roslyn and ballston unless you ride bike. Elderly may have big issue.

Metro is my sole transportation and grovornor is my station if you close it it will significantly and negatively affect my commute and hours outside of home

This is ABSURD. This is a clear effort to extract money out of the jurisdictions by threatening ludicrous service cuts. Come up with actually reasonable proposals.

These are the only options station we use for commuting. Please do not close

I will use Innovation everyday once it's opened, I would also use Reston Town Center.

It is ridiculous to close metro stations and expect ridership to not also drop. I frequently use the East Falls Church metro and would be devastated if it were to close again

East falls church is the only Arlington county stop that serves areas west of Ballston. Most arlington residents who use EFC metro walk or ride bikes to it disproportionately higher than the tiny parking lot implies.

Grosvenor-Strathmore is the stop I use most. I live closer to Twinbrook but I prefer to drive a little further to Grosvenor because I feel safer at the Grosvenor Station. The parking is easier, the station is brighter and the area feels safer.

Some would be fine for me lots more would not.

So people who live in those areas will overcrowd other stations which will make it impossible to get on trains because they're coming every 30 mins? This really makes no sense.

Reduction in frequency is much easier to adjust if ridership bounces back after the pandemic. Closing stations is more permanent and can have serious impacts on people who cannot easily get to a station that is further away.

To entertain closing a station that isnt even open yet? The RTC station is so behind already. Our buying decision and work decisions were 100% based upon access to the RTC station. Allowing us to get to work and also to the airport. Not at all supporting the Silver line closures.

The Grosvenor metro is perfectly located since it is right off the beltway and 270. Makes no sense closing this station.

Please do not shut down metro stations. If Grosvenor-Strathmore is shut down, I'll have to buy a car and then won't take the metro as often so you'll be losing my business.

McLean is a hugely important commuter station - it makes no sense to close this at all times. It would only need to be open Mon-Fri from ~7-10am and ~4-7pm.

This would severely disrupt my community. People specifically buy homes near some of these stations, for one. It would also cause overcrowding of nearby stations, especially during key hours.

As a student, this would close the metro station I would take to school which would make it much harder for me, and my fellow classmates, to commute.

Claiming low ridership at these stops based off of the past year is ridiculous.

Grosvenor Station is one of the a few on the redline with access to a garage and its right be the Strathmore. Also the Smithsonian is a huge tourist attraction- when the pandemic lets up, I believe the closure of these stations will be a major mistake.

College Park and Grosvenor Strathmore are essential stops. Do not close

Proposal to close 22 Metrorail stations

Pasting from previous question: Please dont do this. There are communities that will be heavily impacted by this change. I would gladly pay a higher fee or wait longer for a train than to have ANY of the stops, anywhere, removed. This kind of change is short-sighted. It may stop partial bleeding in the budget, but create long-term problems with the communities impacted. It isnt worth it.

If you want people to no longer take the Metro, this is an excellent plan. The subway would be next to useless as mass transportation with this many stations closed.

Might as well shut down the entire system. But this proposal is so obviously a bluff. Why dont you just threaten to shut down the whole system instead?

I think it would be fine in the short term, but with planned reopenings once riders increased usage.

I use Clarendon and va square

Closing the Clarendon metro would have a negative impact on my travel.

Eisenhower Ave and Van Dorn St serve neighborhoods that are difficult to reach on foot from other stations due to intervening rail right-of-ways, major roads, etc.

Do not close the East Falls Church metro. My family rely on it for commuting to work.

This is terrible. These stations arent close enough together for riders. It also cant possibly save metro enough for the decrease in riders youll see.

I think some stations could be closed but this includes too many. Doesn't make sense to close consecutive stations (archives & mt Vernon sq, clarendon & Virginia square, etc)

Property values are too high near these stations anyway. Could train operators also consider blaring the horn when they pass by these stations to add extra insult to the yuppies who live near them?

Clarendon is in the middle of everything and should not be closed.

i moved to be closer to the EFC station. I need it to get to work in DC. Closing the station would double my commute time and would likely force me to drive

Please dont close Clarendon and Mt Vernon Square.

Grosvenor Strathmore is the only station I use in the suburbs.

What is Cleveland Park close to?? Woodley? That's like a mile away. Regardless, this proposal seems fine for my small little life.

People with mobility issues rely on the metro to get them as close as possible to their destination. Closing these stops, regardless of their proximity to other stops, would make like much more difficult for us.

There are lots of offices close to Greensboro station. so please do not close that stop. It will affect thousands of people.

Have you seen the new number of homes and apts built near Eisenhower?

Please dont shut Cleveland Park metro station

Grosvenor strathmore is used for daily commuting and should remain open for the local community

So, you are shutting down major tourist stops and metro stops that are placed in majorly developed areas of the city? How do you define "low ridership" and when was this measure taken? Was it during the pandemic? Was it an average over 5 years? How did you determine that people weren't using these stops.

Closing both the Clarendon and Virginia square metro stops would be difficult for Arlington residents. Those areas are heavily populated with commuters. Being a resident between the Clarendon and va square metro stop, the inconvenience of closing both of these stops would be awful commuting. The ballston metro stop is a good 20-25 minute walk and the courthouse stop is about the same. Closing both of the Clarendon and va square stops will cause a lot of problems commuting.

I often use many of these stations. As it is, its hard to get between stations sometimes. These closures would make it even harder.

Smithsonian is a very popular stop.

Ridership on the BLUE line has always been high = excellent. METRO needs to have more confidence in their precovid experience & income from the BLUE line and do like most everyone else who has been adversely affected by covid.....hang in there & have confidence that your long-term planning will prove successful - DO NOT REDUCE OR DISCONTINUE RUNNING THE BLUE LINE SERVICE AND STATION STOPS.

Would put a big load on west falls Church metro.

This would have a major negative impact on me

Please do not close these stations as it provides great hardship on commuters who walk to these stations as a means of getting to work. I understand that other cost saving measures may be necessary but closing stations is too drastic a measure and results in too great a harm to a large number of commuters.

Van Dorn is my primary station and I do not have a way to get to another station as I am legally blind and must rely on public transportation

Entire family needs access to Grosvenor Metro to get to work.

Outside of the downtown core, these stations are not close enough to make using adjacent stations viable for average commutes.

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| Proposal to close 22 Metrorail stations |
| Again, on the red line crowding has led to major service disruptions pre-pandemic. |
| I need College Park, Clarendon, and Greenbelt Stations. |
| While this does work for me personally, what about the people who live near there? are you increasing bus routes in those areas? |
| Why Reston Town Center? Once we can go about normal lives again, I would think that there would be an uptick with usage to Reston Town Center. This would change to a yes if one could only come home before 9pm, though. |
| Choosing this option would ensure I not use Metro for any travel. Are you really considering closing 22 stations, three of which haven't opened yet? |
| I can't assess the impact of the closure of all of these stations but inevitably it would be less convenient for me at some point. Busing would need to be addressed, and contingencies when one or more of the remaining stations need to temporarily close (safety issues, weather, etc). |
| There is no point in having accessibility to metro stations if they are closed. This will make the roads more crowded with other means of transportation. |
| Rockville is close but no parking. Prefer to close Rockville and keep Grosvenor |
| All of these stations are vital for someone in the community. The close options aren't all that close |
| This plan would assuredly result in car travel to/from work rather than metro. |
| I own an apartment across the street from the Grosvenor station. The station is a huge selling point for the apartment. Indeed, there are many apartment/condo buildings within walking distance of the Grosvenor station. Closing the station would impact many residents. This is especially problematic since the decline in ridership is temporary. |
| Personally, my stations aren't affected BUT I wonder about all the others who are impacted by the closures. I also wonder how that will affect larger stations in terms of more people using the fewer stations. Also, if closing East Falls, doesn't that cut out the silver line going to Tysons? Does closing Smithsonian mean there is an anticipation of no tourists going to the mall again? |
| This would gut service. There are many restaurants in Clarendon for example that would benefit from having people taking metro to visit them. Closing the College Park station would hurt students. The closing of those stations would have negative rippled effects throughout the region and almost certainly would make a Metro recovery in the future infeasible. People do not want to close stations. that's unacceptable. It will hurt those who do not have vehicles and decrease people's quality of life and livelihood. But to cut service to this extent would make people not want to depend on public transportation "thus increasing dependency on cars which will set the region back. |
| Closing Grosvenor-Strathmore will affect performance at the Strathmore Music Center. |
| Need Cleveland park stop |
| It wouldn't be ideal, especially for those with disabilities who need closer stops. |
| Beyond just the waste of money of refurbishing, or building most of these stations in the last year or two, just because it's close to another station does not mean that the station isn't extremely useful in supporting the use of public transportation. I currently can walk to a Metro station but eliminating one of these stations would make the use of public transportation impossible. |
| No, do not stop service anywhere. Reduce departures, reduce hours, even close on Sunday, but keep access for all those who live in the Washington metropolitan area. |
| I moved to Reston in 2019 because of the Metro station. |
| Potential closure of Grosvenor-Strathmore is utterly outrageous. Many folks that live in the surrounding area can walk there and depend on it to get to work. Personally, I am a Marriott International employee and plan on using metro rail to work when the new Headquarters opens up in 2022. The current headquarters in Bethesda is still mostly closed due to the pandemic, but pre-pandemic many employees relied on metro-ing to Grosvenor station from DC and then taking the bus to HQ. There are close to 5,000 Marriott International employees. Please keep them in mind when making this decision. |
| The shut down will lead to infrastructure deterioration and an increase in future costs |
| You conned the public into not having cars, and built high density housing near metro sites. You are putting lives at risk by asking people to walk over a mile at night to get to their homes. In some of these examples you are closing more than one stop in a row., and nothing on the silver line is "close to another station" You don't save much by having a train bypass a station. Go ask the federal government for emergency funding. |
| Closing College doesn't make sense with it be used by UMD students and staff. Also it would be a transfer station for purple line. |
| I sometimes walk to Grosvenor-Strathmore station and would like to keep it open |
| You would lose me as a metro rider permanently. I would vote for candidates that promise to defund you. This would make metro worthless. |
| The Grosvenor station on the Red Line is vitally important to the region. I would greatly prefer less frequent trains to closing this station. |

Proposal to close 22 Metrorail stations

Some stations will always have more users than others. People who use other stations should not be penalized. People have made major decisions about housing and employment based on the location of Metro stations.

Once again another joke of a proposal that fosters inequity in who can use metro even more. There are people who rely on the metro that live within walking distance of one of these stations but another station would require them to drive

I use Cheverly as a back-up station if there are delays or closures on green/yellow lines

You or any of us knows the future of working from the office once we are vaccinated and we have achieved herd immunity.

Closing Clarendon, East Falls Church and Virginia Square is absurd. Why have an Orange Line? Arlington Cemetery, only if justified by actual numbers, could withstand reduced service more to than is already reduced, I guess. There are people who need to visit their loved ones and there is no car parking.

The McLean station services Capital One center, the Mitre Building and offices across 495. If workers in these offices cannot commute via metro, this will create extreme traffic in the already congested Tysons Corner area. Further, there is not actually enough parking at these buildings to support every employee driving a car.

I use Archives and Mt. Vernon Sq often to move about the city

The most direct impact would be on residents who use public transit to get to work or for personal business/pleasure and persons who commute to jobs in our community. The East Falls Church Metrorail station benefits from being served by the Orange and Silver lines. This means more frequent trains and Silver line access to Tysons Corners and eventually Dulles Airport. With closure our inconvenient options are West Falls Church and Ballston.

Close the Smithsonian? This is ridiculous.

As long as the closures aren't permanent but for one year

Tourism will be back in 2022 and stops like Arlington National Cemetery and Smithsonian will have high demands.

Arlington is removing parking which will increase ridership at Clarendon. However Virginia square is walkable from either Ballston or Clarendon, so it could close

I rely on Grosvenor to go to work so closing this metro stop would not allow me to maintain my current job since I do not have a parking option at my place of employment in the district.

This is a horrible idea. People bought homes in Loudoun County because we were promised the metro would run there. You want to close stations before they even open. This will also lead to more people driving. This idea is not feasible.

I don't think it's fair to classify stations that have yet to be opened as "low ridership." I will use the Reston Town Center station once it is open (and once I am vaccinated).

Grosvenor-Strathmore MUST REMAIN OPEN. There are several high-rise residences within walking distance of this station. Many of us do not have cars and depend on the metro for our daily commute and general necessities (groceries, shopping, entertainment, etc).

This plan would severely negatively effect government workers like my partner who rely on the metro to get to work.

This seems a silly proposal.

I utilize the Grosvenor Strathmore station for commuting work and entertainment within MD, VA and DC. Would greatly decrease my ridership and mobility if this went into effect.

MClean is a major stop that I use

Dependent on East Falls Church. Arlington a good one to close. Not good for tourists but good for locals.

Closing both the Clarendon and Virginia Square metros would leave a lot of people without access to metro because walking to ballston or courthouse stations would just be too far and taking a bus in addition to the metro would make the trip too long verses driving.

Is the low ridership because of the pandemic? For example, Smithsonian is typically a very busy station. If youre considering closing it or other stations that have had reasonable ridership before the pandemic, solely because the ridership has been low over the past year, that doesnt seem like a good decision. Ridership could go back to normal in 2022.

Metro would be useless. No way to actually get a train to go where you want and waste of time walking to a station that may be closed

Metro is crucial for me in my life, post pandemic. No other station besides East Falls Church is walking distance for me. It would also greatly decrease the housing values of any residences that were bought specifically because of their being walking distance to the metro.

I anticipate commuting from Clarendon to Greensboro next year. While the Courthouse metro station could replace the Clarendon metro station for me, the Tysons Corner metro station would be prohibitively far.

We bought our place near Innovation Center specifically with the purpose of utilizing it to commute to work in DC. Not to mention not opening this station as had been planned for some time devalues my property.

This is beyond unacceptable.

Proposal to close 22 Metrorail stations

I walk to Grosvenor do having to drive to another station would. It work.

Closing off stations at Archives, Arlington Cemetary, Cleveland Park, College Park, Federal Center, Federal Triangle, Grosvenor-Strathmore, Smithsonian, and Mt Vernon sq will jeopardize and may even deny access to important cultural sites in DC. This tactic is ableist, classist, and cuts off important access to culturally and civically important sites to workers and metro-riders who are from marginalized communities.

Please refer to my previous answer about Grosvenor station

Close permanently or just close in off hours? NO to total closure.

Grosvenor should remain open (specially if one train out of 2 on the Red Line is limited to the Silver Spring - Grosvenor segment.

If that happens, I would suggest ensuring the distance between stations is either an easily walkable distance or provide an as-needed shuttle service for those that can't walk as far.

Lots of business in McLean and activities at Smithsonian as well as Government. So closing would not work, again Covid depending.

WMATA should not reduce any service.

I live by the East Falls Church metro station. A bus to From EFC to Ballston would add significant time to my commute. I would choose not to ride the metro all together. Keep East Falls Church station open.

Station close to my house is vital. Currently walk to station. Walking to an alternative station is crazy

No. I have health issues and Eisenhower is the station I walk to daily pre-pandemic and once I am vaccinated. Please keep it open.

This would further drive declines in ridership as regular riders at these stations would likely find alternative forms of transportation.

This will not only impact my travel it will also reduce the value of my home and all the homes in my neighborhood. In addition, there are many subsidized housing complexes off of the Clarendon station and many others which rely on the metro for public transportation.

While I understand the immediate need to manage around the devastating impact of the pandemic on ridership and revenue, making closing decisions before seeing what ridership looks like when folks return to work would have an unintended effect of suppressing potential ridership. It would send the signal that Metro will not be available and lead folks to make alternate plans thereby creating a self-fulfilling prophecy. These "low ridership" stations particularly those in residential areas like Virginia Sq " help balance out the crush of riders that would otherwise be pouring into Ballston or Rosslyn. Let's find another way including fare increases, contracting operating hours and seeking federal funding.

Grosvenor Cleveland Park Federal Triangle are reasons to use metro. Big disservice. How can DC survive if u take away metros near attractions ???

This is a particularly disastrous decision. Metrorail needs to have all stations open. We use East Falls Church and since it is where the Silver line divides, we often see many riders change trains there. Metrorail already has too few stations, so if you reduce them even further, it will make crowding at the still open stations much worse. This is really a bad, bad idea.

This is a short sighted and unacceptable solution.

This lists the three stations that are most important for my commute: Clarendon, Virginia Square, and McLean. If Clarendon and Virginia Square closed I would need to walk much farther to get to a Silver Line station or any station really. Getting rid of both of these stations would make my commute wildly inconvenient.

We purchased our home in 2019 for its proximity to East Falls Church metro. This would harm our home value, and negatively impact commutes for us and many of our neighbors.

This would cause a lot of inconvenience to a lot of commuters especially for people with disabilities and during inclement weather when commuters have to travel more to be able to get to the nearest metro station.

Some of these stations do not have good pedestrian access between stations. If riders are to access nearby stations it should not be a dangerous trek

I can walk easily to College Park Station (maybe a mile), but not to any other.

No. No. No. No. This is a planned system with residential and business connections that are important to the community, relied upon by residents and businesses alike. Simply irresponsible and unworkable for many, many people.

Once the vaccine rollouts get real traction and herd immunity becomes a reality, many people will return to working in the city. I wont, but many people will.

I frequent several of these stations and would pose a big issue to the convenience of the metro rail system.

Closing stations is a terrible idea. WMATA has bus stops and parking garages at these stations too. It would be a ripple effect that would turn riders away for a long time.

Some of these are reasonable but not all.

The nearby stations are already overcrowded at rush hour, this would make it nearly impossible to function in those stations. Also closing Arlington cemetery makes no sense. No one is going to use an alternate station and then walk, and it will be a nightmare during tourist season.

Proposal to close 22 Metrorail stations

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| I have recently purchased a condo walking distance of grosvenor Strathmore. The only reason I moved was because of the walking distance considering i dont own a car.. this plan will increase financial and time burden for my commute. |
| How would this help given your legal and moral obligation to provide paratransit which is far more expensive to operate? If you close stations that'll force passengers with mobility independence constraints to be further from the stations or destinations, possibly forcing them to rely on paratransit. |
| First, you can't close both Virginia square and Clarendon â€” that would cripple the Arlington boulevard neighborhood. Secondly, closing these stations would lead to further ridership decline as people who work at downtown stations (federal center southwest, archives, judiciary square) may opt to us ride share if they can't get close to their work. Delaying the opening of new stations would be a better alternative. |
| In what world is Arlington Cemetery near other stations? |
| No no no! Do not close stations! Do not close Grovesnore Strathmore. You'd kill the performing arts complex. |
| Grosvenor-Strathmore must not close it has valuable parking availability that no other station nearby has |
| One of the reasons I move to College Park was proximity to the metro station here. |
| McLean station is close to Tysons, but there is no walkable pathway between the two. |
| Arlington has heavily invested in high density housing with reduced parking spaces based on public transportation options. Closing public transportation forces many of these people back into cars. Clarendon and VA Square stops are consecutive forcing many people to walk a mile or more to another stop. Pre-pandemic all these stops could be quite crowded at rush hour. |
| It would be a bad thing to close any Metro Station |
| We currently live in an apartment at Grosvenor Strathmore but plan on moving away to save money. This would be awful if we were staying. |
| I use east falls church primarily and moved here based on the proximity of the metro station and if the east falls church station is closed that would preclude my use of metro. |
| Eisenhower makes a lot of sense as its usually a ghost town, but not college park- there's a massive university there! |
| I use several of the stops listed. |
| Completely unacceptable. The incompetence at Metro is breathtaking. People need this system to get around. Closing stations defeats the entire purpose of Metro to exist. |
| Near other stations is meaningless even if FREQUENT and FREE shuttles are provided. When stations were closed temporarily, it increased commuting time by at least 30-40 minutes per trip. College Park serves University of Maryland and Federal government facilities in College Park and closing this station would have a major impact. |
| This would close stations near me that I rely on to commute and would make others that are less accessible very crowded. |
| Makes no sense-particularly Grosvener after spending all that money in the parking garage |
| Please keep grosvenor-strathmore open. It would be a disaster to close it. |
| Isn't Smithsonian normally (outside the pandemic) a busy station, due to its proximity to the museums? |
| absolutely not, closing the grosvenor-strathmore station would be devastating to our local community, and take away a major reason we moved to this neighborhood, It would also be devastating to people who use as customers and those who work at Strathmore Music Center |
| I frequently use many of these stations (grosvenor-strathmore, judiciary square, mt vernon sq, clarendon) their removal would significantly increase my transit times due to increased amounts of walking |
| Half of these stops are stops J use regularly. 2022 will be back to normal. |
| Some on this list are less important to me, but Cheverly is the one station I want to continue service. |
| I live between Clarendon and Virginia Square, a dense residential area that highly depends on the Metro. Closing the Clarendon and Virginia Square stations would be a devastating blow to the residents and local economy. |
| this would cause over load at the open stations. In my case the orange line. Parking at Ballston is limited and WEst Falls Church would add time to my commute. |
| I must have the Clarendon metro open and available for my travel and commuting requirements |
| Many of the stations listed are ones used most often by me and my family |
| Closing Grosvenor-Strathmore station will directly impact my ability to use metro for commuting purposes. I would likely not utilize metro train service for commuting and instead carpool. |
| Virginia Square has many residents who choose to live in Virginia Square because of the metro system. |
| I bought my home with Metro access #1 priority |

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| Proposal to close 22 Metrorail stations |
| I use Cleveland Park station. |
| While not ideal, I can access alternative Metro stops to get where I need to go. |
| This is the worst proposal so far. |
| Virginia Square is home to George Mason law school. This seems odd to me. |
| Requiring any sort of transfer to a bus would make me reconsider using Metro. |
| Just shut down the entire system. This |
| this is crazy, please keep all the stations open |
| Permanently close them? I could see reduced stops there, but permanently closing them seems extreme. Some of these stops provide important access to major points - e.g., Smithsonian, Federal Triangle, Clarendon, Arlington Cemetery. |
| It would be disastrous for my family's commute to close all of this. |
| Would use Eisenhower daily... |
| If I need to take the 2A bus to get to ballston, instead of just walking to EFC station...It would probably add AT LEAST 40 minutes to a commute that normally takes 45 to 50 minutes. IN other words it would double my commute. If that happens, I would just request to work from home most days. That would take money out of your account. |
| Works for me only because these are stations I dont generally use.Consider not closing Clarendon and Virginia Square, since those are adjacent to each other |
| One of few reasons I moved to Falls Church was the proximity of the East Falls Church station. I depend on this station for many reasons and would be very upset if it closed. It also seems foolish to close the Clarendon station considering the demographic in the area. |
| I use the Smithsonian station during normal times --meaning pre-pandemic. |
| The Grosvenor station should not be closed, especially if there are fewer frequency of trains at White Flint |
| I absolutely DO NOT want East Falls Church Metro to close under any circumstances. I need it to commute to work. etc. |
| Grosvenor-Strathmore station is highly important in our community. No other station exist at walking distance. |
| East Falls Church is the nearest station to my home. Closing it would make traveling by Metro much less attractive. |
| Closing Grosvenor Station would force using the car to commute to DC causing more traffic, more pollution. Our community will suffer great impact in our housing prices too. |
| Please do not close the Clarendon station. It would pose a massive hardship to those of us in the area once the pandemic ends and we are expected to return to our offices. |
| This would make it extremely difficult to use the metro. My commute would be lengthened considerably, and I would be unable to get to my closest station without increased bus service or options for parking. I likely would stop riding metro entirely. It would also affect property values. |
| Closures will destroy property values. Successive stations on a line would remain open by this plan, causing commuters to walk long distances. This is completely unacceptable. |
| I depend on Virginia Square, and closing both it and Clarendon seems to be too much. Keep at least one. |
| It should be safe to anticipate that the pandemic will be at the tail end a year from now, so the ridership demand will start going back to normal. There are at least 11 of these stations that I use on a regular basis precisely because we live close by and in January we anticipate needing public transportation again. |
| Clarendon is the closest station to my condo. Before WFH I commuted to work 4 days each week during rush hour. I assume that by Jan 2022 everyone will be back to work. Clarendon was always crowded for people getting into DC for work |
| Do not close Grosvenor Strathmore station. It is critical to the surrounding community. |
| I take Grosvenor but can adjust to another station without a huge burden. |
| The college park station is critical for the university of maryland and would directly impact the sustainability of the university. Closing this station would also impact the planned purple line, which intersects with CP. additionally, the PG plaza station has less parking and involves much more traffic to and from the station. |
| This would not work for me as I use the Grosvenor-Strathmore station to go to work. |
| I am not sure about the other stations, but Grovesnor Strathmore has a large parking infrastructure and seems silly to close the station. Some of the other proposed closures-Judiciary Square, Federal Triangle, Smithsonian, dont have parking and are short walks to other stations and can be closed. I think Metro should close those that dont have parking only. |
| Terrible idea to close Clarendon -- its at the commercial heart of Arlington. Closing it would be severely damaging to small businesses, restaurants, and of course the general public. |
| Personally, it would work for me since I dont often use these stations, but do not like this at all as I fear it would depress ridership even more and put the system in a worse position. |

Proposal to close 22 Metrorail stations

Those stops are near places where people go out. They need a safe form of public transportation.

I ride from East Falls Church regularly. In order to get to the next closet train station I'd have to take 2 buses

If the Silver line is getting extended, then the trains are going to be full or close to fuller sooner so we need all stations to fit people like me who get on at VA square. Also, I get off at Smithsonian which is a MUCH safer option that going to Lenfant after work. Thats such a sketchy area and I much prefer and feel much safer using the Smithsonian. Plus, it is such an amazing view to come up from the Smithsonian to the National Mall!

NO! THE METRO IS THE LIFEBLOOD OF THIS AREA. THIS WILL KILL OUR ECONOMY.

Not only is Grosvenor my originating station, but the fact that it has parking is also key. Please do not stop service to this station.

Closing Grosvenor would have a terrible impact on the surrounding area. Once people begin to return to work, many will rely on Grosvenor. It's a big reason why many people moved to the area. Terrible idea.

In general, that would not impact my commute. However, it would impact my opportunities to spend off-time in dc as a visitor. Also, by January 2022, we may be back full time and not be so impacted by COVID.

Grosvenor is critical to Strathmore Music venue; it should not be closed. White Flint is critical to Pike and Rose and Countys new bioscience center planning and cant be considered as an alternate to closing Grosvenor. Too much population now in the North Bethesda area that needs to be accommodated by transit. Montgomery Countys 30 plus years of planning for the White Flint sector relied on both of these stations, so both Grosvenor-Strathmore and White Flint need to remain open. Both will pick up metro ridership when covid restrictions affecting venues like Strathmore and shopping/entertainment in Pike and Rose change, and when working in offices for NRC and other nearby offices resumes.

The east falls church metro is the only metro within close proximity to my family. The Tysons one is almost 20 minutes away, and usually in the opposite intended direction. Not only would that add on almost an hour of extra commute time, it increases my neighbors and my need for other transportation to even get to another station.

We need our Virginia Square Station as we are getting older, 77.

There is not a continuous sidewalk from Grosvenor Strathmore to Walter Reed which puts walkers at risk. They could take Beqch Ave but would risk being hit because of curvy roads and being on the road before dark.

if you do this you might as well close the whole thing and just forget it uber all

Eisenhower Avenue closure will detrimental to our community. Please DO NOT close EISENHOWER

I used at least one of the stations every workday and expect to again this fall when offices begin to reopen in earnest.

Not sure why Metrorail would close down the two closest stations - Clarendon and Virginia Square - that makes no sense whatsoever and will create a lot of issues for people who use public transport in the area.

Closing stations should be the last resort. This approach augurs the beginning of the end.

It makes sense to curtail service at stations with low ridership given nearby alternative stations

No. This would absolutely destroy my life. Grosvenor-Strathmore station is critical to my life.

I depend on East Falls Church station for commuting to work

This would close basically every station in the downtown / Capitol Hill / Mall area - completely unworkable

This would make ridership far too inconvenient and would be especially difficult for people with disabilities and the elderly.

NO! Close Virginia Square, but not Clarendon. They are close, but the Rosslyn-Ballston corridor is densely settled. Virginia Square riders can walk to Ballston. Greensboro riders can walk to Tysons. If you close any stations, please provide bus service instead.

I think this is reasonable, though it may not be for some people with physical disabilities who cant walk farther.

I need Archives station for work

For the DC locations, it probably isnt as big of an issue because the stations are close enough together to walk. But... the outlying stations in VA and MD will then cause people to have to drive further which again makes the ridership go down. It would be easier to just drive and I dont believe that is the basic concept of Metro.

i live near VA Square and due to disability need close access. I very much oppose closing Arlington Cemetery station due to need for people to travel there.

I would not be able to use the metro for my commute. East falls church is a critical stop for me

closure of McLean (with parking) would cause me to divert to W. Falls Church

Another station is not that close to me. I would have to drive to another station,

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| Proposal to close 22 Metrorail stations |
| I do use several of these stations, but if there is another station within a half mile of a closed station that would probably be okay |
| Is this even serious? This would close my closet stop and most of the ones I use most often. Hard fail. |
| I heavily require access for work to both Cleveland park and McLean station. The McLean station is the only option I have for work |
| Works for me, I dont use these stops.... |
| This probably wouldnt affect me but would affect many others. |
| I use Archives station daily, as it is closest to my workplace and is one of the cleanest and safest stations to use in the area. |
| fix the problem inside the management |
| Grosvenor is my local station |
| Closing grosvenor strathmore station doesn't make sense. Once the pandemic is over strathmore hall will need the station open to provide a means for people to go to events |
| This would leave several people I know without reliable transportation to their jobs (in Virginia). This is especially true for the East Falls Church metro stop. |
| This proposal could reduce travel times while causing minimal inconvenience to others (especially for those stations that are half a mile or so apart). Presumably people with limited mobility could use the Metro Access system? Or buses? That would be the main thing I would want to know about this plan. |
| I often visit most of these stops and live at one of them. Closing these would severely limit my transportation options and ability to do simple things like get groceries or get to work. |
| Absolutely absurd and unworkable. Dont open the three that havent opened yet, but dont close any existing stations. |
| I desperately need the Grosvenor Station |
| This is dumb |
| College Park station needs to stay open, in particular. It is nowhere near any other station and I rely on it for my job at the university. MARC commuters would be negatively impacted, as well. Close Archives, sure - it's literally two blocks away from Chinatown. But College Park is ESSENTIAL. |
| This is a terrible idea, especially since it will lead to deferred maintenance that will eventually make these stations even harder to reopen. And good luck dealing with traffic when people are going down to the Mall and have only LEnfant to get there for their pet protest, permitted event, or other mass gathering. |
| I live in Cleveland Park. If this were to happen I would likely take Uber more often than Metro. |
| I work at the National Science Foundation in Alexandria. I do not have a car. The Eisenhower Avenue station is incredibly important to me. The walk from King Street is impractical in the rain. Also, we bring panelists in from all over the US. They often leave NSF directly to National airport. Carrying their bags to King Street to catch a train would be very disruptive. |
| All Silver line stations need to stay open. It is so convenient to use the Silver line to get out towards Reston and soon beyond! |
| This is a bad idea. I live near EFC. Without that station Ill just stop using metro, as will most who live near one of the proposed closed stations. Once other transport habits are formed, returning to use of Metro becomes unlikely. |
| This is a terrible proposal. Many, many people would abandon metro use, resulting in considerable loss of funds, much more than the decrease in costs. |
| I need to take the metro at Clarendon several times a wee to go to Washington. Also when I travel to Dulles airport or National airport every month I take the metro. If there is no stop at Clarendon I will have to drive. |
| The Clarendon station does not have low ridership, in my experience having lived there for five years. The trains are always packed by the time they arrive. |
| I often travel to Downtown DC close by to the specified lines above. Closing them would be an inconvenience. |
| This would make travel to certain parts of the city difficult. As an alumnae of the University of Maryland, I am also concerned about the impact this would have on students who intern in DC |
| I do not like the closing of Smithsonian or Federal Center SW as I use these daily. Van Dorn St would be a hardship because my overnights there wouldnt allow me to walk the almost mile to the station. The other Alexandria station is too far. |
| Very disappointing if the Cleveland Park, Smithsonian, Fed Ctr SW, etc. stations closed. |
| I use both Clarendon and Virginia Square. The disruption of closing either will be devastating to the neighborhood real estate |
| It would be a horrendous idea to close East falls church. There is a great distance between ballston and west falls church. Plus, it is a very busy station at rush hour, accommodates a large kiss and ride community, and is an important but hub. PLEASE dont consider this! |
| Why did we build a silver line extension that no one but real estate developers wanted if we have to shutter existing stations? You cant be serious with this proposal. |
| Closin Virginia Square will probably stop us from using Metro |
| UNACCEPTABLE. A non starter. You can just close the system as far as I am concerned. I only travel to Grosvenor and East Falls Church. |

Proposal to close 22 Metrorail stations

We use grosvenor metro frequently, it is a lifeline for us and others

Reston Town Center and Loudoun must open. There are many new housing developments that have been built in the area with the promise of having easy access to a train station. Right now, because of the pandemic the ridership is very low from this high-tech area. This will change. If you dont open these station the areas developments will suffer.

Do not close Grosvenor-Strathmore

We are walking distance from East Falls church metro. If it shuts we will have to drive and find parking at another station.

Please do not close Grosvenor! It is not a low ridership station, I see many people take it! It is needed to get to the Concert Hall. Without it people would take cars and pollute! Traffic is already horrible on Rockville Pike, even on weekends

Grosvenor Strathnmors us surrounded by housing at the station. Are these other stations? Metro shpuld be where people are living.

I use the East Falls Church station. Closing 4 stations in Arlington is too punishing for us. The East Falls Church station is used to separate Orange and Silver lines.

This plan closes several stations I use a lot - College Park, Federal Triangle, and Judiciary Square in particular. I have some foot issues and losing College Park means parking in Greenbelt with a much longer walk from my car to the station. The other two stations are near places I frequent for work and while there are alternative stations, it will mean longer walks which is hard on bad days for my foot pain,

This is a TERRIBLE idea - how on earth can you consider closing these stations? You are going to shoot yourself in the foot. Specific stations of concern - Federal Triangle, Judiciary Sq, McLean, Mt. Vernon Sq Smithsonian, VA Square. All of these get heavy usage under normal circumstances. This is the worst thing you could do for yourself.

I accepted a new role with reliance on the Grosvenor station as an option for my commute. Many ppl who live in the condos and apartments surrounding that station purchased or signed leases based on proximity to the station. (Likewise for several other stations on the list such as Reston Town Center.)

While this would have little to no impact on my own commute, this seems like devastating decision for people who rely on metro for their livelihoods, particularly if they are paying high premiums for rent to have metro proximity.

Absolutely not! This would make using the metro nearly impossible for me. Do anything else before you do this.

I use Clarendon and archives so this would affect my metro use

Closing so many stations gets in the way of equity in terms of people being able to access the metro for work or shopping.

Clarendon is a busy station! We use it to go to the grocery stores (trader joes and whole food) in addition to restaurants and pubs

Closing the Clarendon station would make is much harder for me to get to work in DC and would have a horrible impact on my property values. Once the pandemic is over (which should be later in 2021), youll see ridership rebound. Closing the Clarendon station would be incredibly short-sighted!!!

The issue with Wiehle station is parking and getting into and out of that damned parking lot. If RTC is not a reliable alternative, then there is no point to even creating that station. Its not like people are walking or biking to these stations primarily. The bus service from Wiehle is really limited as well. These outer stations need more support and resources, not less.

We are opposed to closing Virginia Square and Clarendon. The Clarendon metro stop is particularly important. Many of us are living in the Clarendon area specifically because there is a metro station there. Roslyn is not close enough and is very congested in terms of traffic. Please do not close in the Clarendon metro

I use Greensboro daily, due to pandemic I have work from home for few months. But closure would affect me and my girlfriend to commute to work.

Cleveland Park is my primary station

All of these proposed stations can be closed expect - Cleveland Park. I use this station - to get to the post office, target, and my house. I cant afford to take an uber all the time - I need the metro to keep this station open.

Closing East Falls church would eliminate needed parking and would also result in overcrowding at nearby stations.

The College Park Metro Station is an invaluable resource for students. Many students such as myself use the metro to get to school. For others it provides access to easy travel for internships and other educational opportunities.

I would prefer a change in service hours to closing stations. Keep the stations open

People have strategically placed themselves (and paid high rent prices and high mortgages to do so) near metro stations. Closing certain stations due to WMATA's best guess of which stations can be deemed "inessential" is rather discriminatory and will have targeted repercussions for many.

Please do not close Clarendon. This is a very busy area.

Two of the stations I use the most are Grosvenor-Strathmore and Cleveland Park (often traveling between the two).

Again, I can see it as a cost saving effort but closing so many stations would be a hardship especially Reston and Arlington Cemetery.

Proposal to close 22 Metrorail stations

Having reston town center open is the one main thing that would get me to commute by metro again. To get from wiehle to my job by bus can take an extra 30 min which has made me drive a lot more often.

Please keep east falls church open! And closing both federal triangle and smithsonian is a problem

More cars on the road, parking problems at adjacent stations, kill local businesses. Does metro even remember where the University of Maryland College Park is located? Hello? Is anyone reading these comments? A death spiral proposal, but all of these options are.

I work at the University of Maryland, and I wouldnt be able to take Metro to work if the College Park metro station were to close.

I can't imagine closing stations that have maybe 1-2 employees on duty will save any significant amount of money. Eliminating some of these stations will mean I will drive instead.

We are retired and would have to drive to another station since we cannot walk that far or bike. Parking is at a premium at the nearest station which actually isn't near at all. We rely on the Metro for our travel needs.

We live in Grosvenor Park. A main consideration in buying our condo here was the convenience of the Grosvenor Metro station.

Your list includes the stations I use the most and two are next to each other. I suspect ridership will increase as the pandemic ends.

Judiciary Square is an absolutely critical station. The nearest station, Gallery Place / Chinatown, is the exact center of the crime-infested Chinatown ghetto, and it is not at all safe to walk to or into Gallery Place / Chinatown station. You would be better off closing Gallery Place / Chinatown, for the safety of all non-criminal ridersâ€”except that that might push all the criminals to Judiciary Square (although the nearby MPD HQ might deter that). Please do not close Judiciary Square, for all of us law-abiding riders!

This is the worst option of all. Closing so many important stations that people not only use for their daily commute but also to go out for dinner and drinks as those stations are conveniently close to everything. After going out for an evening out and especially if its a bit late in the night, people may not want to walk far to get to the closest metro which means again they would probably use alternative means of transport resulting in more people turning away from the metro and losing their ridership.

Currently I use Van Dorn St metro so closing Van Dorn St down would be a major issue for me because I am very close to Van Dorn. Franconia-Springfield metro is too far and Eisenhower metro is not that close either. If there are buses going directly to Eisenhower metro that would not be a bad option, but if it stops along Eisenhower then that would not be good either since ti would take a lot longer to get into work.

Closing Arlington stations seems unnecessary and thinking ahead on closing new stations before theyve even had a chance to open seems a bit premature. Could thos hours simply be placed on an earlier closing schedule, as opposed to eliminating them altogether?

I use mt vernon daily. And will hamper convention usage

If it saves money and there are stations close enough anyhow, it makes sense.

Archives and Federal Triangle are the only 2 stations near my work. If both are closed, that would affect a lot of government workers in the area.

I would be using college park & federal triangle

Many of the metro stations included in this list are close to high traffic areas and areas with a high population who need metro access.

The only stations I need on a regular basis are Columbia Heights and PG Mall to get to and from work.

Grosvenor-Strathmore metro station area is attracting more and more people, families with young children and etc. Not having a metro station within walking distance will have a huge impact on the neighborhoods close by. Please do not close the Grosvenor-Strathmore metro station!

Need Reston Town Center to stay open

Metro would no longer be walkable and property values would tank. The loss of value would be many times greater than any savings to Metro. Horrible option.

If those stations close, there should be consideration for bus service in place of the metro.

Depends on how VA busses adapt

I travel to work from Grosvenor every day.

My brother is a Special Needs Adult, who does not drive. He works at NIH, and we purposely bought his home near Grosvenor-Strathmore, so that he could have a short work commute, that would not stress him out. This would completely turn his world upside down, and make it near impossible for him to continue his employment.

Closing 2 adjacent stations: Clarendon and Virginia Square would not be feasible. Clarendon station should be kept open.

Our family relies on East Falls Chirch metro for transport

There isnt a station close to College Park allowing access to the University by foot.

Again the issue here is whether the working poor who depend on Metro can easily access stations that are further away from the one they normally use which you would now close. Will there be bus service between closed and open stations?

Proposal to close 22 Metrorail stations

I use the Federal Triangle and VA square metro stops frequently to commute to work and my child's school

I commute into DC and Rosslyn area and walk to the East Falls Church Metro. Closing that metro would require I drive to West Falls Church and create environmental impact by using my car where I do not now. It also has a terrible impact as a place where crime and vagrancy can take place if we have a closed Metro Station in the neighborhood. The loss of the station to this community is far greater than the savings that would be gained by closing it. I am adamantly opposed to it and will join others in protest if Metro takes action to close the station. Its short sighted and foolish.

Grosvenor is the closest station I have it will jeopardize all plans. It has been one of the busiest station pre Covid so while you can alter schedule to decrease frequency you must not close the Grosvenor metro station.

Closing East Falls Church station will result in platform overcrowding at the two nearest stations - West Falls Church and Ballston. Ballston is already super busy. Shutting down East Falls Church will make it awful.

Grosvenor-Strathmore was packed pre-COVID and should be shut down. Calling it a low ridership station is nuts. This solution will force more cars onto the roads, causes overcrowded metro station garages for those that remain open (and Grosvenor-Strathmore was already at capacity due to construction), and make commutes longer.

Cutting service will potentially create a death spiral for future cuts if Metrorail pursues these cuts.

This would be absolutely horrible. People rely on these stations to get around, especially if they don't have a car

I work in DC and ride home late night to Grosvenor. This would require me to take an Uber home from another station adding an additional expense. I am also horrified that you would consider doing this to the patrons of Strathmore Music Hall.

A lot of us who live near the metro do not have cars. if all the stations listed were to be closed we would be forced to Uber.

Please keep Grosvenor Strathmore station open

I'm not immediately opposed to this option, but I think Metro needs to reconsider the list. I live at Clarendon and typically exit at Federal Triangle but support the closure of those stations, if necessary, because I know I have other walkable options. Please consider the number of apartment buildings at Reston Station - people who may not even have cars - who don't have another walkable station. Please also consider impact on tourists. We will likely have more tourists by January 2022, at least into the spring and summer, so stations like Smithsonian and Arlington Cemetery should be reopened to maintain our positive appearance for visitors who will bring profits back into the city and make sure they have access to our biggest attractions.

This would be a significant hardship.

I use many of these stations regularly and would be highly inconvenienced by their closure. The East Falls Church station for example was just renovated, and closing it would be a serious waste of those resources. Unlike cutbacks in hours and number of trains, station closures are more permanent (whether the station is removed or just deteriorates in place), and thus it is harder to recover them when ridership recovers and even expands after the pandemic.

This would work for me but it is ridiculous.

A silly proposal which would leave people so confused they would use Uber or the like;

Many of these stations are only seeing low ridership right now given the pandemic. These will be some of the busiest stations when people have to go back into the office, which may very well be well before January 2022

It would create a disaster on roads and severely impact people who don't have cars and walk to Metro

Would spillover mean insufficient parking at other locations? If so, this is nonviable.

With respect to the metro stations that have parking, why close these when commercial parking would add even more cost on to an already expensive system???

As a temporary measure, it is understandable but permanent closings would be a mistake. In the long run, the DC and surrounding metro area is going to have a lot more people who need to move around and we will need public transit to be a viable convenient alternative mode of transportation.

Not Clarendon. Not East Falls Church. Both of these stations are heavily used. Other stations are not walkable

I live near Virginia Square station and closing BOTH Virginia Square AND Clarendon leaves this entire area of Arlington to only use Ballston....? I would be a bigger advocate of closing VA Square and leaving Clarendon open so that no one section of the community has a much further walk to get to a station, even though I'm a resident of VA Square and the VA Square metro is about 100 yards from my house...

There are major offices near Clarendon station, please do not close the Clarendon station. I use that for my work.

These stations are crucial to getting people where they need to go. I love RUGHT bt East falls Church and my husband uses it every day to get to work. If this station closed it would take him so much longer to get to work and get home

Proposal to close 22 Metrorail stations

this is too much. it would make metro almost unuseable

Those are all important stops especially those close to government buildings that employ a lot of people or the public travels to. Ridership is down due to Covid pandemic/restrictions and so many working remotely. Ridership will increase as things get back to normal. Also some folks may live close to multiple stations, but choose less busy stations or avoid larger stations where they feel unsafe. Do NOT shut down stations!!!

These are all the places I go and use, I rely solely on the metro for transportation!

It doesnt make sense to close two stations that are next to each other (like Clarendon and Virginia Square). Closing the downtown stations and Arlington Cemetery seems as though it would hurt tourism. I think we want these people to come back.

I might need College Park as an option.

I use the Eisenhower Ave station. I actually moved to my current residence to be near a metro stop. It is not that far to walk to King Street station, but I am hoping to switch jobs and take metro to work. If so, it may not be practical to walk from King St in bad weather.

Rely on Grovesnor/Strathmore station for commuting, access to cultural events in city, access to airport. There are plans to add housing at the station as well. This is a short-sighted & terrible idea

Some of these stations are near population centers and business districts and would hurt small businesses in these areas. And what about elderly people who cannot walk far enough to go to supposedly nearby stations?

Keep Greensboro open!

Clarendon, Virginia Square are critical hubs for Northern VA access

How are tourists to get to Arlington Cemetery?

Clarendon and Reston Town center are in major retail areas. McLean is the only station close to McLean and we are underserved by busses.

I live in Cleveland Park. While I can walk up to Van Ness in good weather, commuting to work on wet days will be a problem.

EFC should be ope at rush hour on weekdays. Other stations I don't have an opinion on.

Most of these stations have other stations within a few blocks. College Park, however, does not and thus should not be closed.

Unless you're going to reliably accommodate folx with mobility issues, this is a bad plan. Also, do you mean closing them early? Or completely? You'll be screwing over many people who have chosen to live by a metro. This is ridiculous.

East Falls church is in walking distance to my location and neither of the nearby stations have sufficient parking. If I get in my car I will stay in my car.

Pre-pandemic, I regularly used the archives, clarendon, cleveland park and federal ctw SW stops.

Please keep Grosvenor-Strathmore, it is the closed station to myself and my neighbors.

My essential worker travel to and from forest Glen on the red line to foggy bottom where there is a major healthcare destination would be minimal impact w these changes

I live on the Orange line, convenient to Virginia Square first, Clarendon second. We will leave the area if you shut our Metro stations. My adult children will not live in Arlington or Falls Church any longer.

I MUST get on at East Falls Church and moved into my home to be be near this station. I also work in downtown DC and use all the stops for business. ABSOLUTELY NO ON CLOSING THESE STATIONS

Closing both Clarendon and Virginia Square seems to reflect poor foresight. That would mean there would be no Metro station between Courthouse and Ballston, which is a significant distance. These neighborhoods have had, and continue to have, significant residential construction. Basing ridership needs in January 2022 on current pandemic ridership is unlikely to lead to accurate planning.

Grosvenor is the closest station on the Red Line to the city with parking and has always been crowded. The garage was expanded for that very reason. The station is very important for workers to get downtown on weekdays and people to get in on evenings and weekends. Closing that station would cause a major hardship for thousands of riders. There is nothing anywhere close with as much parking.

I depend on the Clarendon stop for essentially ALL of my travel needs when we arent in a pandemic. It would be devastating to be without it. I depend on it for work, family, medical, and all other commuting needs.

I use Archives, Arlington Cemetery, Federal Center SW, Federal Triangle and Smithsonian very often.

I use EFC. I expect substantial demand to return by January 2022. It seem premature to make decisions about service a year from now. If there is low ridership, close stations now with the ability to reopen as people are vaccinated and demand picks up.

| Proposal to close 22 Metrorail stations |
|---|
| I use some stops |
| Park & ride at Grosvenor-Strathmore is vital for commuters. |
| Definitely need College Park station open daily |
| I am not sure what the ridership is or how that is determined. I worry about overcrowded trains which I experienced pre-pandemic. |
| closing Cleveland Park is a major problem. |
| Grosvenor strath ore is critical for Strathmore events. I also use this metro station frequently after 9pm and would be very upset if it closed!!! |
| Please keep judiciary and mt. Vernon. |
| As a student at UMD College Park, I regularly rely on the College Park metro station. I would not be able to travel to work or class without this metro station. |
| The East Falls Church metro is essential to my professional work life, particularly my commute. |
| Closing the following metro stops would affect my small business and the value of the nearby apartment communities that only rent because they are a quick walk to metro. Please do not close Clarendon, Eisenhower Ave, Virginia Square and Reston Town Center. |
| I live near Cleveland Park and would be unhappy about losing our station, but can walk to Woodley Park (not everybody would). Closing both Clarendon and Virginia Square is totally unacceptable. (I go there often.) That would leave nothing between Courthouse and Ballston. Under no circumstances should two stations in a row close. Close Courthouse and open Clarendon if you have to. Better yet: close nothing. |
| I live within walking distance of the East Falls Church station. It is definitely NOT NEAR other stations. Taking a bus to Ballston or to West Falls Church would add so much time to my commute, especially during evenings when bus traffic is reduced and when I'm not comfortable about my safety waiting in the dark for a bus. Some family members live in DC where parking is scarce; not being able to travel from East Falls Church to DC would make such visits more complicated. Closing both East Falls Church and the McLean stations will make it difficult for me to go to my church in McLean. |
| For environmental reasons and to reduce traffic congestions, WMATA should make Metro train riding more user-friendly. The best way to do this is to run trains more frequently, run longer hours, and KEEP all the stations OPEN, especially Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen. European cities encourage their residents to use their mass transit by running more trains, serving all stations, and operating the trains for most if not all of the day (24 hours). Trains in London, Paris, Berlin, Munich, Rome, Brussels, and Madrid are great models for how WMATA should serve residents of the Washington DC area. |
| The Cleveland Park is essential to my commute! |
| This would work for me, but is not a great solution. A lot of people depend on those stations. |
| My job is reopening by end of 2021. I see Jan 2022 as a time to reopen these stations for the many people like me who will return to offices. |
| Clarendon?? That is in the heart of a restaurant and shopping area and should not be closedVA Square is a vital station for commuting residents |
| on site parking is not available at White Flint or Medical Center, the stations flanking Grosvenor-Strathmore station |
| This plan would close the two stations which I use most frequently. |
| You are proposing closing stations that are not actually close to other stations. You are not taking into account pedestrians and sidewalk availability between stations. For example, closing McLean would make it really hard to get there by walking from a nearby station. |
| This current proposal would close BOTH Clarendon and Virginia Sq-GMU! I am faculty at GMUs Arlington Campus. Students, staff, and faculty commute to GMUs Arlington Campus using these stations (and the same is true for the FDIC). Currently, either Clarendon station or Virginia Square station is a reasonable walking distance to GMU/FDIC; it would not be unreasonable to close ONE of these stations. But it is unreasonable to close BOTH at the same time! |
| Some of these closures are OK for me. Some are not; I use Clarendon for quick trips. Walking to Court House would add 10 minutes each way. |
| IGrosvenor needs to remain open to accommodate those driving to park and ride metro. White Flint will not be able to accommodate all Grosevnor and White Flint riders, and there are no other parking options nearby. May as well drive downtown than take metro if getting a parking spot will be impossible. |
| Cleveland Park needs to remain open. It's vital to the neighborhood development. Many older residents live in Cleveland Park and use the metro regularly. Growvenor Park is also important to serve the Ootomac Rockville area. |
| I rely on being able to walk to Grosvenor-Strathmore in order to use Metro. |
| I use so many of those stations! All of the stations need to operate. |
| We need public transit. Driving is too expensive. |
| Both my wife and I regularly commute from the East Falls Church station - closing that station would be terrible for us and everyone in our community. |

Proposal to close 22 Metrorail stations

I live a mile from the East Falls Church Metro. I walk there to get to Metro. I remember what it was like before EFC opened: having to wait for a bus to Ballston. It was such a convenience when EFC opened. Dont close the Arlington Cemetery or the Smithsonian station.

Federal Triangle/Smithsonian and a bunch of other stations would be fully utilized if federal offices go back to full in person work. Tourists would be left out. This is super shortsighted.

Closing both VA Square and Clarendon leaves a long stretch along the Orange Line that has no stop. Ballston to Courthouse is a long distance, and there is a huge density of commuters along that line. Closing the stations due to low ridership during the pandemic (remote working) makes no sense. How can this projection be made with this non-normal data?

Closing stations closer to downtown, while not ideal, seems more practical than closing stations that are out within population centers. Cleveland Park metro is not near enough to another for that to acceptable, for example.

I regularly use many of these stops, Greensboro for work, Live at VA Square (though I could use Ballston), shop often at Clarendon and East Falls Church, go rock climbing at Eisenhower Ave

Besides driving, there would be no way for patrons to attend strathmore programs. Many people bought homes or rent near the strathmore station and rely on metro to get to work.

There are huge number of people who live between Ballston and west falls church that would be unable to get home on the metro so closing East falls church would be a disaster. Virginia square can go, it's easy to walk from ballston. The distance between them is very little

My husband takes the metro daily from east falls church into the city.

I use Virginia Square daily.

The largest share of the station closures would in Virginia, significantly higher than the share of station closures in MD or DC. Why this outsized closure of VA stations (based on the opening of the full Silver Line). The station closure percentage (of the total stations in the state/district) is roughly double for VA compared to MD and DC. Was this closure based on ridership numbers onboarding at those stations? If not, what was the metric that was used. I would really like some transparency on the metrics/calculations that were used to determine which stations were selected for closure. The stated metric of near another station just doesnt cut it given the huge preponderance of closures just in VA.

This would severely disrupt neighborhoods as well as housing markets. Improve service to improve ridership, not cut it.

I am vehemently opposed to this for a number of reasons. Please do not take a drastic step such as this due to a medium term problem like COVID. In the long run, these stations service populated areas that will only continue to grow. If these stations close, they will have long range impact on the economic growth of the entire DMV, limit options to riders who rely on metro, and limit the Metros ability to attract the ridership it needs to recover. This option should NOT be considered at all.

I use metro to commute to work, with the station closures, I would have to drive to work instead of taking metro. Not a good option since I have been using metro to commute to work for 32 years now.

RTC Station to Innovation Center will be my primary commute.

I am a legally blind individual and live at the end of the silver line near the innovation metro and in counting on this metro stop opening in order to get me to work once I am required to go into the office. If this metro stop closes, there would need to be adequate and regular buses that could take us to the nearest metro stop that is open. This would also deeply impact the value of my house which I just purchased last October.

I strongly oppose to your plan.

Please keep Fed triangle open! Not only is it central to several agencies in that area, its one of the faster stops to the Mall. If you are also closing Smithsonian, it would be difficult to get to the National Mall

Keep stations open.

While physically close to Med Center -- the very constrained parking there would negate this as an optionWith the loss of the Mall -- White Flint is a ghost town

To get to Georgetown University Hospital you need to travel from The red line to DuPont Circle to reach the complimentary services. For cancer patients and the elderly this service needs to be there and more accessible to make ends meet

Going car free was an option due to metro train access. Eliminating stations in Arlington would mean mass transit within Arlington and into DC would be difficult if not impossible. This would also impact our diverse population in Arlington which do not have the luxury of choosing a car fee diet but instead do not have the means to own a private vehicle and rely solely o. Mass transit. This also includes our high school students who use mass transit for getting to jobs after schoolTo supplement family income.

I have regularly commuted from the Grosvenor metro station into DC for 11 years. I have not witnessed low ridership pre COVID. It is a very busy station, and local commuters such as myself depend on it to get to work.

| |
|--|
| Proposal to close 22 Metrorail stations |
| I depend on Eisenhower Station for transportation! |
| I use the Grosvenor-Strathmore station a lot |
| I work one block from the Clarendon Metro. Its unclear if you close both the Virginia Square and Clarendon Metro how that would not drive commuters to the Courthouse stop instead making commuting more difficult. |
| The Bethesda and Rockville stations are not close enough to Grosvenor-strathmore to walk to. |
| I know that i could use the stations nearby these instead |
| Many of the government workers work near Archives. this would provide a great hardship to getting to work if I had to use a different station than Archives. Downtown DC has many federal buildings where there are essential workers who have to work 5 days a week every week. |
| I use these stations and they make travel convenient; putting more space between where you have to go is difficult and makes travel more inaccessible |
| Judiciary is busyGrosvenor metro is a big walker commuter stationIt is also the station for strathmore and outside events at strathmoreIt has parking No parking at other stations - not at medical station and very little at Bethesda and twinbrook |
| I dont regularly use any of these stops so it wouldnt affect me per say but it would affect people who live close to these stops |
| Completely closing (as opposed to reducing service frequency) would have a drastically negative impact. Grovesnor-Strathmore, for example, is adjacent to a world class cultural venue that serves the entire DMV region. As we are all encouraged to opt for public transportation (e.g., increased parking costs in DC), the stations that serve desirable destinations must remain open. |
| Absolutely not. I use Van Dorn to get to work. I will no longer use Metro if this happens. |
| I agree with all but two stations:Smithsonian: Mainly for tourists who wont know their way around. The name of the station is very important, so even though there are many stations that cover for this one, its probably the destination most used by tourists Reston Town Center: This may be either a destination commercial station (like Pentagon City) or is a potential high source for new ridership. I think this station should be opened in at least its first year to assess its viability |
| Short-sided. In this timeframe the world should be opening up again - and to cut off the poorest communities that rely on public transportation being in reasonable walking distance for work would not be well received. The last mile problem is only worsened by doing this. |
| Closing Grosvenor would leave me without transportation |
| I rely on service at Strathmore |
| East Falls Church is not walking distance to other stations and should remain open. |
| Closing stations is a terrible idea. Specifically closing Grosvenor would severely impact hundreds or even thousands of nearby residents, and would also negatively affect attendance at Strathmore, a local cultural treasure. Do not do this. |
| See Previous Comments. AGAIN I dont see Dupont or Farragut Listed?! |
| This is a travesty for everyone living in and around those metro stops... for their convenience of commuting, for the necessity of commuting on metro rail to spare our traffic and our planet, not to mention real estate value dropping around the locations where stations are closed. AND ARLINGTON CEMETERY! Whats the point of having an established public transportation system that reduces its convenience instead of expanding it. It feels incredibly short sighted and wasteful. Please do not close those stations but seek alternatives to this plan! |
| It would no longer make it feasible to take the train at all. |
| Closing Grosvenor-Strathmore would be a disaster! During non-pandemic times its garage always filled up. This station is not a low-ridership station is normal times. It is an absolute necessity, since Medical Center has no parking. People bought homes near Grosvenor on the assumption it would always have the Metro. Closing Grosvenor would be horrible for so many people. |
| Rosslyn at rush hour is packed as it is. Close two orange line stations before that and it's going to be mobbed. It would also increase the time it takes to embark and disembark at each stop with more people getting on and off. |
| Longer walks to other stations can make safety an issue |
| No. I live at Cleveland Park. Forcing Cleveland park residents to go to Woodley or Van Ness (both roughly a mile distance away) would again result in more crowded cars, and a huge chunk of riders forced to walk further (taking into consideration those who face various disabilities). Second, removing Arlington Cemetery? Really? Youd lose so much bank from tourists in the warmer months. |
| I use the silver line, and formerly attended things at the Smithsonian. |

Proposal to close 22 Metrorail stations

This proposal is a joke, I assume. Closing all these stations would make Metro useless to many of us. Might as well just shut down the entire system.

Arlington County has zoned so that larger buildings with condos and apartment buildings are along the metro line. They also cut back on the parking these buildings can offer to make the residents rely on Metro. You would create a huge disincentive for local governments creating a long term alliance on the Metro system. I strongly urge you to keep the Clarendon and Virginia Square stations especially.

Closing stations will cause undue hardship on too many riders and make the remaining open stations overly congested, loading trains and platforms over capacity and creating unsafe conditions.

Need VA Square Station

Please keep East Falls Church open!

Many apartment buildings near the Grosvenor-Strathmore station that would be affected. With the NIH being the next stop, this eliminates the metro as an option for many NIH employees who live just north of NIH. Closing some stops all together should be a last resort. Less frequent is better than none at all. Thank you.

I use Grosvenor-Strathmore as my primary station. Like me, there are many other individuals who live within walking distance of Grosvenor-Strathmore. There are many more apartment buildings and homes in the vicinity of this station than in the immediate vicinity of White Flint or Twinbrook. It would make more sense to close one of those stations. Also, what about all the patrons who use Metro to travel to the Strathmore Music Center, which is literally connected to Grosvenor-Strathmore by a pedestrian bridge?

Should open all Silver II

I would likely not use Metro rail at all if the McLean station were closed.

East Falls Church should remain open. Major infrastructure developments including new bike facility and new bridge overpass of Lee Highway will increase bike commuters on Metro at EFC. Also major residential developments near station will add to ridership.

College Park is literally how many low-income individuals get into the city. If you close this, it'll cause so many issues! Plus, you just spent all that money redesigning the station!

I live here due to metro accessibility and this would devastate housing prices, push people to cars, hurt the environment and quality of life due to traffic

Closing EFC and Clarendon limits orange/silver line Arlington FC residents from accessing metro by walking or with parking. Ballston has no parking and Ballston and WFC require driving to access for the EFC service area

NO! Please do NOT close the Clarendon, Virginia Square or East Falls Church stations! Our dense community relies on these stations to get to work; otherwise riders from these close-in suburbs become car drivers -- many of the young people out here don't own cars, and the ensuing congestion and air pollution from increased single occupant vehicle traffic would reduce our quality of life and health.

East Falls Church is essential, particularly since it is the change over hub for Orange and Silver lines. A majority of riders from around this area walk to the station and commute daily to DC and closing it would have a serious impact.

Send the buses in the area to Grosvenor-Strathmore in lieu of going all the way to Friendship Heights

How are people supposed to commute, to get to college (UMD or Montgomery College), visit people? My mom is disabled and can't walk between these stations and then PAY A FARE AGAIN to enter again. This is not reasonable.

This is depressing. This is so many stations! Will there just be ghost stations everywhere?! Is this permanent? Metro service needs to be expanded not contracted. I use metro and then walk to my destination. I don't meet people with cars at my destinations. Closing stations just further hurts people who don't have cars to park at stations. This is too many stations to close, my goodness.

Many many people commute to Reston Town Center including myself and this would prohibit me from taking the metro to work. In addition, Virginia Square and Smithsonian are two very popular spots for my commute and in January 2022 when everyone is vaccinated those will pick up more ridership.

I would prefer Clarendon and Virginia Sq. Stations to remain open or at least Clarendon and Ballston

What about the people who don't have cars who moved to be near those stations who suddenly won't be able to get transport to the stations that are open. Why not delay the construction of Potomac Yards?

Greensboro station is my main station that I use and that all the people living around me (very residential and highly populated area). Walking to another metro station requires crossing a very busy road which wouldn't be safe. The walk would additionally take 20 minutes or more, which is very inconvenient. I would be extremely upset if Greensboro metro stop closes.

A retreat, a sad day for a great city and frankly for the country.

I regularly use several of these stations on a daily basis to enter and exit the metro. I would be required to drive to work rather than take metro.

Proposal to close 22 Metrorail stations

This would increase my travel time to get to/from work each day. I will have to work in excess of 1/2 mile to find an open metro station. Coupled with eliminating bus service, Metro is making commuting into/out of DC very difficult for VA residents.

This would very negatively impact my ridership on orange and green lines. Please do NOT close down *any* metro station. Having more convenient stations and stops is far more important than having more frequent bus/train service for me.

Close the new Silver line stations first. Nobody uses these stations.

Clarendon is in the middle of tons of apartments. And Va Sq and Clarendon are too close to close both.

I rely on clarendon, east falls church and mclean for work and general riding. Virginia square should be closed. No one uses it and the other two stops are close enough but more on this list are near critical locations. Also ridership will be higher in a post covid world/whenever I can get a vaccine and people are working in offices again so this seems like a late and bad solution to a problem that will be fixing itself soon.

The VA Square metro is my metro station. I purchased my home because of accessibility.

This would effectively end service to Northern Virginia.

Clarendon is the closest stop to me and the next closest is virginia square. Closing those stations would require me to either walk 2 miles, or pay additional metrobus fair, almost doubling my transportation cost. I do not own a car and this would severely impact my ability to work in DC.

Closing Silver line stations a few months after they open would kill ridership on the line and severely impact recently completed development at those stations.

This would significantly impact the employees of businesses who work in DC, or simply work in different parts of Virginia, from getting around. This would effectively turn Metro into a system for and exclusively for the benefit of live and work DC residents, and anyone who chooses to not live in DC be left to their own.

This proposal would be accepted if the other proposal is to close the station. I've lived within Grosvenor park for nearly a decade and use the train to access the city for work. Thankfully my station, New York ave is on the red line as well. I think it's important for most residents that live within walking distance to the station to continue to have access to the station. There are many apts and condos that were built ride on top of the station to gain access to the service. Unless there is going to be bus service provided to other stations close by, I think it would be a real disappointment to see this station closed.

As an interim measure only

This impacts Mt Vernon near my home and Virginia Square a frequent destination. I anticipate needing Mt Vernon Sq in Jan 2022.

Closing Grosvenor is ridiculous. It is one of the few stations in the area with parking. It will also destroy property values in the area. Closing the Smithsonian stop is also dumb. For tourists, it's the most logical stop for them to use to get to the museums. Closing it would be detrimental to the area tourism.

My home station is east Falls Church. This would greatly negatively impact my ability to get around the area. I am strongly against this change.

Grosvenor-Strathmore is important to many who live nearby, and there is parking available. This would be a tremendous inconvenience.

How can you close two contiguous stations? Ex/Clarendon and Virginia Sq? Where are people suppose to go to get the Metro? Particularly since that corridor is continually growing population-wise with high rises galore.

Clarendon as a local commercial and residential hub needs to stay open

I would rather close some stops (as long as they are within a mile of another stop) than cut hours/have trains come less frequently.

Oppose closing East Falls Church, since it allows commuters to ride both orange and silver lines.

I would be extremely disappointed with the closure of the Virginia Square and Clarendon metro stations, and I think many residence of the area would as well.

This is a terrible idea, especially without back-up shuttle buses. Clarendon is a highly-populated station, and East Falls Church is nowhere near another Metro station. Federal Center SW also serves buildings not easily accessible from L'Enfant Plaza or Capitol South. Arlington Cemetery is also nowhere near other stations. And why would you close Smithsonian? Think also of people with disabilities who cant hike over a mile between stations.

Just utterly ridiculous. Live at McLean and don't have a car. It's not possible to walk on foot to a different station (ex. Tysons due to the beltway). And East Falls Church is next closest. And closing Smithsonian?? Words cannot describe. You understand that this will cause a death spiral, right? The way to get more people to ride is to offer more service!

Absolutely not. These are critical stations needed for daily work and weekend travel in/out of the city!

I use the metro to get to work from grosvenor strathmore so closing will not work.

I walk to East Falls Church and rely on the Metro service from there. I planned my home purchase in that neighborhood specifically because I could walk to the station. Closing EFC would force me to drive to West FC or other station, putting another car on the road.

this works for me, but i know that this would be extremely inconvenient for others

Proposal to close 22 Metrorail stations

I commute from Grosvenor-Strathmore and it is a very popular commuting hub. A lot of people walk to those stations and may not have or be able to afford transportation to other stations.

Do not close strathmore! The music amphitheater will suffer

Does not take into account the whole rider experience. station closest to my home would be closed. Also station closest to my work would be closed. Next closest station to work is also closed. This would double the length of my trip do to having to access other station and possibly needing to add a bus to the trip.

Station closures would be tragic. This region lies within the seat of government and is one of the most populated metro areas in the country. To cut critical stations throughout Arlington should not be an option on the table. There is nothing so unique about our subway system that is causing the continual funding issues faced by Metro.

I rely on the Grosvenor metro stop to get to work each day and will resume my ridership now that I have been vaccinated

College park is the only station near where i work. Other stations are *minimum* 30 minute bus ride away and I already have to commute for at least an hour to get even that close. Id rather keep taking public transport if i can but getting rid of the college park stop would kick me off regular commuting on the metro to work for good.

Why are we looking to close metro stations that have not yet been opened? After spending this much funding on opening stations in Northern Virginia this would be a poor decision and would cause social and political backlash. I think it is widely known you would not be able to close these stations and this is posturing for additional funds.

This would greatly impact my ability to get home from work.

The station I use is located directly within a high-traffic residential area that has only seen a decline in use in the past year due to COVID-19s impact. The ending of the pandemic will result in my stations use skyrocketing, and needs to be kept open for all of our livelihoods.

Hate to see Grosvenor-Strathmore close. Its my go to station.

This plan fails to reflect the unreliability of escalators/elevators throughout the Metro system. While working near the Federal Triangle station, I frequently travel to Metro Center when the escalators/elevators are not working at Federal Triangle. Limited stations would also put more strain on the elevators and escalators, increasing the likelihood that they would break.

I do not understand why Metro would eliminate all service between Ballston and Rosslyn, given the proposed closure of the E. Falls Church, Virginia Square, and Clarendon stations, These closures would, in effect, eliminate Metro service for Virginia residents, to and within in a very busy central business and entertainment core in Arlington County.

I live in McLean and the issues I have with the next closest station -- West Falls Church -- is the traffic encountered getting from my home to the station and parking at the station. Assuming COVID gets under control and restrictions are dropped in 2022 -- I will primarily be using the metro system to attend day and evening events in DC. Parking is very difficult at West Falls Church during the day and there have been times (prior to the silver line) in which I could not find a parking spot. The McLean stop has remedied that problem. Additionally if you plan on closing the East Falls Church stop -- parking will be even more difficult. In the evening parking in DC is very difficult due to the early closing times of the parking lots --so I tend to take the metro in for those events as well.

East Falls Church is my closest station and it serves two rail lines, Silver and Orange. I like to use either line for my trips into and out of the downtown area.

Closing Grosvenor Strathmore would be terrible! I live in a high rise condo and rely on the metro. Also, property value would drop

This question is just ridiculous on its face. First of all, why would you ask about low ridership at stations that aren't even open yet? Second, this would just create a death spiral for Metro. When you need riders, you don't cut service, you add service.

East Falls Church is a crucial stop for many.

Your job is to get people around town. Cutting off access points to the system does not do that

Moved by grovnesor strathmore to give up a car and use it more

We use Virginia Sq station

I use metro and live walking distance from east falls church and all my neighbors also routinely use metro - Arlington Cemetery I agree has always had low ridership

This would absolutely not work. We purchased our home for its proximity to Grosvenor-Strathmore station. PLEASE keep it open!!!!

Particularly concerned about closing or Arlington Cemetery station. Would impact service families and many out of town visitors.

My work is likely to be situated near one of these stations

Grosvenor/Strathmore is a critical hub for many residents who live in the condos on both sides of the station. This is a critical infrastructure particularly for lower income residents of 20852 who need Metro to commute to work, schools, etc. If you must close a station in the area I would recommend White Flint, or even Medical Center. Medical Center supports primarily workers at NIH. Why penalize everyone else to support that station.

Seems pretty unfair to people living near those stations but doesnt affect me directly

Proposal to close 22 Metrorail stations

Any proposal that closes metro stations increases reliance on cars to move about the city. This is bad for the environment and for residents who cannot afford cars. Find the money.

So.....close off all the tourist hubs, close off metro access to the city from VA and MD to where people would either have to drive in and find parking or take a cab, and close down many residential stops that people depend on for their commute??? Come on, guys.

Closing Smithsonian is crazy.

Undecided

Near other stations is not the same as being accessible to commuters living by the closed station.

Too many station closings will make it hard for commuters to get to work. Concerned about the economic impact.

we need these stations! We cant return to commuting if the stations are closed.

I chose my apartment because it was so close to the Clarendon station

Closing of at least half of those stations would increase the time of my commute, and also take away from very convenient stops into popular areas of the city.

How would anyone get where they need to go?

I live in College Park and do not own a car. It would be very difficult for me to commute to work in DC without access to the metro.

How will the turnbacks on the RD/YL work if each terminus station (Grosvenor, Mt Vernon) is scheduled to be closed?

This seems like a reason more people will not use the system, it makes it less convenient to fewer people....

When I use Metro, I always use the Virginia Square station or Clarendon. Having to go to Ballston all the time would be a significant addition in travel time making it less likely I would use Metro at all.

I use East Falls Church station a lot. I am retired but go into town for all types of things.(museums,etc) There is almost no street parking in DC or very expensive garage parking. Closing that station would eliminate my opportunities to go into town. Why eliminate the Smithsonian station. Every tourist uses that station!

Grosvenor-Strathmore is the most important station for me, but also for many other people as it is located near many multifamily dwelling units where many residents do not have cars and rely on public transportation. Equally important it has very ample recently upgraded parking which facilitates use of the station by people driving from beyond walking distance, some as far as Potomac. White Flint on the other hand has much less parking. If one has to close, it probably should be White Flint. I also would be impacted if Judiciary Sq. were to close but I could live without Judiciary Sq. if need be. Perhaps Judiciary Square could be open only between 8 a.m. and 6 p.m. for the many people who use the courts or work near that station.

Grosvenor Station is critical to a large community, in particular to staff a NIH and WRNMC.

I take a bus from McLean metro mon-fri.

I would think you could close clarendon OR Virginia square, not both. Preferably Virginia square as there are far fewer riders there, and most people could go fairly easily to Ballston or clarendon instead. East falls church also feels like a tough closure, it's a pretty big gap between west falls church and Ballston. And especially if you close both EFF and McLean, that's a huge distance.

I rely on the Cleveland park metro to get to work.

Most of these aren't really that close to others

This is a terrible plan and takes away the convenience and usefulness of the Metro system. Many people, including myself, would have to drive to a station to then park. Once you are in your car, its often easier to just stay there. A little rain or cold and people would opt out entirely.

Several of these stations are not "near" other stations and several of these stations are parking hubs East Falls Church has a wait list for parking.m. It doesn't make sense to close this station.

Smithsonian? Are you kidding me?

While it would work for me personally, that's a lot of stations to close at one time and would add a significant amount of time to a commute. For example, I work at Clarendon metro and if closed I'd have to walk from Courthouse or Ballston. That's miles of walking and I wouldn't want to do it daily as part of my commute. I'd start looking for other options.

Closing my local station EAST FALLS CHURCH, is a ridiculous proposal. Metro just spent considerable money to complete a major renovation of this station. The cost of manning this station has to be minimal compared to the money spent on the renovation and on the revenue derived from the parking lots.If you continue to whittle away at the service provided the entire system collapses, as it become unworkable and undesirable.I dont see the highway department suggesting that lanes of highway be closed due to reduced traffic during the current pandemic.HOW SHORT SIGHTED CAN YOU BE?

Proposal to close 22 Metrorail stations

I rely on the Clarendon Station for work commute.

Some of those closures would be fine, but perhaps not all of them.

I would rather pay more in metro fares then see my local metro station, at Clarendon, close.

You will lose me as a customer if East Falls Church closes. Closing these stations will destroy the metro. You permanently lose a lot of ridership immediately. Lose more revenue need to cut back more. Classic death spiral.

Under this plan I would drastically reduce my ridership as well as my tendency to patronize businesses in neighboring communities. If cuts under this plan are necessary, I would urge Metro to reconsider the list and examine the areas that the cuts would essentially make Metro dead-zones. For example, the above cuts would leave the Orange/Silver line with Rosslyn and Courthouse --- then no trains until Ballston, effectively cutting off Clarendon and VA square to much of the current foot traffic.

Mclean should remain open. Significant community growth in the area.

Clarendon should stay open

I use the cleveland park metro station

Im handicapped and need to be as close to home and work as possible

This is an absolutely absurd idea that would cause an uproar - why would these stations be chosen over others? Every station is getting hit, how do you rationalize choosing these ones, many of which are popular hubs that commuters into the city rely greatly on. The Clarendon/East Falls Church ones are especially disturbing, considering Arlington is a hotbed and so close to the city, not to mention since there isnt a Metro in Georgetown, many people rely on the Arlington stations for transit. And finally, a Metro is VITAL to have when selling or buying a home, and you get rid of the Arlington stations, you would have a great many home owners ready to for revolt. This is just a HORRIBLE HORRIBLE idea that WOULD face major backlash - do we really need more backlash right now? It would literally be suicide for the city to nix these stations.

Closing Mt. Vernon and East Falls is an especially bad idea

I need the Clarendon station in order to have a reasonable commute to work - Also, many customers get off at Mclean. Reston is an essential stop for many people who travel past the metro.

This plan would remove public support for the Metrorail system. Why did we all spend a great deal of money to invest in Metro if its not going to get people where they need to go? These stations were built for a reason and this is a time when people are being encouraged to use public transit rather than drive places. It would have a detrimental and domino effect on the areas around these stations if these were closed and then what happens to the infrastructure invested there? Are these stations going to be mothballed never to be used again? We will regret it in the long-term and I find it hard to believe that any leaders in this region could support this proposal. I will never vote for anyone who does and will fight against any of my tax dollars supporting Metro in the future if this is the way you treat the system that has cost so much to build and that is supposed to serve everyone in our region. There is so little parking at Smithsonian for example, so how can people enjoy the museums that weve also invested in? I live near EFC metro and it adds a great deal to our neighborhood--people commute to work, use the metro to get to airports and downtown attractions. This is the worst idea Ive heard. Surely some of the \$1.9 trillion package can support Metro enough to keep its stations open. Be more creative--why dont you sell naming rights to companies for every station? Then people who support public transit and the environment can put their money where their mouth is and keep Metro in service. This needs to be a last resort and if you do this, you might as well just shut down the entire Metro system

It would be absolutely catastrophic to close Clarendon and East Falls Church metro stations. They are very heavily used and service large populations. Also, it would be a complete waste to close EFC after the huge investment just made there in 2020 to fix the station. EFC has a large parking lot that brings in commuters from everywhere, and many residents of Arlington use public parking on streets near EFC in order to take the metro. It is hard to understand how closing important stations - through which trains are already running -- would save enough money to justify the enormous blow to the crucial role they play in supporting commuters. Please reconsider this proposal. EFC has no alternative especially because there in only one bus (2A) that operates between EFC and Ballston and it has been announced that a lot of its stops along Washington boulevard will be closed.

Horrible impact on tourism

East Falls Church is the nearest metro from too many communities (along routes 50, 29 and 7) that are not near any other Metro stations. Parking is a nightmare near Balston, and it's not walking distance for commuting purposes. EFC needs to remain open.

I need the College Park station to be open, at least on weekdays!

These cuts ensure Virginians stay in their cars and exposes the fraud, waste and abuse of the METRO Silver Line expansion.

Proposal to close 22 Metrorail stations

Grosvenor strathmore provides comprehensive muting for other only a workforce outbound to DC and return but also incoming for service staff to many major condo buildings that need to retain the workforce and whose income cannot absorb additional commuting costs (Gus or Uber) back to Grosvenor from other stations

I use the Grovesnor station daily, M-F. That is the only reason I moved to this neighborhood, to be close to this station.

Closure of Grosvenor-Strathmore station means I would cease regular use of metro.

Please do not close these stations

I live at East Falls Church. There is low ridership because of coronavirus. You will be killing the metro system with these closures.

I regularly use the Eisenhower Ave, Federal Center SW, and Federal Triangle stations.

This would prevent an overwhelming number of residents from conveniently using the metro as East Falls Church is not close to any other stops.

This would be awful! I rely on the Virginia Square metro stop being open. Please do not close this station. We need it!

We walk to Grosvenor-Strathmore and this would add a substantial amount of time to our commute. This wouldn't work given a 1-year old. We are strongly opposed to closing Grosvenor-Strathmore.

this would be a horrible idea and would impact the community in varying ways. Was the low ridership due to the pandemic? understanding how these numbers were pulled together and when is important.

Closure of the Van Dorn station would effectively cut me off from the Metro system.

I live at McLean. Low ridership is due to the pandemic. 2020 numbers should not be used to determine how much ridership is in the area. Especially now as multiple new multifamily units are finishing construction, the construction of a Wegmans is over, and Capital Ones HQ building will be reopened with thousands of employees. We should be pushing to increase ridership not closing and cutting off those who want to use metro.

East Falls Church is not convenient to other stations and there is no good alternative option without paying for parking (that is too expensive) or taking a bus (that increases commute time / complexity, and with covid could easily get too crowded and not safe). I also use Federal Triangle, but Metro Center is close enough that its closure would work (even if somewhat inconvenient).

I mainly use the Cleveland Park Metro. This would make things even worse!!!

Please dont close Virginia Square! Its where I work, and I depend on the metro! Reston Town Center and Federal Triangle and Loudoun Gateway are desperately needed too!

Some of these stations are miles away from their nearest station. Also, Arlington Cemetery is a unique station in that it serves a different purpose. My mother is buried there and I live in the District without a car. If the Arlington station is still closed once I start regularly using the metro again, I'll have to either connect to a bus or just take a ride share. Having a nearby station doesn't make it any easier to get there.

This is truly absurd!

Ridiculous! Most of these stops are imperative to maintain! Grosvenor, Smithsonian, Reston, Cleveland Park. Absurd! We live in a metropolitan area! This must not happen!

Home station is Van Dorn, and this change, combined with METROBUS schedule changes, would severely impact my travel needs.

I chose to live in Grosvenor Park community because of the metro access. Most of Walter Reed Hospital staff do not have parking privileges, so we rely on reliable and consistent metro services. Please do NOT close Grosvenor station.

This would be devastating. Without Grovesnor, I have no idea how I would get to work In DC. Metro would be unusable because people would be packed everywhere else and I'm not even sure how I could reliably get to other stations. It would also create a nightmare on the roads as more people have to drive and already horrific traffic gets even worse. I have to believe ridership will increase once public health circumstances get better. It probably won't be at pre-pandemic levels, but ridership will grow. Grovesnor was always super crowded and the parking lot was overflowing (part of the reason the parking lot was being expanded). It would be shortsighted to close it. Also, this is supposed to be public transportation and the public would be severely hurt by the lack of service.

Im particularly concerned about the proposed closure of the College Park station, which is critical for UMD students and employees (myself included) to get to and from campus. Using FY21 ridership data to predict FY22 station closures doesnt make sense for College Park since UMD is currently operating in a primarily virtual environment for Academic Year 2020-2021 but has already announced that it will resume all in-person classes/work/services by Fall 2021 (September 2021). If this change is made, I will have no way to get to work 6 months after being required to report to campus on a daily basis again; the same will be true for many UMD students and employees.

Greensboro station is very critical for my travel.

I rely on the silver line operating to Reston for work, and would be starting from the Clarendon station. Having to walk to either the Courthouse or Ballston station wouldnt be feasible to do on a daily basis.

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| Proposal to close 22 Metrorail stations |
| Closing both smithsonian and judiciary square would make it hard to get to museums for me |
| I live near EFC and take it on a daily basis to get to work in the district. If the metro here closes, I will most likely have to purchase a car and will then be taking the metro less often overall. |
| My husband and I rely on the College Park and Smithsonian metros. |
| Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC. |
| Ridiculous!!!! |
| Rethink this list. College Park, really? Are you out of your minds. Smithsonian? Reston Town Center. Bad idea. |
| Not sure how Grovesnor strathmore is considered to have low ridership outside of pandemic times. The station is a so tease rial for the community. Most days, I would have trouble finding parking at the station given how full the garage gets on week day mornings by 9am. |
| We live walking distance to grovesnor station and close the neighborhood because of this convenience. |
| This would be terrible. Alexandria has built and is planning additional building of multi-unit apartment buildings surrounding the Eisenhower Metro station. It is a far walk from all of these locations to the King Street Station, and there is no parking at King Street. This would be a disaster for Alexandria and all the accessible building they are doing. The stations I use most during my business day are Archives, Federal Triangle, Judiciary Square, and Smithsonian so it would be awful to have them close. There is nothing remotely near the Smithsonian stop that I could use if it closes. |
| This would be a huge change and would result in me no longer using Metro for daily use |
| I currently live near or had planned to live near some of these stations. Near another station is relative when you're walking to it, it may look close on a map but be a 20 minute walk. Or it could be an unsafe walk even if it's close, especially at night. |
| Please keep all metro stations open or I think ridership will decrease even more. |
| It works for me personally as I dont use those stations, but Im sure there are others for whom it would not work. In particular, consideration should be given not just to low ridership but also whether those particular station closures would negatively impact low income communities and communities of color, regardless of ridership numbers. |
| I used a number of these stations with some frequency but I admit that they are close to others so working around is likely possible for most folks. I worry about folks with accessibility or mobility concerns though. I would also still like to see Judiciary stay open during rush hours especially for folks who have work at the courts or jury duty. Could we maybe consider bypassing these stations during non-rush times only? Thanks. |
| Closure of all proposed statins except Smithsonian is OK except Smithsonian. |
| My office is at the Mclean station and would almost make it impossible to walk from the Tysons Corner station and definitely impossible from the east falls church station |
| Some of these are stops where I would walk to in order to transfer- Mt Vernon and archives for example. Others would be closing two stops in a row - Clarendon and va square for example, and that won't be accessible. |
| With tourism returning to the city as early as late 2021, closing stations like Smithsonian and Archies seems unreasonable. |
| My primary station is Virginia Square. I could use Ballston, but would prefer if Ballston then had a Kiss and Ride option. Right now it is not an easy station for picking up or dropping off passengers. Parking is not adjacent. East Falls Church has these options, but is mentioned as being closed as well. |
| It seems like you are trying to destroy the system. Pretty soon it will be useless. |
| Feel bad for Grosvenor riders. But this works for me. |
| Many of the listed stations arent all that close to other stations. These closures would make it very difficult to get to my dentist and to some of my favorite restaurants. |
| This proposal is TOTAL UNACCEPTABLE! Archives and Judiciary square are the only two close options for those that work at the multiple courthouses or those individuals that reporting to court. These stations also serve MPD and CSOSA. Having to walk almost a mile to get to a metro stop is ridiculous and petty. |
| Need Virginia Square. You are a service. Provide more not less |
| Grosvenor Strathmore has tons of residential properties within walking distance. Why would you consider closing it? in theory, it's near NIH I guess, but there's no parking options at Med Ctr so the only other option is White Flint. |
| Clarendon metro station has too high a volume to close, if it closes this will cause many centralized around it to avoid using metro upon reopening and use car instead |
| If grosvenor-strathmore closed I would most likely stop using metro all together. |
| I regularly use the Judiciary Square metro stop everyday to get to work. I also use the East Falls Church metro to get home given bus schedules. |

Proposal to close 22 Metrorail stations

Worst idea ever!!!These stops will require more ridership after vaccine rollout. This is based on pandemic data, while everything in these area is closed. Restuarants open back up and people will go back to work and attend events in DC.Whoever the idiot proposed this dumb idea should be fired and clearly never rode the metro pre-covid

This could be devastating to the economic health of the surrounding neighborhoods and businesses. Seeing as these stations are already built and operational, can't the deficit be addressed elsewhere? What are the operating costs of a stop like the Cleveland Park station versus the value of the service and access that it provides?

While I support the notion that some stations near other stations are close enough to shutter, it is absolutely not appropriate to close multiple stations next to one another - particularly where there is no real station servicing for foot traffic. For example, how far would a pedestrian have to travel to reach Arlington Cemetery if that station closes? If WMATA shutters both Clarendon and Virginia Square, thats a very, very, very long commute by foot for the midpoint between Courthouse and Ballston. This proposal needs to establish a threshold by which certain stations may be closed, but also a guarantee that two adjacent stations will not be closed. Otherwise, WMATA incentivizes the demise of its own system - is ridership low because people dont want to use WMATA or is it low because WMATA doesnt provide a realistic option for commuting?

As an Orange Line rider that originates travel at VA Square but could walk to Clarendon, it is unreasonable to close both stations meaning that service would be Ballston and Courthouse. That would make Metro a less desirable option and could mean I get back in my car given the loss of time savings due to walking.

Grosvenor-Strathmore is my primary metro stop.

Clarendon is a main hub for riders commuting to/from DC daily.

Idiotic. That's my only comment.

I strongly advocate for keeping Virginia Square and Clarendon stations open.

new bus routes in Loudoun County are being planned to connect with Loudoun Gateway

I have no issues with this. I do think it would be bad for tourists to close Arlington Cemetery.

East Falls Church metro station is several miles from the closest metro station in either direction.

Judiciary Sq. is important and convenient for jury duty, and other matters at the courts. Limiting easy access to courts is not equitable. I regularly use Cleveland Park, Smithsonian, and Federal Triangle stops. It seems premature to close stops or change schedules until we know what demand will look like post the COVID19 Pandemic.

My regular station is Grosvenor. Closing these stations would be penny-wise and pound-foolish. As we encourage people to live near and take public transportation, closing these stations would be bad public policy.

This would create a hardship. Ridership is low only because of the pandemic and to make a decision for 2022 based on that is absolutely ridiculous.

While some of these stations are close to other ones, they arent really walkable. For example, getting to Arlington Cemetery from the Rosslyn or Pentagon stations is not all that easy. Same with getting to McLean from Tysons

McLean, Virginia Square, Clarendon, Loudoun Gateway are near points I use often for work, commuting home, groceries, etc..

This would absolutely not work for me as you would be closing the station I would use once the Silver Line Phase II is opened. Also closing Smithsonian and Federal Triangle will limit access to popular museums and sites making it very difficult to get there.

I'm east falls. If you close my station I would opt to drive.

once the pandemic is over ridership will return. Grosvenor is necessary

Need access to Clarendon station on a consistent basis.

Federal Center SW is the station I use to commute to and from work, so that would be a big inconvenience for me. And I also occasionally use Clarendon to access shops and restaurants, as well as Archives.

Some of those stations see much more ridership during summer tourist times, so perhaps a seasonal schedule would be appropriate. Closing stations that neighbor Ballston would result in much more traffic at Ballston, which would impact my schedule. Perhaps the outlying stations in McLean/Tysons, could just run at peak times and not at other hours.

That would double the distance from our dwelling to a Metro stop, a considerable inconvenience given our age.

This could create massive last mile transportation issues for commuters; it would force many residents to move away from closed stations, possibly causing restaurants and businesses in those areas to close; and it would create problems for tourism. I worry that closing stations would put more cars on the road and drive business to problematic ride-sharing companies, exacerbating climate change.

Grosvenor is my closest station. Getting rid of Grosvenor will make it harder for Potomac and Kensington and some Bethesda residents. Many condos are built around Grosvenor. Strathmore depends on the parking lot at Grosvenor.

Proposal to close 22 Metrorail stations

East Falls Church is not near any other station. This means no transportation via metro for all the people living just beyond Ballston! The whole reason many people live in that area is because of access to Metro. If people are back working in offices this would be catastrophic for everyone living in this region

College Park is the station for the flagship university in Maryland. Closing it would make it difficult for students to travel around the region for employment. The Grosvenor- Strathmore location has great parking, is convenient for so many neighborhoods, is closest to the Montgomery mall bus depot. Closing that location would make it difficult for the commuting wokrers.

Ballston already can barely handle demand with VA square and EFC open.

I only utilize East Falls Church for commuting to work (pre and post-pandemic). Due to living within a 1/4 mile of the East Falls Church stop, waiting for a bus going into Ballston and then waiting for a 15 minutes for an Orange or Silver line train, and then during the reverse after work, isnt ideal. Id likely start driving into DC due to the extra waits for the bus and the slower bus ride into the metro stop (given the magnitude of the stoplights around the metro stop).

Clarendon and Virginia Square are my primary stations! Having to head to Courthouse or Ballston would be a huge inconvenience.

I use the College Park station every weekday on a normal basis. MANY other students and professors do as well to commute to the University of Maryland. Furthermore, many students who live on the universitys campus use this station to access the city. I think this would be extremely detrimental to the UMD community. Furthermore, the Clarendon station is located in a lively area with restaurants and bars, and provides safe travel for many people, myself included, going out on weeknights and the weekend.

Do not close stations. It will greatly impact the communities that depend on it. Living in this time of COVID is hard enough. Taking these stations away is a hardship. Do jot close stations! This is not normal times and hopefully by 2022 we will be back to normal.

This is absolutely insane and if it happens will only make people consider not using metro in the future. It's so unfair to people who bought property right by these stations. It will only hurt you if you do any of this.

Losing the College Park station would be detrimental to as it is one of my options. There are also thousands of students that will be coming back on campus if everything is going well. These would be frequent riders needing to attend internships, travel to lectures and exhibits in DC, and attend other activities. I imagine closing this station will actually be worse for metro income.

Of all these proposals, this proposal combined with the closure of certain bus lines (38B) will completely eliminate my current travel route to work at Georgetown/downtown DC. Our nearest metro station would be Ballston and Ive havent looked to see if my bus route to get to Ballston would be eliminated as well. We bought into this neighborhood to be specifically near a metro for accessibility reasons, and this proposed closure may effectively necessitate us to drive.

DO NOT CLOSE THE COLLEGE PARK STATION!! Could you send a clearer message that you are a train line for Rich people than closing service to a large state university with many commuters and leaving small private colleges with service??? Your plans are offensive.

Clarendon, VA Square and East Falls Church are important locations for metro stations. Without it a large swath of area suddenly has no access to public transportation

Due to constraints with family care, I prefer the proximity of East Falls Church as a metro station.

This feels somewhat less disruptive than other plans.

You'd close all the stations in the heart of Arlington: Clarendon and VA Square + EAST Falls Church. That will push too much traffic to Ballston which is congested already.

This is ridiculous- Arlington Cemetery? Are you going to inhibit people from visiting the cemetery ? East Falls Church is about to have significant development, which necessitates a metro station. Do not close!!!

Do not close Grosvenor Strathmore

The crowding that will occur with fewer stations makes me worried for health risks in a post-pandemic world. I will not feel comfortable using metro if all these people are forced into one station rather than spread across the stations that are most convenient for them.

When were these ridership numbers collected. The College Park station likely took an incredibly dramatic dip during Covid but is likely a vital link for the University of Maryland and the students there, even if only on the weekend.

Many of these stations are not actually near other stations! For instance, Cleveland park is 20 minutes walk from the next nearest station.

People in my Strathmore neighborhood are deeply reliant on the station being so accessible on foot/bike.

This is the worst idea yet, please don't close our station!

Please keep all stations open.

I don't have a car, I can't buy a car, cars are bad for environment and expensive. I need grosvenor station to get to work.

I depend on clarendon stop, if it is closed i have no way to get to work.

Proposal to close 22 Metrorail stations

Closing all of these stations will make the Metro non-functional. It would make it far more difficult for those in need of public transportation to be able to use it. Furthermore, ridership would decrease and revenue would not cover operating costs and a year later the metro would end up shutting down completely.

I walk to East Falls Church but no other station is walkable. I would need to give up metro altogether

My travel needs dictate that I use several of the above stations.

I understand some of the closures but others do not make as much sense. Many people walk to east falls church metro for example and depend on that to get into the city!

This is just a dumb idea. You want to close like 20% of all metro stations? Seriously?

This would be horrible.

Absolutely not. You would leave thousands of people with no convenient public transit options from Ballston to CourtHouse Metro stations. That is about a 1.5 mile stretch. That stretch is not only home to a majority of the new housing development in the region it is home to the majority of the restaurants and bars--couple this with the limited parking offered you would be leaving individuals with very limited options. A horrific terrible idea and one that won't go over well with the direct community.

Closing the Grosvenor Strathmore station would severely hamper my ability to commute to work once the pandemic is over. If this proposal were to move forward I would need to relocate.

Of all the stations in the Bethesda area, Grosvenor's parking is the easiest to access.

How can access to the Smithsonian, Arlington Cemetery be closed? This is a terrible idea. Residents and tourists will be very upset.

It would add another 30 minutes to my commute and I have children that I need to pick up from school.

The pandemic will wane and ridership will increase. We frequently have used various stations over the years and pre-pandemic were using East Falls Church, Virginia Square, Clarendon, McLean, Smithsonian, Metro Center to name a few. Do not close them!!!

The only bus that goes to the National Archives and Records Administration (NARA) in College Park stops at the College Park UMD station. Without being able to get on that bus at a different station, there will be no public service options to NARA.

Grosvenor and Cleveland Park are vital and must not close under any circumstances.

This would make the stations closest my home inaccessible. I would stop using metro completely.

The two stations I use are either East Falls Church or McLean. Going to another station would make my commute from home and the office much longer. I also park my cars at those Metro Stations.

Metro needs to give access. The funding should support even low ridership stations since people need to get around.

I strongly dislike cutting off access to stops. Nearby communities depend on metro stops, even if others are somewhat close-by. I would prefer a solution that limits frequency over a solution that limits access, especially this solution which closes an alarming amount of locations.

Maybe they could be closed later in the day to save funds, but they should be open for the heavy use periods.

I work for NSF which relies on Eisenhower Ave Station which is just outside. I moved where I did because metro access was so easy and the cost subsidized by my agency. It would cost me thousands of dollars a year that I don't have if I was forced to drive to work.

I walk to East Falls Church Metro. If it were to close, I would be stranded.

I am off the Forest Glen Metro, so this plan works for me.

Though I don't live in the neighborhood that services Grosvenor-Strathmore, there are a lot of residential travelers that find that route and station convenient, plus those that are looking to rent or own in those buildings would impact those sales/rentals. I have a friend looking in that area and with this knowledge I will let them know the potential impact they may not be aware of. However, I do go to Strathmore, so if Metro Rail was taken away, that would force driving to the event instead.

Are you insane? Smith is so IAN, a world known tourist destination? Charge more, ask counties to pony up but closing Clarendon would decimate the neighborhood.

Closing College Park, the station closest to a major university makes zero sense. Are you proposing closing any other stations that are close to colleges, or is it just this college in a majority black county that you think is worth discarding? I also simply do not understand closing Smithsonian. Yes I know that people are not visiting the museums right now but it's far too important over all tourism in DC and too recognizable to close. People still go downtown to see the Monumental Core. I have fewer problems with closing archives.

Ok, if Clarendon metro station remains open

MORE STATIONS NOT LESS!

Proposal to close 22 Metrorail stations

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| I currently only ride at the Clarendon and Virginia square metro stations as they are the only ones near my apartment. If either of these are closed, there will be over a mile between the stations on the orange and silver line. I believe this will very negatively impact the many businesses and apartment complexes that are located to be close to these stations. Personally, I may have to move to a new neighborhood to maintain access to the metro, so I would prefer for them to remain operational |
| I'm handicapped and bought my condo to be directly on the red line. I take metro daily to get to and from work. |
| Generally, it would probably be ok for daily and regular needs. Unfortunate for leisure needs but perhaps manageable if there is sufficient shuttle or bus service to fill-in for areas where service is eliminated. |
| Closing the stations would 100% move me toward driving instead of riding. |
| This will harm the overall effectiveness and usefulness of the metrorail system. I strongly oppose this proposal. |
| Normally I rely on the College Park metro stop. |
| Use Clarendon, Virginia Square, East Falls Church, and Judiciary Square stations. |
| These stations aren't a reasonably walkable distance to other stations. It's ridiculous to say they are "near other stations" if you need more transportation to get to the "nearest" station. |
| The primary station I use is East Falls Church because it is closest to my residence. I probably wouldn't bother to go to another station in order to take Metro. I would probably just drive into the city. |
| I moved to the Eisenhower metro area specifically for walking access to a metro stop. This is a high occupancy high rise community area with two federal government HQs here as well, NSF and USPTO. Workers depend on this metro stop |
| I live at the future Innovation Center and if you don't open, there is no incentive for me to keep my lease here |
| Cleveland Park is very necessary for my daily commute, and should not be closed. |
| East Falls Church is a major hub for local bus lines. Mt Vernon Square is my station. Temporary closure is bad long term closure is a disaster. |
| Closing these stations would make it impossible to use metro for commuting. |
| Please do not close these stations |
| totally unrealistic and not a solution |
| Closing Mt Vernon Sq doesn't make sense if you have the yellow line stopping at Mt Vernon Sq... Smithsonian closure doesn't make sense either if the museums reopen as you'd need to have new signs to direct people to the Mall from L'Enfant. |
| I can only speak to the Arlington corridor, but closing both Clarendon and Virginia Square is two in a row, which leaves a pretty big stretch with no station. |
| You have got to be kidding. They call this the orange crush for a reason. Once the pandemic is over, it's going to be back to the normal crowded hell. |
| Don't close federal center sw until the fence around the capital is gone. Arlington Cemetery needs to stay open for the families that visit. |
| My home stations are Clarendon/Virginia Square and my work station is Greensboro and I cannot drive to work so I absolutely need these stations to remain open. |
| Assuming my pandemic-related telework ends, Clarendon and Judiciary Square stations would be necessary for my daily commute. |
| Please keep Cleveland Park metro open. I use it to go downtown for doctor appointments and meetings. Also please keep the Judiciary Square station open since I often have business by the courts. |
| Please do not close Grosvenor-Strathmore. Ridership might be lower than other stations, but the station is important for the DC area's most unique art center and a host of development projects that are being built predicated on the use of the metro. You are killing that reputation and saving little. Also, closing Grosvenor means you can't turn around some of the trains there to maintain the 15 minute wait time. Grosvenor is the perfect place - it was designed for this - to be a closer in turn around point. |
| For someone who lives in Alexandria and works by Archives Metro, the closure of Archives, Van Dorn, and Eisenhower would all impact me greatly. These are three of the four stops that I use the most. |
| If you have to shut stations, make sure you don't shut a station that is next to another. Also, don't shut VA Square, because it's the only station near me where I can park my car |
| Wow. I mean this is terrible, but maybe if it's the only option? |
| East Falls Church to Virginia Square is my most used route |

Proposal to close 22 Metrorail stations

Specific to my business, closing of Greensboro entirely impacts my business as we are literally next to the station. It is a long, long walk from the nearest station, and impacts my employees arrival, candidates travel to/from the business, competitive advantage of a non-automobile travel option located close to the business. Additionally, Reston Town Center station closure (pending opening of Silver Line Phase II) is a target home location for our employees and candidates. Removing this from the Station list will again cause problems for our business as regards employee acquisition and retention.

Some can and should close. However, you have the complete wrong mix of stations to close. Grosvenor Strathmore is immensely popular and is one of largest sources of Montgomery County ridership. It would significantly impact my commute. Close medical center, cleveland park and judiciary square. Dont look at ridership during pandemic, look at it before and where people were getting on/off. Literally no one gets on around medical center for instance.

The concern is night time safety if need to walk additional blocks to metro station.

Thats nearly all of the Arlington Stations. The platform at Ballston is not even close to big enough to accommodate rush hour ridership. It would not be safe.

That would require so much extra walking for me and my small children.

Grosvenor station is the most convenient station to my home with save and plentiful parking.

Absolutely need East Falls Church to operate.

Many of these stations are not that close to another station. Rather, many of these seem to be closer to businesses or government buildings that have been closed due to the pandemic. This is insensitive and is not considering how more businesses are opening. I know personally it would hurt me for the Clarendon metro to be closed.

Wow. So we're gonna close stations? This worked out really well for lower-income areas (like H street, Trinidad, etc) when DC shut down the rail car system in the mid 20th century. No. Do not close stations.

Again, Metro is being shortsighted. Because of the pandemic, ridership is significantly down. However, once the pandemic has ended, ridership will increase. These stations currently have low ridership because of the pandemic. Most previous Metro riders are working from home and there are not in person events. This is absurd.

I don't know what your definition of near is, but this would result in 2 or more miles between open stations. Crazy.

The closure of central stations, especially, Archives and Smithsonian, would affect travel to the National Mall for events, museums, etc., badly affecting local, national and international tourism. Personally I would be inconvenienced by both this and the closure of Cleveland Park near my home.

Please don't close Van Dorn - very many townhomes communities and families

Closing Smithsonian is really not tourist friendly!

I live in Arlington and depend upon the Va Square metro station to get to work.

No, this plan would not work for me. My office is located closest to one of the stations listed above. Im going to have a longer commute if Metro closes all the stations mentioned above.

Please do not close Clarendon. Having the station open will help restaurants in the area come back - as clients can get to Clarendon and help boost sales.

Archives and Smithsonian are the stops that I use the most when I travel to DC.

I live next to Grosvenor for the convenience of the metro station

Why bother to have a Metro system. Another absurd proposal.

I use Archives regularly as it is near the Shakespeare Theatre company. I use Federal Triangle occasionally for Fords Theatre. I use Smithsonian occasionally for the museums and Mall. I do not typically use the other stations listed.

Youre basing these closures on current ridership numbers. Once tourists come back to DC and businesses reopen, youre going to have a lot more individuals needing to access these metro locations. By closing them, it would be a huge inconvenience going forward.

Having all these stops increases accessibility. Eliminating them would reduce accessibility for some riders, particularly those with physical disabilities

You cannot close clarendon and va square stations. I take these to work to doctor appointments, etc. I bought a home equidistant from Clarendon and Va Sq stations to give myself access to these two stations. This proposal is insane:

I travel from the Clarendon metro station every single day of the week and some weekends too. Shutting down this metro station would be a huge problem for me

I go to school at George Mason University - Arlington campus and the closure of the Virginia Sq and Clarendon stations would greatly affect my commute to school. I am also concerned about the closure of stations that have yet to open, Silver Line Phase II, as there has been a lot of money poured into this line.

We use Grosvenor Metro as it is in our neighborhood and has parking. It is the primary way we commute to work.

No closure for virginia square metro

Proposal to close 22 Metrorail stations

This would close the station closest to me that I can walk to- East Falls Church- and would reduce the likelihood of using Metro to get downtown. I would have to drive and park to Ballston or W Falls Church to use Metro. Without addtl parking, this doesn't seem feasible and it's certainly not viable for a daily or even a few times/week commute.

Thanks Metro for now not using any of it. So if we want to do anything. F\$^%%_\$\$ Metro idea. Like the 2 years following

Please do not close East Falls Church or Federal Triangle. These closures would force more people to drive.

I rely on having access to those stations for a wide variety of activities

Some of those all metro stops I and my friends frequent both for work/personal reasons. It would require us to take a cab from metro stations closer by.

Hard to believe these are low ridership stations. Every time I've ridden the train from. federal triangle, east falls church, Clarendon the trains are picked. COVID-19 has seriously decreased ridership bulgur it willPick up again once vaccines are widely available.

Please do not close the Grosvenor-Strathmore station!

Closing Grosvenor station would be a severe problem for me. I have transportation difficulties and this station is very close to where I live.

If every other red line train terminates at Grosvenor-Strathmore, please don't eliminate that station There's insufficient parking at Medical Center and Bethesda, etc. Driving to White Flint (vs walking to Grosvenor) and waiting up to 30 minutes is very inconvenient for many in the Grosvenor apartments and condos.

No. I will be going into work again by 2022. I just moved to be right next to innovation metro only to help my current commute and rely on the metro to DC vs bus lines. Closing any of the stations near me would be a waste of why I even bought property in this area. By not having the stations in the Reston area open would make me take a different form of transit and not take the metro again so you would be losing ridership and money there

Innovation Starion is needed. This is the station I will need to use to travel to my job in the District. Travel to the Wiehle-Reston station is not sustainable for my commuting needs.

Don't close the Cleveland Park station

I would really miss the use of the train traveling to the Archives and most especially to the Smithsonian where the castle and so many wonderful museums are available. So, for the future of tourism, those two stations should not be closed.

The Grosvenor station and the 46 bus are very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station!!!!!!!

Although now is teleworking, if back to normal, the stations would be necessary for me to arrive to office.

I need Grosvenor Strathmore to remain open for my public transit needs.

Good idea, speed things up.

We sometimes use the Archives and Mount Vernon Sq stops but it's easy to use one of the other stations instead

Your definition of "close" to other stations I don't think is accurate. To someone without a car this is a huge issue!!!

Lots of us who work in Rockville, at NIH, or in DC live in the Grosvenor Strathmore area

Close Virginia square or Clarendon but NOT both; closing east falls church would particularly hurt those that park there.

This is terrible. DC welcomes tourists, yet will close Smithsonian and Arlington Cemetery? Makes no sense. Also, I dont think you should close two adjacent stations, such as Clarendon and Virginia Square. That means theres no station between Courthouse and Ballston. Thats unacceptable.

Tons of people live near and bought homes near Grosvenor so they could walk to the station and get to work. If you close this everyone will be pushed to White Flint and there is not enough parking for everyone.

Nada conveniente, y no entiendo el razonamiento de cerrar Grosvenor dada la gran cantidad de personas que utilizan la estaci3n.

We use Grosvenor -Strathmore when doing to concerts at Strathmore. We could not walk further than what we do with this stop.

Archives and Smithsonia are the stations that I use the most. I live in Reston, and I would like all the silver line stations open especially because of all the development along that line.

Unacceptable. Half metro salaries and enforce turnstile skipping instead

Consider the impact on people with disabilities and who need to work and keep the economy running. And don't make this decision during Covid or based on Covid stats. Don't close stations some people live particularly next to stations and pay premium rent in order to get to work and not pollute or make extra traffic. Less accessible stations will also impact small businesses and families at a time when accessibility will be important when we come out of the Covid epidemic.don't close the stations.

Grosvenor strathmore is essential for my transportation needs

Proposal to close 22 Metrorail stations

I was literally stunned when I read this list which includes key stations for neighborhoods, tourists and federal workers. How are the elderly and disabled expected to walk a mile between stops. This is absolute madness and Metro should be ashamed that they are even considering it.

This would dramatically negatively impact our commuting needs

I need the Clarendon stop to remain open. I am harassed on a fairly regular basis by people in the Courthouse stop, and I don't feel safe going there. The only other stop would be Virginia Square, which is almost a 20 minute walk away from me. I need the McLean stop to stay open because it's the only way I can get to my office. There's no way for me to walk from Tysons Corner and McLean, and there's no other way for me to get to my job. If the closures at McLean and Clarendon go through, I'll probably be forced to stop using the metro entirely

Van Dorn Street is where I typically board the train unless there is weekend construction, and Eisenhower Avenue is an up and coming area. I cannot speak to other stations

Grosvenor-Strathmore is the only station I can walk to from home. Kind of defeats the purpose of a metro system if I have to get in a car to get to a station.

absolutely do not close Grosvenor as there is large number of elderly living in the apts complexes in that area. The next closest station is < 1 mile away and would require a bus connection for those unable to walk. Terrain in that area hilly and high traffic makes crossing of Rockville Pike dangerous.

This is terrible! Claiming stations makes so sense! You'll even lose more customers! We are dependent on these stations, esp EFC for livelihoods, home values, and easy access to the surrounding area. There most likely be parking issues at the remaining fewer stations. Terrible idea. Don't do it! It just makes life harder than it already is! Cut other areas but do not close the EFC metro station!

This proposal would be extremely disruptive to my ability to get to and from work.

Closing down East Falls Church would be disastrous for my commute and subsequently for my personal and professional life. It would be a life changing hardship. I will depend on it daily in 2022 and beyond. There is no other station close enough to compensate for its closing. Please, please do not shut down the East Falls Church metro station. It's absolutely vital to all who live around it for commuting under normal circumstances.

I live in Virginia square and do not own a car- closing this station would significantly inactive my travels.

Close Clarendon and I'll use Virginia Square - don't close both! Would overcrowd Ballston and Courthouse

I use College Park station for work and the distance to and parking situation at Greenbelt and Hyattsville is very inconvenient.

Why are you decreasing services to your citizens and tourists? These closures would make Metro essentially useless for thousands of riders forcing them to drive in already unacceptably over crowded roads only creating more transportation issues

I solely depend on Morgan Boulevard station, which is within walking distance of my residence, for travel to and from work since parking is not an option at my work location. When the station closed during the early pandemic response it greatly adversely impacted all of us that use the station. If there were shuttles provided to Largo or Addison Road this might be acceptable but without any option to get to nearby stations, it would be detrimental at a time when many may actually be returning to work as businesses start reopening offices and other facilities.

Omg. We live off EFC and use 14 of the listed stations! So no. This would not work at all for us

This would discourage use of metro for commuting by adding at least 10-15 minutes of walking at either end of a commute. Inclement weather would be very problematic.

The East Falls Church metro station allows for families who aren't able to afford to live closer in and families who are trying to manage with one or no cars to commute to work. Many people in the surrounding neighborhoods walk to the metro to commute (or will again when the pandemic is under control) By closing it, you will force people further out, to buy more cars, to use I 66 more often.

It is the only station for me to use for commuting to work/DC. This proposal might cost me my job so please don't close it for is.

My son is confined to a power wheelchair. We purchased our condo next to Virginia Square Metro so he could work 5 days a week. Rolling the .6 miles to Ballston, especially in bad weather, is not a sustainable alternative.

This might work for stations that have a commuter base that drives to the station but what about people who walk?

I live in Clarendon and I highly rely on the metro as my way of transportation.

Proximity to the metro station is why our family purchased the specific house we're in. One parent relies on access to the station for daily commuting to work, and it also provides a useable option for our child to get to high school (instead of driving or transferring from a bus to a station)

I rely on being able to access both Smithsonian and Federal Triangle for work. They are far enough apart that the difference in travel time is significant, especially if the weather is poor.

Proposal to close 22 Metrorail stations

This is probably the least feasible of any of the plans. Do not do this. Many people in VA purchased their houses due to close proximity of metro stations, including me. My wife and I use Clarendon metro a lot. Please do not close this station. It would have a negative effect on many businesses too. Ridership will increase again after COVID. Having changes take affect in January 2022 is likely too late as well. Whatever you do please do not close stations.

It would destroy businesses and property values in Cleveland Park

I attend class at night at GMU. I need the Virginia Square stop or the Clarendon stop to be open, so I can get to class.

Concerned about impact for tourism and some of the Arlington stations (Clarendon, VA square) are in heavily populated areas

I commute from EFC to Tysons/Greensboro and also go out to Reston. We had waited ages for these stops and now you're going to close them? Nooooo

East Falls Church is the main metro closest to my home and the one that I would use regularly when the COVID-19 epidemic is over.

Dont you expect things to be better in 2022? It seems weird to shut things down just as people have started to use the system again.

The stations that we use are Virginia Square, Clarendon, East Falls Church (occasionally), Mt. Vernon Square, Smithsonian and Federal Triangle (occasionally). Close these stations and you may as well close the entire system. I would oppose any taxpayer support of such a truncated system. Why bother?

I own a home blocks from East Falls Church. I take the orange or silver like from East Falls Church station to Smithsonian station and back every week day for work. It is very important for my livelihood that this transportation service stay available!

My office is at one of these stops. Regardless, does it really save that much money to close stations and just run trains through them?

Metro must keep Clarendon station open to service the residents and patrons of the restaurants, shops, food stores, etc. Closing Clarendon is a terrible idea and will lead to massive congestion and a parking nightmare

I rely on East Falls Church metro to get to work every day; this would pose significant impacts to me, as Im sure it would others.

I rely on the convenience of the McLean metro station. It is easy to access as a resident of McLean.

Closing Virginia Square impacts on senior and handicapped citizens in the neighborhood as well as George Mason University students.

There is no other way to get to Arlington Cemetery. There is no close option for East Falls Church for those without a car. I also have concerns with Federal Center, Judiciary, Mt Vernon, Virginia Square, and Federal Triangle. Closing Smithsonian would be a poor decision for tourists, if we want to encourage tourist use of metro and increase tourist traffic after Covid.

Wow.

I go to Clarendon almost exclusively when I ride the Orange Line, so this would not work.

Too many residential buildings at Virginia Square. Please don't close!

I moved to my specific apartment complex due to its location by the Eisenhower station

This is unacceptable. Not only do thousands of people rely on the Grosvenor metro from near by towns (Potomac especially), this would depreciate the neighboring property values. Potentially closing the Grosvenor stop will put people in financial instability if they cannot rent or sell their homes for the value they purchased it as. Having the metro close by to properties is valuable and has always been a selling feature. The White Flint metro is not near by to Grosvenor and is not in a safe walking distance. Lastly, the Grosvenor community is elderly and disabled, this would put many commuters in a difficult situation, possibly facing loss of jobs because they cannot get to work. We need the Grosvenor station to remain open. Many people depend on it.

Need Grosvenor station open to walk home near it in the dark.

East Falls Church just got the bike storage and is the hub between the Orange/Silver line. It would not be suitable at all to close East Falls Church metrolt is popular/populated and very busy. It must remain OPEN

I use EFC station regularly. I'd have to travel to Ballston which will require a different bus and more time.

I work @ Smithsonian, usually get on/off @ Archives

This would be detrimental to the Clarendon community. There are a lot of people that will rely on that metro stop in 2022 when traveling on the metro rides pick back up after the summer of 2021. This would ruin a lot of community members reliance on that counted on that metro being there and paid higher cost leases to be close to that metro stop.

Mt Vernon Square and Judiciary Square are my go-to stations

This would significantly increase my transit time to the above destinations.

I would be affected by several of these stations closing. It's not good but if there are buses available it may not be terrible.

Proposal to close 22 Metrorail stations

This would not work for me at all. I work at Capital One in McLean right off of the McLean metro and need the metro to be open in order to get to work. The closest station to this one is 1.5 miles away and taking the metro to then walk over a mile is not something that I want to do. As I said earlier removing these metro stops is a great way to get people to leave the area altogether because it would make everything in the NOVA area much less accessible.

This is the worst proposal of all. Many people rely on their closest station to get to work and earn their livelihoods. Being near another station could be still be a mile or more away, and for those without cars, closing their station would make it almost impossible to get to work. I personally would have to take an uber during rush hour 10x per week (each morning and each evening) to the next closest station and pay for that on top of the metro fare, or incur moving fees to live closer to an open station. Please do not close any metro stations!

East Falls Church metro isnt near any other metro station so its not easy to just walk to a different one. I can understand some of the DC closures and some like Clarendon (since its next to Courthouse) but the East Falls Metro station doesnt fall into that category - I hope we can keep it operational.

We bought our house near East Falls Church explicitly because it means I can walk to the metro (even though it is still a mile away). My commute will be even longer, more crowded, and more stressful if I have to now get a ride or take a bus to/from Ballston or West Falls Church, which are both several miles away. Also, metro just renovated East Falls and the station always appears plenty busy to me during the week.

There is no walking distance between Greenbelt and College Park station. Closing this station would significantly impact the commute of Faculty, Students, and Staff at the University of Maryland, College Park

Keep Grosvenor open!!! It's critical for Rockville and Potomac residents. Helps address parking shortages at other stations too.

This is about as dumb an idea as I can think of as a financial expert. Your trains roll through newly built or renovated stations (or even just existing stations) but don't stop because the station operating costs are too high? What kind of costs are these? One person in the info booth? Some trash collection. This is just dumb. Again, you will just start to erode the usefulness of the service and more people will stop using it. You will end up shuttering the whole system next.

Closing East Falls Church (which I walk to) would permanently stop me from using metro. It would be cheaper and faster for me to drive downtown than to drive to West Falls Church or Ballston and attempt to find a parking space. Same for trips to airports etc (including Dulles which I had been hoping to use more often once the silver line opened. I now try to use only National so I can take metro.)

Grosvenor-Strathmore is the last station that you can park on the Red Line. This is a very important station for commuters coming into and out of the city.

I use Grosvenor Station to access business and pleasure ventures and cannot imagine not having the station open. Judging it's full value in this unusual time is naive.

Please leave open Cleveland Park station

If you close all those stations, the remaining stations are not close enough to provide transportation to Arlington. We are already transportation- deprived in South Arlington, and this would make it worse.

Low ridership is because you as an organization have closed these stations for months. I take metro to smithsonian during the summer and I live at Grosvenor. I love here specifically for access to metro.

This is not acceptable at all!

Grosvenor-Strathmore is an important station, do not close.

These closures could severely impact my travel needs, particularly closing Grosvenor Station. I moved to this area 12 years ago specifically because of the access to the Metro.

Totally ridiculous. Not everyone has a car or can afford uber. So much of federal funds are given for other purposes..we need it for public transportation. This is hoing back in time. Just totally ridiculous. Almost every station on this list affects me and my family personally.

In areas where stations are not in walking distance of residents (especially older), there wont be enough parking with some metro garages also closed.

Eisenhower Ave is my station. The recent shut-down made me not use Metro at all. You suggest walking to King Street -- but there is NO DIRECT PATH there by foot without crossing several very dangerous roads via hilly and indirect paths. Plus the ATROCIOUS CONSTRUCTION at King Street Metro that has gone on for WAY TOO LONG makes access very limited in a roundabout way. I would just not use Metro at all again if this was the case. Utterly ridiculous.

This seems like a real step backwards. Again, what are the metrics for return to normal?

This proposal will not meet the needs of the community. Planning for this based on pandemic ridership will have dire (and avoidable) consequences.

Station closure is an awfully bad idea. Close early hours is better option.

Cleveland Park is my go to station for trips north. To walk 7/10 of a mile SOUTH to Woodley Park Station to travel NORTH, makes no sense to me whatsoever. It adds more time to my trip unnecessarily.

Proposal to close 22 Metrorail stations

As someone who cannot drive as a person with disability and rely on public transportation, I urge you to please not close any stations at all. By closing metro stations, you are creating an inaccessible environment for persons with disabilities.

Crowding and COVID-19: This will push additional ridership to adjacent stations which will crowd trains and increase risk of COVID-19 exposure. I would entirely stop using Metro and drive instead if this was adopted.

but is a bad idea as it would clog up stations and trains

Keep clarendon

This plan is not preferred. However, this does not immediately affect my current metro commutes.

I live and commute from Arlington - please dont close our stations!

If were not all vaccinated, then this works

Please don't close Grovesnor especially since Strathmore is there. The parking is very important. Also, how could Smithsonian be closed? It's central to all the museums!

To me, this is the WORST possible outcome for the budget plan. Some parts of the city already feel inaccessible and this would make things so much worse. Closing both Clarendon AND Virginia Square would make living in Arlington so inaccessible especially for people with lower incomes. So many people are already pushed out to Arlington because they cannot afford to live in D.C. With this plan, a significant proportion of their metro access would be eliminated.

The grosvenor/strathmore is essential to North Bethesda !We need it for all those people who do not own cars and are dependent upon this form of transportation. The pandemic is not going to last forever. In addition, the Grosvenor/Strathmore metro serves The Strathmore Arts Center exclusively. Please don't close it - please

I live next to East Falls church so selfishly it's where I get on but more importantly, EFC is where people can switch to from orange Silver to go to Reston etc. Once phase 2 opens and if there are fewer trains of each color, people will choose to not ride at all and your numbers will go down even more.

Arlington stations should stay open. It's hard to get to Arlington Cemetary from other stations. Also, Clarendon and Virginia Square stations are serving a lot of local residents who would commute into DC after Covid restrictions are lifted. It will hurt a lot of residents who preferred to pay some housing premium to live walking distance to a metro station, to save time and money on commute.

Between trains being less often and stations closing it would be difficult to depend on them for arriving anywhere on time.

The Reston Town Center station is at the heart of the Reston business district . Many new businesses that have relocated to a Reston are relying on the station opening as part of their business strategy. Further many citizens have moved to the community in part because of metro's decision to open a station at the town center, where commercial retail and the viability of the housing market are depending on metros opening as part of its recovery plan post covid.

East Falls Church station serves a large residential area. The next nearest station would greatly decrease convenience and limit our use of Metro.

No people live in va works in dmv area

Close to other stops is not a great way of defining things. There are differences in how easy it is to navigate to those stations as well as the setups of the stations.

I understand ridership is low, but is it not expected to increase as the pandemic lightens? Would these closures be permanent? There are major universities and landmarks and businesses at these stops and for the disabled who use public transit an extra few blocks is very inconvenient.

There are tons of people in the surrounding neighborhoods that walk to Grovesnor. Its too far to walk to White Flint. If you close Grosvenor, many people, myself included, would take the MARC instead, causing Metro to lose more revenue.

I cannot drive and the Greensboro Metro station is my primary mode of transportation.

I use College Park. I dont feel that there are really other Metro stations close by.

You want to close Grosvenor-Strathmore, while decreasing service past that station towards Shady Grove? All of the stations listed are being closed without any true thought in mind.

The Grosvenor-Strathmore station is essential for commuting to work.

Still think this is a bad idea and would negatively impact a significant portion of DC residents and tourists.

Prefer East Falls Church and Arlington Cemetery to stay open. The latter maybe not every day.

I live near East Falls Church where parking is more plentiful than in Ballston, but this plan might be okay

my station is not close to the other stations.

are you shitting me? college fucking park? and fuck disabled riders I guess who were trying to be closer to their destinations

Do not close any of these stations. It would be dangerous and strathmore grovesnor is a definite must

| |
|--|
| Proposal to close 22 Metrorail stations |
| Grosvenor station is closest to me and takes 15 minutes each way. |
| The Arlington Orange Line stations are close, but they are accessed by pedestrians. Do not close these. Arlington Cemetery is not used by commuters, this can be closed. |
| WHAT? You're out of your damn minds! |
| This is a terrible idea!!!! |
| Grosvenor-Strathmore is not only in an area of increasing population density, but it also services an important cultural institution. Closing the station would deprive many concert-goers of accessible and reliable transport. Furthermore, as plans for the area indicate continued population growth and even greater density, it makes no sense to close this station. |
| Generally yes, but Archives/Navy Memorial is a station that is close to many things. It would seem like that one would need to stay open. |
| This wouldn't affect me |
| If metros become an inconvenient option, the ridership will continue to drop. |
| Do Not Close adjacent stations, ie Clarendon and Va Square on the Orange/Silver Line. I would leave almost all stations in residential areas open during rush hour times, and close the low volume stations earlier and on weekends. East Falls Church is not near other stations. |
| Grosvenor/Strathmore is my metro stop so this plan does not work for me. I live where I live because I can walk to metro. Closing stations will forever change ridership in a bad way. |
| I have a nerve issue and cannot always walk long distances. This plan would impose hardships on people with disabilities who need to be dropped off closer to their destinations. |
| Terrible idea to close Clarendon and Virginia Square |
| Smithsonian is the only stop with direct access to the National Mall. |
| Some of those stations listed are primary areas where people get off... don't really understand why you would propose closing a station that is right by an area with restaurants, businesses, etc. - that's how you drive overall revenue in an area. |
| Prefer if Grosvenor would not close |
| I frequently use several of these stations. If I'm going to have a longer walk from the closest station to my destination, I may forgo using Metro altogether. |
| Now is not the time to make this decision. We continue in a pandemic and unprecedented conditions. Those of us that live near stations do that for a reason and hope that when restrictions lift we can resume using metro the way we did pre-pandemic. The suggested closures are some of the only ones with parking, will hurt tourism, and will force station and train congestion that is unnecessary. |
| This would close the station adjacent to me and I would no longer be able to walk to a station - nor to drive and park at a neighboring station. |
| The Grosvenor-Strathmore metro station is the most convenient station for me, and I plan to use it on occasion. |
| I walk to the Grosvenor Metro because there is a convenient tunnel and it's so close to the Grosvenor Community I live in. I will be riding Metro again this summer when my office goes back to work. I rely on Metro on a daily basis, closing this station would be awful for me. I LOVE METRO! |
| No! This is a very bad idea! Please keep Grosvenor Station open! |
| Most of the people don't have vehicles to go to the nearest metro. Please don't close Greensboro station and Judiciary Sq stations. |
| Unless there is an increase in bus service to cover the closed stops, this will not work for me. It essentially means no public transit coverage for wide areas of our region. |

Proposal to close 22 Metrorail stations

Closing down these train stations will disenfranchise hundreds of people who depend on the Metros services daily. The metro is supposed to be about access, and this does the exact opposite. It favors populations who can afford to live closer to one of the remaining metros (very expensive), call an Uber (often twice a day, very expensive), or live in a circumstance where they are able to walk an additional 10, 20, even 30 minutes to one of the remaining stations (time-consuming and some people have children or others in their care). If there is low ridership on these metro stations, for most stations, it is purely because of the COVID-19 pandemic. Prior to the pandemic, I know from first-hand experience that a number of these stations (Archives, Clarendon, Federal Triangle, Mt. Vernon Square, Virginia Square in my experience, though I do not intend to discount or recommend closure of the rest at all) are, in fact, very populous stations. Rush hour time for the Clarendon/VA Square area metro stops consisted of numerous cars that went by because they were already too full. Those in the middle of DC and near cultural centers (Smithsonian, Judiciary) are essential to allow people, both residents and tourists) to access the culture of DC. Closures of these stations is also incredibly unsafe and needlessly dangerous. Not only because it will force other stations to be extremely overwhelmed (leading to potential falling onto tracks, pickpocketing, sexual assault), but it leaves people who are forced to walk longer outside to the metro and/or their destination are more vulnerable to these sorts of attacks as well. Women, especially, but also men, walking alone for upwards of 30 minutes or more because metros near them closed will be at greater risk of sexual assault, theft, kidnapping, or more. I understand the pandemic is one of the primary reasons for these cuts in the first place, however, closing these low ridership stations will not only disenfranchise many communities like I mention above, but also diminish the trust that these communities and DMV population has in Metro. Many people rely on metro, even during the pandemic. Closing stations will force people to find alternate modes of transportation. They may inconvenience themselves for a time and commute longer to a metro (to commute again), but many will not. Very few people, if any, will move their homes to be closer to a metro, but many might invest in a car or rideshare. This will cause Metros profits to sink further, and will lead Metro to being obsolete. Metro needs to put in the investments NOW to maintain the trust the community of the DMV has put into it and continue to be a source of access to those who depend on its service.

I bought my house in morgan boulevard because the metro stop-this is not fair and I think shutting the metro-and being expected to go to either Addison or largo which is additional commuting is not ok. If you are not closing largo the logic is that the train just passes through morgan without stopping...doesnt make sense....

We definitneed Grosvenor strathmore metro rail open . We use the station all the time

This will be regional rail, not a metro system and kill downtown tourism, thus having many cars clogging downtown.

This doesnt affect my work commute. And if I was going to a museum, Id probably have my family with me and therefore would drive and find parking.

the stations in Arlington and DC are ones I use, if they close, Ill wind up switching to car or taxi services

Seems like a lot of Orange line stations are closing right in a rowâ€"East Falls Church, Virginia Square and Clarendon. I see that Ballston would still be open, but that is a long way from East Falls Church. Also Virginia Square and Clarendon to Courthouse or Ballston is a long way

Our business is at the Clarendon station. We have over 50 people (and growing) coming back full-time in the office as soon as vaccines are widely distributed. It would be crushing to us if the Clarendon station closed. Our office keeps business hours so the station doesn't have to be open late at night, but we have to have the metro available during regular business hours. There are so many offices on that corridor- please don't close Clarendon. We just have to hang in there a little bit longer.

I live near the Clarendon station and routinely use that station, Virginia Square and the downtown DC stations. Closure of Clarendon and Virginia Square would be a big blow to the Rosslyn-Ballston corridor as that areas economy is centered around the five metro stops and the connectivity they provide. The downtown DC stations are also a key element of the tourism economy and tourists would be hurt if the Smithsonian and Archives stops especially close, along with the Washington DC workers who rely on tourism dollars for their livelihood,

None of the station closings significantly impact my current commuting patterns. However, the closures of Clarendon, VA Square and EFC will push more commuters to stations I do use frequently (Courthouse) and may contribute to overcrowding.

Clarendon is a very high place of business and I think it makes more sense to close courthouse instead

You should not close down stations. If you make the metro less accessible to riders you will have less riders

Closing Virginia square over Clarendon makes more sense. Closing clarendon would greatly impact the economy of Arlington due to restaurants and nightlife there.

EFC is a good example - in normal times its crowded but close to plenty of people even without good parking. Again, this is related to other networks - if there were more buses running to and from metro stations, there would be less traffic. I am very very concerned that without public transportation well end up with LA-like traffic. More roads - not the answer. Are all these budgets - roads, metro, connector bus lines - that siloed?

Clarendon station is in the middle of a neighborhood that is adding an increasing number of apartment buildings. These people will need public transit. I am strongly opposed to closing Clarendon station.

I would miss being able to get on/off at Archives and Clarendon for social engagements but I don't use them for commuting.

Proposal to close 22 Metrorail stations

Absolutely not. I depend on several of these stations: Grosvenor for all of my metro travel needs.; Smithsonian [I work at the Holocaust Museum] , etc.

I live walking distance to EFC and have loved the convenience of direct service into the District. Once people start going to work again downtown ridership should increase. If necessary could service be lessened in non-rush hours?

This is ridiculous! Clearly, there needs to be new management for Metro. What was the point of building this system, and then trashing it in the face of a unanticipated, and hopefully, unique pandemic situation. Metro spent a lot of money to rebuild EFC, shutting the station down, and now with the work completed, Metro wants to shut it down permanently. Metro is a very greedy and poorly managed system -- new management is needed from top to bottom..

In my Pre-pandemic, and expected post-pandemic, commute I use Grosvenor-Strathmore station every day. I bought my home partially based on being walking distance to that station! This would also hurt the Music Strathmore at Strathmore which is a wonderful venue for classical music.

Moved near the grosvesnor-strathmore station specifically for the access to the metro. The next metro stations are not in walking distance. I also have a disabled family friend who does his best to live independently. His family specifically chose this location due to the proximity of the metro.

Clarendon is a major stop in Arlington. This station should not be closed.

This is just asking people to stop using the metro. Half of your ridership will skip riding the metro and switch to driving. This is not at all realistic.

East Falls Church is a transfer point. You really should keep that one open. Measuring how many people pass through the gates there is an extremely inaccurate measurement of its use. I use it to transfer from orange to silver all the time--even in bad weather. Ballston is too crowded a platform for me to want to use it to transfer.

As long as the Ashburn metro stop is open, Im good

Businesses along these lines will be substantially hurt by these closures.

I have been paying for the Toll Road for 17 Years and with the increase in the tolls, some of that money has been going to fund Metro. Already the station is over 2 years past due and I still have not been able to use it. I would be using the Innovation Center line. No bus goes to the Reston Metro from where I live. I would have to drive and pay for the Toll Road, then pay for Metro parking and then pay for Metro.

This is a terrible suggestion and would negatively impact EVERYONE. Please do not consider this option.

You wouldn't have any stations between Courthouse and Ballston (???)! Come on. Clarendon is a major, major Arlington hub, and this would force so many people to walk 20+ minutes to get to and from Metro. I can't even believe this is a possibility.

I moved to Cleveland Park one month ago and chose the location based on the proximity to the Cleveland Park station, which I use every day for the Red Line. I would need to consider moving if the Cleveland Park station closes.

Two of the closest metro stations to me would be closed under this plan. To get to a metro station I would have to take a bus, drive or walk for 20-25 minutes. Under those circumstances I would not take metro train to commute.

This would affect where I exit for work, and where I exit for where I live.

Im assuming this would be a temporary closure, not permanent.

Any closures should also consider impact on low income communities

The Arlington community around the Orange Line exists because of the Metro. People have bought homes and built their lives around the proximity to DC and availability of the metro to get into the city using public transit. Hopefully things will be opening up again and people will be returning to work right when you plan on shutting down the metro. Additionally, businesses in the Clarendon stop vicinity have built their existence on accessibility to the metro.

These closures would increase commuter times and leave many passengers stranded and forced to find other transportation means, at a higher cost. This also increases poverty levels.

Silver Line should be extended all the way and not closed. Greensboro, McLean and Loudoun would be a major hub for Jobs and closing those would be bad for the local economy.

By January we will be post covid and ridership back to normal. The proposal would be wholly inadequate. Many of those proposed to be closed are key stations for daily workers and tourists. And many of the suburban stations listed have communities built around them based on the metro and dependent on the metro. Grosvenor is a key station that is used to over capacity in normal times, closing it is not a serious proposal--rather it is just a scare tactic.

I live at one of these stations, and this would not work for me. If metro decides to start closing stations, I think it would be the death knell of the system as a whole. If the current board decides to reduce service and the number of stations, I think the whole leadership structure would need to be removed and a new system set up. The region relies on WMATA (which is already doing a shoddy job at best), and this would be a completely abdication of your responsibility to your riders and the people of the DMV.

If yellow line trains from one of the previous questions only run to Mt. Vernon Square, how would you close Mt. Vernon Sq?

Proposal to close 22 Metrorail stations

My commute station is Eisenhower Ave.

This is completely unacceptable and in the OPPOSITE direction that public transit should be going. By doing this you will be making ridership (not to mention home ownership) less desirable! I ride the metro because I know I can get to work location (Judiciary Square, Smithsonian, and Federal Triangle stops) as well as my home (Clarendon) in comfort and quickly regardless of the weather. Making it so that I have to transport miles either to get on or once I get off the metro will make me more likely to drive and give up Metro ridership entirely. I cannot overemphasize what a BAD idea this is. This will not save or help WMATA - it will just continue to devalue the service and the likelihood that myself or anyone else will ever use it. If you look at other municipalities that have reduced services and stations in this way, the trend is that by cutting stations and services, you make the services less useful which makes them less funded and less used. This is perhaps the worst proposal from Metro I have ever seen and I (along with most of my coworkers and neighbors urge you to reconsider.)

you are taking your service backwards

I can make the walk between lots of the downtown stations, even though closures would be a bummer and hamper my mobility. I dont think closing College Park works though; Greenbelt is too far away from where Id walk to make Metro still work. Id have to look at what the bus route changes are to know if it would work for me. I dont make a trip to College Park very frequently, but this proposal would make that trip impossible.

The East Falls Church Metro station and many of these other stations are important transfer stations and serve large communities.

Auburn station should absolutely be on the "closed" list. All Arlington stations should remain open, as many residents who live there don't have cars.

Operations at Grosvenor are a significant factor in my use of the metro system, I would stop using metro entirely if this station closed

As things open post pandemic these are needed stations!

East falls church is the closest metro station for me, if things reopen in late 2021, I will need to take metro to get to my office

Of the above, Virginia Square should remain open, as I see riders waiting for the train when approaching the station.

Cleveland Park includes essential services for those who live in Woodley or Van Ness along the Connecticut Ave corridor. Cleveland Park also serves residents over on Wisconsin Ave that have NO metro service

I use the Cleveland Park metro M-F and the nearest alternatives are too far to walk in business attire. It would also double my commuting time. I would drive instead.

Is this based on current state (during Covid)? Does this decision think about the future?

LOOK JUST RAISE MORE MONEY. Public transit is ESSENTIAL to fighting climate change and making cities more livable--including DC. ALL THREE jurisdictions involved with the Metro system need to be PRESSURED (start a public campaign if necessary) to cut other things and FULLY FUND METRO. We need to think of this as an essential service not a fiscal proposition.

Grosvenor is my go to station. No parking at Bethesda

Grosvenor Strathmore station is a valuable asset because of the large development surrounding the station and because of the Strathmore Music Hall. Much the same can be said about other stations, especially Federal Center, Federal Triangle, Arlington Cemetery, and Judiciary Square. Keep them open. People will come and will need these stations.

Why have a metro if the stations are closed. I can see reducing the trains in service before I would consider closing any stations.

Dont see how making service worse improves metro. Grosvenor is the last station you can park at coming into city from 270 corridor. This makes metro unusable for any transportation option.

I often travel around the DC area for work-related meetings which requires me to utilize many Metro lines and stops along all the lines. This proposal would make my travel without a car (which I cannot afford) challenging.

I live near the Grosvenor Station. If this close Id either need to go North (further from where I need to go), or wait in traffic near NIH and I try to get to Medical Center or Bethesda. There is also limited or no parking at those stations so it would be very difficult to commute to work.

closing the College Park station prohibits a huge population of students that use the metro to access work/internships in DC. Its often a huge draw to come to the university, and make the experience so much more impactful. what other station is close enough for students to walk to?

East Falls church Station is very important as no other options are available in that area. Bus lines have closed down. Terrible idea. Many other stations on the list would be a hardship

Closing many of these stations would increase commuting times, especially without rush hour service accommodations.

Proposal to close 22 Metrorail stations

The East Falls Church station is an extremely busy station (prior to the pandemic). The only reason ridership is down is because of the pandemic and Metros construction that closed the station over the summer. This station is the only one within walking distance to the Westover, East Falls Church, and Falls Church areas. Bus Service between EFC and Ballston is not sufficient to handle the number of people that would need to get to their jobs come January, when its expected that a huge percentage of the workforce will be back at their desks. Moreover, this is my metro station, and I relied on it to get me to work 5-6 days a week pre-pandemic. Do not let the pandemic-level ridership at this station cause your myopic reaction to shut this station for good.

Judging who has low ridership in the midst of a pandemic is misguided. If i had to commute to work again you would be closing down both grosvenor and va square. Grosvener has way better parking than other options and services strathmore. Shutting it is a terrible idea.

I use the Grosvenor- Strathmore station to commute to work

Working at Walter Reed there are many people who live in the vicinity of the grosvenor strathmore station out of convenience and proximity to the hospital. There is extremely limited parking on base so metro becomes a very convenient means of commuting. These people have worked tirelessly throughout the pandemic. Please don't close this station as it would cause many people undue problems getting to work.

Some of these stations are right next to each other. If stations are going to be closed, they should at least skip a station as to not truly inconvenience riders. For example, Virginia Square and Clarendon are right next to each other. It doesn't make sense to close them both; it should be either one or the other.

I live near Grosvenor-Strathmore station. I will have to walk a lot from other station to get to my house.

Keep East Falls Church... OPEN! The Nationals are having games this summer and taking metro is vital. So much has been taken away... please dont isolate us further.

I use East falls church and can't use the system at all if you close it.

If tourism is back then archives, smithsonian and cemetery stops should open.

close grosvenor and I would stop using metro

Clarendon station should be open.

This is the worst idea yet.

I commute from Grosvenor-Strathmore and its critical for area workers, too. The surrounding area is very densely populated.

This will negatively impact citizens as we return to normal after the pandemic. A large of money has been spent on the silver line, why waste it?

This is the closest Metro station to my house so this has a major effect on my commute not to mention the socioeconomic impacts to Arlington and Falls Church City that rely on this Metro station. Im against this closure.

No, no, no. It is a total waste to take stations off-line, especially for well-established ones like those on the Orange Line. The East Falls Church station in particular, meets a very particular niche, providing surface parking or being walkable from many, many neighborhoods. Although Ballston is close by, the parking there is terrible, so it isnt comparable. Use the stations you have; it will keep cars off the road. If these stations close, its the beginning of a slow death for Metro. Arlington Cemetery - How else will visitors be able to access this important national treasure?Clarendon - The abundance of shops/residences and young commuters here makes this station essential.

RIDICULOUS!!!

Bad idea to close Smithsonian station. This is a critical station for people headed to the Mall, especially tourists.

This would work, but it would be unfortunate to have both Clarendon and Virginia Square close, I think it should be one or the other

This is just ridiculous

All I can say (again) is that this seems like a massively bad idea for DC housing, communities, workers, really everyone.

I don't regularly travel to any of these stations, but I think it would be very important to still have bus service making up for these cuts.

Cleveland Park is an important hub for many commuters in NW DC. Van Ness and Woodley are significantly further for those who live on the streets off of Connecticut and rely on a moderate (<20 min) walk to the Metro to commute downtown and elsewhere. Its also a vital lifeline to the Zoo and the many businesses in the area. Closing Cleveland Park station would also devastate the commercial strip on Connecticut Ave.

Want to keep the stations within DC like Cleveland Park and Mt Vernon Sq

I need smithsonian to get to work

May be low ridership but remains very essential to those who live by

Not ideal

Many students use the College Park metro station. It is a vital connection for both UMD staff and students who work, have internships, or need to go to DC.

Proposal to close 22 Metrorail stations

We are at the East Falls Church Station and will resume frequent use of metro after our office opens in the summer 2021. My employer is one of the largest in the metropolitan area, the World Bank Group, with over 3000 employees many of whom live in the EFC metro area. East Falls Church metro has no other metro station close by and the area has expanded tremendously during the pandemic, lots of new construction and many families moving from the city. There is an elementary school, Tuckahoe Elementary, which is walking distance from the metro and many staff and teachers depend on the metro for transportation.

Closing of Grosvenor-Strathmore will drastically impact my familys commute to work. My family and I use this station to get to work and other places 5-6 times a week.

Im a heavy user of the Clarendon station

We most often use Ballston but sometimes use Virgina Square and Clarendon stations. Closures of two stations in a row will make Ballston even more crowded than it has been in the past and we may have to take a car instead.

None of those affect me. But the Grosvenor-Strathmore station is not that close to White Flint or Medical center to make taking transportation to the metro cost effective.

If my station is closed there is no incentive for me to commute with the metro

This is a horrific mistake and would take affordable transit options away from thousands of DC residents.

The alternate station for Grosvenor Strathmore is Medical Center. Medical Center (Walter Reed/NIH) is where I work anyway so I would stop using the metro system entirely. Additionally this facility infamously has an extreme shortage of parking meaning I would have to walk the 3.5miles each way year round. Because the walking paths are unlit this would also mean walking in the dark or along sections of MD355 that dont have sidewalks.

My job is located right outside of Clarendon metro. That or VA square would need to be open to make work metro accessible within reason

I use East Falls Church station.

I think decreased service is a far better solution than full station closures. Please maintain service at Clarendon station

Need proposed trains to continue to stay open

I live in a hi-rise near Grosvenor. I purchased the condo so that I would not need a car. Theres not a sidewalk to walk to Medical Center (much less the distance). White Flint is a hike. I cant understand why an existing station near a world-class music center and near many hi-rise apartments/condos would consider closing. This is anti public transportation.

I use Van Dorn on a daily basis and is part of the reason I moved where I did. You closing this station would put everyone around here in a major bind and would also depreciate our house value!

I would miss the Smithsonian stop, but do not regularly use the others

Oh my fucking God. More proof metro is run by the dumbest people on the planet. We dont have money because if ridership so lets solve that by decreasing ridership and making our shit service even worse. Also imagine building a new line and closing multiple stations before the line is even complete.

Would impact my local stations

This closes the only two stations I use for getting to work. Specifically, the McLean station is used by the majority of Capital One employees to get to work. This also proposes closing Clarendon and Virginia Square, the 2 central stations in Arlington. It would make more sense to me to close Courthouse rather than Clarendon so that every other Arlington station would be still open.

How would you do the turn-arounds at Mt Vernon if the station is closed? Was this thought through?Smithsonian? Really?

keep archives, cleveland park, and smithsonian stops open!

This is absurd. You would pay more in maintenaning the properties of these closed stations than you do for them being open and getting fares. Dont be stupid.

As a female, and of course a home owner living close by, I would be very unhappy and concerned if the East Falls Church metro station were to close. What plans does Metro have to care for people who usually use this station? Another concern would obviously be the potential decrease in value of our real estate, proximity to a metro station being a major draw.

This is a very dumb idea, many people depend on these metro stops, this plan would put more cars on the road which means more harm to environment & more traffic to an area that is already heavily trafficked

Bus are not consistent in their schedules. Several times, the bus passed and did not stop and the other times, iwas just waiting for 30 minutes then just took the metro

There is much building going on near EFC, are you sure ridership is not going to increase? Also, The parking lot has been closed at EFC for some time, of course ridership has changed and may be low. If you close Clarendon AND Virginia Square, that is a long way between stations in an area that is known for its award winning smart growth around transit stations. Development in that area relies on Metro, residents rely on Metro, and you are going to push all of those people into cars. Cars that they dont have, and have no place to park.

Proposal to close 22 Metrorail stations

There is too great of need to close these stations. Furthermore, why has so much been spent on reburishing/fixing some of these stations and then turn around and close them?

You cannot close Clarendon or Reston Town Center!

The most important of these to me is keeping the Grosvenor-Strathmore station open! A close second is the Smithsonian station!

Please DO NOT CLOSE GROSVENOR STRATHMORE as it would drastically affect my commute and those of hundreds of people in the area, where this station is their hub. It would be the end of the Strsthmore Cultural Center.

Closing Arlington Cemetery shows great DISREPECT for those who gave so much. Arlington is an important stop for many reason, one being that many visitor tours begin at Arlington Cemetery. This means tour guides have to arrive at the cemetery before 8am to connect with the tour bus. Were talking hundreds of guides. Please do NOT close down Arlington stop.

I am legally blind. Although I dont ride MetroRail weekly, I rely on it for trips to DC and Arlington. When I purchased my home, I chose it based on its proximity to the proposed metro stops in Reston. I realize that daily riders have to be a priority, but closing stations before they even open doesnt seem like a great idea to me.

This would be completely unacceptable - I work for UMD in College Park and so many of us (students, staff, faculty, visitors, etc.) use this stop. The Smithsonian and Archives would also be terrible for those who visit DC sites and once the pandemic has less of an effect, these stops will have much more activity. Finally, I regularly use Mt Vernon Sq for conferences - again a top stop for visitors.

Closing stations will cause increased traffic, congestion and pollution.

I live and use the Clarendon metro stop. Any closures here would involve an additional 15 minutes of commute time each way, adding an extra 30 minutes total to my commute every day. Furthermore, several of the stops listed are close to or central to lower income communities, who don't have alternative options. This places unfair burden on people in those areas/communities to add to their commutes in order to get to and from work every day. The metro system should be seeking to alleviate burden on lower income populations (as they need public transportation more than people who can afford cars), not increasing it.

By closing both Virginia Square and Clarendon you have greatly inhibited residents of this area from travel!

Many of these stations offer parking and closing them would limit the ability to get into metro and ride

This is a horrible idea that would literally ruin people's lives they have established. People chose where to live, which houses to buy, and how much to pay for all of this based on these metro stations. To just shut down these stations, including one you wasted money to refurbish like East Falls Church when it should have been spent keeping the station open, would dramatically and irreparably change the lives of all that live near them. This is the worst idea possible.

If the station near me closes, the next nearest station is dirty and unsafe, so I do not want to go there.

Grosvenor-Strathmore being used.

We bought purposefully to live near East Falls Church so my husband could use the train for his work commutes. He relies 100 percent on this station to get to his federal job downtown.

I rely on the College Park metro to commute to work. I built a house and moved to this neighborhood specifically to be near the College Park metro! Closing this metro stop does not work for me at all.

I work at Federal Center SW, as do thousands of other federal employees. Closing this station would drastically alter how many of us get to work. Many tourists come from out of town to visit Arlington Cemetery, taking away a public option for people to get there seems...irresponsible. Shutting down the Smithsonian stop will make it harder for tourists to get to the Mall, the Cleveland Park stop is used frequently for visitors to the zoo. This just looks like a massively disruptive plan. Understand the havoc wreaked on your budget by the pandemic and know something has to change, but its sad to see all of these stops closed. People live and work in these areas because of metro access, taking that away I fear will cause businesses to move and people to no longer visit neighborhoods.

need to get to work and doctor appointment

No no no no! Closing stations after the pandemic ends. Why? I would reduce frequency of some trains further rather than cut out these stations forever! That would be like giving your car away because you have a broken leg " and waiting till the bone was nearly mended to do so. Might make you feel like you're doing something but won't get you anywhere.

Closing two stations in a row would be unacceptable, for example, Federal triangle and Smithsonian.

As someone without a car, while some of these stops are near other stops, they arent that near.

This is insulting to even propose. How many millions and millions of dollars have taxpayers already paid to have these stations built? I agree with what someone on our NextDoor platform said - this survey is meant to scare us. If theyre really serious about doing this, its time to replace the entire Metro board, because this is not a serious proposal.

Proposal to close 22 Metrorail stations

This would make it more difficult for me in terms of my commute. We bought at Strathmore Park Court partly because of metro availability. We appreciate decreased reliance on cars and greater reliability of public transportation. Also not sure how much of a selling point closure of Grosvenor will be for construction at the metro station - pennywise, pound foolish.

maybe Arlington Cemetery stop is not as important to riders, but Clarendon, Virginia Square and the new Loudoun stops are vital if you want the public to feel that they are being serviced by an effective rail system

I have chosen to live within walking distance from Strathmore Station.

No!! Do not close Virginia Square and Greensboro! I use these stations EVERY DAY! I live and work where I do because of these stations specifically!!!!!!!

This would be terrible. It would ruin West Alexandria and its future development, not to mention the thousands of people who currently use that station in normal days. It would, personally, ruin my home value and have a HUGE IMPACT on our neighbourhood next to the station. It would decimate traffic in the coming years and just make everything in Northern VA worse. This is a terrible option that would hurt so many people and really damage a community.

EFC should not be closed because it is not near Ballston or West Falls Church. McLean should absolutely not be closed as it's how many people arrive to work near Tysons and where many businesses are headquartered (Capital One, Hilton) and those thousands of employees rely on the metro to get them to and from work (myself included).

I don't think that Grosvenor-Strathmore is a station with low ridership. It's not close to the other stations.

East Falls Church is not meaningfully near any other station. Driving to West Falls Church probably would add 45 minutes to my commute each day. And that also would require me to buy a second car and pay Arlington's vehicle tax on top of it. There's no meaningful bus access near where I live - probably because I can walk to EFC. We're a family of 4 on \$80,000 in 2021. If you take away the metro, we may have to move to a different state. We couldn't afford to stay here. You certainly should stop the silver line expansion until revenues pick back up and people start commuting to work. Crazy to keep building while you're driving people from the area.

Closing Clarendon and Va Sq means not stops between Courthouse and Ballston. This is the heart of Arlington nightlife and would require long walks between stations. If needed, why not close Courthouse and leave Clarendon open to minimize unserved distances. But in general closing stations that would otherwise have service (meaning, the train is going by anyway) seems like very low savings (one station master) for large inconvenience, and a bad choice if you want to maintain ridership.

Grosvenor strathmore is an important hub with parking facilities. People rely on driving to the station. Ridiculous proposal.

Incredibly difficult for people with disabilities, and in inclement weather such as excessive heat and excessive cold (which will happen more often because we have too many cars and metro is already too small for this area)

Grosvenor-Strathmore NEEDS to remain open for all the commuters that use the parking structure there. It is also too far from Medical Center and White Flint on a road that is dangerous for pedestrians (Rockville Pike).

Ridiculous idea to close Clarendon station. I've lived here 30 years and seen the Orange line corridor develop as planned: high population density around metro stations. It works. Leave it alone.

Doesn't make any sense to walk away from existing infrastructure and lose ridership

I'm a Virginia resident and I commute from Reston to Arlington (East Falls Church). There is NO station close enough to EFC to make closing this one convenient. Also, it's the first nice park and ride inside the beltway on 66 so it's convenient for those of us coming off the toll road. Second point...we've lived here for more than 30 years and have always been jealous of the reach into Maryland...we have endured YEARS of silver line construction and are about to see some final rewards and now you might be pulling this out from under us.

More people would take the metro from Grovesnor if it had more parking. Me included. I was taking the metro from Grovesnor until the parking lot closed. then I was forced to take it from White Flint. This is better than proposals 1 and 2 but still not good. And worse than proposal 3,

I use the Grosvenor stop for commuting downtown. It would be difficult to have to drive to a neighboring station. Also, given that the lot at Grosvenor is always busy on weekdays (and even many weekends), it is hard to believe that this is a low ridership stop. The same actually goes for stops like Federal Triangle and Judiciary Square.

Does it cost that much to keep a station open? Have shorter hours at these stations instead of shutting down completely? Maybe not run all 3 escalators constantly, only run one up and one down? Have limited hours at these stations?

Please make sure we are elevating disadvantaged neighborhoods!!

Please keep East Falls Church! I can walk there, and as it is an outdoor station waiting with other passengers would be less risky during a pandemic. Ballston would be too crowded.

The Grosvenor station is vital to my commute.

Proposal to close 22 Metrorail stations

To say this proposal would be a disaster would be an understatement. This would absolutely destroy the DC Metro system as we know it and torpedo any effort to restore the stations and grow in the future. Ridership would plummet to an extent that there would never be sufficient support to reopen the stations. Anyone serious about transportation cannot be serious about this proposal.

A large part of the reason I live where I do is because it is very close to the Grosvenor-Strathmore station. If it closed, I would have to move

I board metro at Grosvenor stop on red line- this station is walking distance to my home

if Grosvenor closes, i would not be able to get to work. it is essential to me as taking a bus to another station would not work or it would take over 2hrs.

It is imperative to continue service to and from Grovsnor!!!

I rely on the East Falls Church station, and plan to use the Reston Town Center station when it opens.

The cuts to the federal center, federal square SW, and smithsonian would be detrimental in many ways. There is only low ridership because government buildings and the museums are closed due to the pandemic- which would be detrimental if employees or tourists would want to navigate to these locations after these buildings open up again. Additionally, Virginia square has many residents who also WFH and aren't utilizing the stations at the moment but will once work and other activities in DC are open again. RTC only has low ridership because it has not opened yet. It is significantly more conveniently located to a larger population than Wiehle East- where these residents currently go. It is unfair to close a perfectly working station that has yet to be opened just because there is no data yet. The RTC station would be used a significant amount by members of the Reston and Herndon communities.

EFC station plays a critical role in this part of Arlington and Falls Church.

I live near East Falls Church. As a practical matter, alternative stations are too far away for walking, and bus service is likely to be infrequent and slow. So you would ensure that I never use Metro again. Moreover, when ridership returns, how will you know how much East Falls Church ridership there will be. You should close no stations until the pandemic is far in the past, so that you can truly evaluate ridership.

Keep East Falls Church open

Green and yellow lines through College Park will become more and more critical in 2022 with development occurring in College Park towards Greenbelt and return of students to in person classes.

We purchased on new home near the Grosvenor-Strathmore station and chose this location because of the walking access to the metro station.

Im very dependent on the East Falls Church, Ballston, and Clarendon metro stations to get to my work. Please do not close the stations I depend on to get to my job.

Are we talking about closing those permantly?? thats ludicrous!!!

This option will not work for me. If my station closed, I would have to walk at least one mile to get to the nearest metro. While I am able bodied, this option would not be doable for those who are mobility challenged or elderly. Buses that service this route have also been reduced so closing the Cleveland park metro would be detrimental to the community and our ability to get around.

Arlington cemetery stop is very close to fort Myer and soldiers can use that as a walkable metro stop, also the tourism industry will want to keep that stop for people visiting our nations military cemetery

One of the stations listed above is where I exit and enter metro for work.

I and many others in my position purchased condos and homes because of their close proximity to a metro. I purchased my condo in Clarendon because of its proximity to the Clarendon metro. Closing the Clarendon metro station would make commuting on the metro impractical and I would be forced to use other methods of transportation. Additionally, closing these metro stations would have a significant negative impact on property values for properties that would no longer be near metro stations, and this would have a significant negative impact on the economy in DC/Virginia.

Closing the East Falls Church Metro Station would make taking the metro impossible for those in the tysons/falls church/Arlington area-- it is the last station prior to the orange silver split, so it doesnt make any sense. Furthermore theres a very large population of folks that require public transportation around the seven corners area, where the nearest metro station is East Falls Church.

I work at Smithsonian stop so this would be very inconvenient.

I live near one of these stations. This is absolutely unacceptable. Perhaps if you had halfway decent transit options for folks with disabilities. But as it is, being within walking distance to the metro is critical. You should be planning on more services to resume and pressuring our government to get out more vaccines.

This would put a huge burden on anyone depending on these stations. For example, Van Dorn isn't near anything else and bus service is too spotty to make up for these closures.

Absolutely not

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| Proposal to close 22 Metrorail stations |
| CLOSING BOTH CLARENDON AND VIRGINIA SQUARE WOULD HURT MY USE OF THE METRO SYSTEM. AND CLOSING THE SMITHSONIAN STATION WOULD HURT MY MUSEUM VISITING, WHICH I DO OFTEN. |
| This would be fine for my commute. I dont rely on catching Metro trains at any of these stations. |
| Why close Virginia Square AND Clarendon and thus have no stops between Ballston and Courthouse ? |
| That is a large number of stations. Clarendon is my everyday use station to commute to work. This would greatly impact me. |
| Most condo/apartment residents in our area use Van Dorn station to commute to work. The closure of this station would cause significant hardship for me and other residents to commute to DC and would also effect property prices in the area since many choose to invest or live in the area because of its proximity to Van Dorn Metro. We just purchased our condo last April in large part due to easy access to the Metro. The closure of the station would create problems for my commute and takes away the main reason that we moved to the area. Inova Hospital and the recent Landmark redevelopment project would also be effected by the closure. I truly hope that WMATA does not close Van Dorn St due to the numerous West Alexandria residents that rely on the station to get to work every day. |
| Closing the Grosvenor-Strathmore Station would be catastrophic. |
| I often use the Courthouse station and could continue to do so if it didn't get overcrowded from closing the two stations ahead of it. |
| I think this would create too much traffic on the roads because the added commute time to other stations would render use of Metro pointless. |
| I don't use any of these stations and at least the downtown ones could close without much pain. I find it interesting the VA portion of the silver line would be practically unusable but I see that making sense. I could see closing Cheverly and College Park creating problems for people without vehicles in those areas |
| Please don't close stations in the heart of residential areas. That's the great benefit of public transportation as an alternative to wasteful and cost-prohibitive car ownership. |
| Depends on how it is handled, and if there is not major track work disrupting service as well |
| Closing Clarendon would be bad for us, commuters and property values. Lots of restaurants, bars and residences served by Clarendon. |
| During the pandemic I/we moved to the Grosvenor area. The whole point of moving to this area was to be able yo have more space outside the city eith metro access so one doesnt have to rely on a car to get to DC. |
| Travel to Reston alot |
| I am within walking distance of Grosvenor-Strathmore. Closing it would have a significant negative impact on my commuting options, as well as property values in the area. Please do NOT close this station! |
| Arlington has focused development along Orange line corridor for decades. Shouldnt punish that good behavior by closing stations on Rosslyn - EFC segment |
| Ridership is artificially low now. By January 2022, I would expect ridership to pick up dramatically. This will also negatively affect housing prices near these stops. |
| Federal Triangle and Smithsonian stations are very important to me and ones I use on a near consistent basis. |
| East Falls Church only has low ridership because there is essentially no parking available. If you construct a multi-story parking garage there as you have done at other locations, I expect ridership would increase significantly. |
| Metro made a substantial investment in building those stations. That investment will be lost if they are closed. It will also be very confusing to tourists once the pandemic is over. |
| once things resume to normality, well need these stations to be open |
| We chose our house because of its location near East Falls Church (EFC). I used the EFC to Tysons for my previous job at least once per week - a bus trip would require a transfer and triple the time needed. When my office reopens, I expect to use the Metro 1-2 per week to go from EFC to Silver Spring. My husband will travel daily from EFC to Union Station. This change might push us to switch to driving daily because of the extra time needed to walk almost a mile further to Ballston or take a bus to Ballston or Rosslyn. Both Ballston and Rosslyn have crowded stations - this change would drive up crowds as those stations absorb riders from multiple stations. |
| Absolutely not! It would require much longer commutes to another station |
| These stations make places more walkable. If by close to you mean you have to take a bus now instead I don't see that helping people get to work on time. Also the Arlington cemetery stop is extremely helpful for tourists and hopefully by 2022 there will be more of those. |
| This would technically not affect my daily commute to and from my office but I often opt to walk a little further and go to Archives. I will sometimes likely need to go to College Park as I am a student there. I will be forced to take other transportation methods in those instances. |
| Some of those station stops are essential for me |
| LOL! |

Proposal to close 22 Metrorail stations

DO NOT CLOSE COLLEGE PARK. WE MOVED TO THIS NEIGHBORHOOD BECAUSE OF METROLINE. STUDENTS NEED STATION FOR SAFE TRAVEL TO CAMPUS AND REQUIRED ASSIGNMENTS FOR DC INSTITUTIONS. ALSO MANY BUSINESSES WILL SUFFER IN AREA, AS WELL AS DC, IF STUDENTS AND PUBLIC DONT HAVE METRO ACCESS TO COLLEGE PARK.

For the orange/silver line, it makes more sense to close every other line instead of based on usage volume. A suggestion would be to have Rosslyn open, courthouse closed, clarendon open, virginia square closed, ballston open

This is the worst possible option. We bought our house because its close to East Falls Church Metro. It means neither me nor my wife has to drive to commute. We are not close to the West Falls Church station.

These are major metro stops that should not be closed.

Those stops are frequently used. Many are in areas of heavy traffic that would be potentially dangerous to traverse above ground as a pedestrian. For me personally, this is especially true of east falls church, archives, clarendon, and most of all smithsonian. Removing the smithsonian stop would make it much more difficult for certain groups to visit DCs treasured museums.

I recently relocated to Reston and found an apartment close to a silver line metro station knowing that I was relying on the opening of the new stations in Reston. The line has direct access to DC where I work.

I moved to my apartment so I could use Grosvenor to get to work. That would no longer be possible under this proposal.

Grosvenor-Strathmore has a large development in construction that will increase the number of people dependent on that station. College Park is used by many University of Maryland students and staff to commute.

This would significantly impact my ability to use metro for my two jobs, to visit family, go shopping and for social events. I would not be use metro at all if Archives, Arlington Cemetery, Clarendon, Cleveland Park, East Falls Church, Federal Center SW, Federal Triangle, Judiciary Sq, McLean, Smithsonian, Van Dorn St and Virginia Square were to close as I used these stations frequently.

I use Judiciary Sq. to get to work.

East Falls Church is not near other stations at all. Those of us who bought houses near it included proximity to a metro station as a reason to buy where we did. And by near it I still have to drive 5 minutes to it.

If you close Virginia Square and Clarendon and terminate 38B bus how will people travel in that section of Arlington. East Falls Church is not near any other Metro station.

Grosvenor is the only metro station with a parking lot to many people from Potomac, north bethesda, bethesda, and it is no close or near to orjer metro starions

Its important to keep all the new Silver Line stations open until ridership patterns can be established. Innovation Center is key. Thats where I work, and Ive been looking forward to riding Metro to work for over 10 years.

We use East Falls Church station for daily commuting and there is no other Metro station at walking distance, please keep EFC OPEN

I live in Cleveland Park and that station (and all the others) should absolutely not be closed. The more extensive the service is, the more attractive an option it is to use Metro for my transit needs.

We need MORE service and MORE stations, not fewer

I live right next to Greensboro station. That is the main reason I moved into the place I am at. Otherwise, I am forced to drive to another station and pay for parking. If there were free parking provided at any of the other stations nearby that would not result in towing my vehicle then I could possibly make due. But as it stands now, Greensboro is my best option for getting into downtown DC.

Innovation center in near my home. Anything farther is a great inconvenience

Van Dorn station is the only close station to a lot of people in West End Akexandria. A lot of money was spent to renovate it and now it will be closed? It doesn't make any sense. It is convenient to many people. Please leave open!

People who live or work near some of these stations would have too far to walk to get to an alternative station -- e.g. East Falls Church is about 2 miles from the nearest station in either direction.

I use these stations, but more importantly this is a big fuck you to tourists. Dont you make a lot off SmarTrips that go back to wherever the tourists came from and never get spent again?If you do this, youll crush DC under the weight of tourists who dont know how to get around.

Proposal to close 22 Metrorail stations

There would be no metro stops between ballston and courthouse which is almost a 2 mile gap. That is absolutely ridiculous for the huge number of people living in the Clarendon area, and not to mention the bar and restaurant district right outside the Clarendon metro station. As a resident of Clarendon I would have to drive to work everyday instead of using the metro line most days (I work in Reston). That doesn't seem to align with the metro's marketing to reduce your carbon foot print by using metro does it?

Clarendon station should remain open - it does not make sense to close it both it and Virginia Square. If needing to close one on the Orange/Silver Line, only Virginia Square should be closed. Clarendon is an important neighborhood in Arlington and should definitely have a Metro station to service it.

If a station is near another station and you close them both (e.g., Clarendon and VA Square), then its no longer near an open station. From VA Square, people could walk to either Clarendon or Ballston, but not if Clarendon is closed. These are busy areas, and many people dont even have cars because there are metro stations.

We depend on several of these stations, especially East Falls Church, for our daily commutes. We need access also to Federal Triangle, Smithsonian, Virginia Square, Clarendon.

This just makes the metro unusable if you cant get to where you need to go in the city

I dont have a car, the metro is my only way of commute, and as soon as Ill be vaccinated against covid, I intend to use the metro again. Grosvenor Strathmore is my metro station and it is crucial that it stays in service (even regarding my health, I use the metro to go everywhere).

This option unfairly penalizes riders that live or work near those stations.

The only stations I use are Clarendon and East Falls Church. Closing these two stations would mean I would never ride Metro.

Van Dorn is the station closest to my home.

I get on orange or silver line from East Falls Church every day so I don't know what am I going to do if the East Falls church station close! No, driving is not an option!!

I regularly use the Cleveland Park station.

1) I have been waiting for years (!!!) For the innovation station stop to open as it will be closest to my home; 2) my workplace is at the Smithsonian station and it is much closer to my workplace than the other options in the area.

I don't use those stations on a regular basis

This would severely limit the walkability of my commute to work and add additional time to my commute by requiring me to take a bus to complete my trip. Additionally, this would potentially lower the property value of my home if it became a permanent solution.

The College Park Station is very important to me and many others. Ridership is lower now due to the pandemic, but it will pick up substantially by January 2022.

Grosvenor is a key red line stop offering easy access parking and walking access to a large population.

I use Grosvenor! I couldn't imagine how I would get by without Grosvenor station. I park there but with enough time, can also walk there. There are SO MANY people in apartments and residential areas who use Grosvenor that post-pandemic will again all need to use it.

VA square would impact us.

Grosvenor is a very busy station with many riders who walk to the station or park there. The nearest station would be White Flint, and there isnt enough parking to accommodate the increased drivers.

East Falls Church is my primary station.

Of course these are low-ridership after a year of a pandemic! Stations that are further out are the only way people in the suburbs close to DC have of getting to their jobs, and stations like Smithsonian and Federal Triangle are key to the tourism in the city. This would absolutely not work.

I need one of those stations and it is not that simple to just close these stops.

Providing less service will not increase funding

You should not close two stations next to each other (e.g. both Federal Triangle and Smithsonian, or Clarendon and Virginia Square).

Please keep Grosvenor metro station.

I use Grosvenor-Strathmore station.

closed stations look really ugly. dont half close the rail, either switch to bus only or dont.

But this makes little sense with the likely return of federal workers and tourists. Seems shortsighted.

People rely on these stations! Figure something else out

I am an East Falls Church rider so this plan would be incredibly burdensome for me. Im not sure metros definition of close to other stations, but getting to either West Falls Church or Clarendon would require a 15 min drive for me (likely more with traffic) whereas East Falls is walking distance. Further East Falls Church is located in walking distance of several new apartment complexes currently being built and has recently undergone construction to make it more accessible for cyclists and other commuters.

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| Proposal to close 22 Metrorail stations |
| Would this be temporary until the COVID situation changes? How often would trains come? Would there be coordination with Metrobus? |
| I commute from East Falls Church and Metro is the only way I can get to work. My commute is more than 45 minutes with metro and would be much longer with other alternatives. I can't do that. We also use metro as a family. Please do not shut down our station. You can have fewer trains. |
| I would have to travel to West Falls Church or Ballston to board a train as I live near East Falls Church. This would add time to my commute. I dont know how I would travel or if I drove where I would park. It would be very inconvenient and would make me consider moving house or driving to work or getting a new job. |
| In particular Smithsonian, Cleveland Park, and Grosvenor-Strathmore should not be closed. |
| I will have to drive to another metro station if the East Falls Church station is closed. It will add much more time to daily commute and inconvenience. |
| This is absurd. You have incurred the large fixed costs. These are smaller marginal costs. You will lose customer revenue. You hurt the elderly and working class. BAD idea. With climate change we should encourage MORE public transport not less. Shane on you DC for being elitist and anti-green. If this happens Bowser should be out. |
| By January 2022 I expect I will be back in person. My metro station, Clarendon, is on this list, and I do not realistically see myself choosing to take Metro if it adds 30+ minutes to my commute to walk from Courthouse or Virginia Square. Id opt to either take Uber/Lyft, or see if I can continue teleworking exclusively. |
| You should not close both, Virginia Square and Clarendon. There should be one stop between Ballston and Courthouse. also think that McClean, Smithsonian and Arlington Cemetery are all important stations to have, especially as work and tourism ramp up across 2021 |
| A large part of the population needs access to those stations to get to their jobs. |
| Some of these stations are used by a lot of passengers, especially cleveland park where there are a lot families living in the area and they rely on metro to go places with their children. It would not be wise to close this station |
| The majority of stations I use are on that list. Other metro locations are too inconvenient and I would find alternative transportation instead of taking metro to a different station. |
| Grosvenor-Strathmore is our go-to station - a short drive from home with good parking. Other stations are not nearby and do not have enough parking. |
| I use the grosvenor station regularly!!! |
| Save grosvenor-strathmore!!! |
| Closing Greensboro would require me to walk a total of 3 miles everyday. I propose you not close it rather have them run on an hourly schedule during busy hours. In the morning at 7, 8 and 9 and in the afternoon at 4, 5 and 6 pm instead of just shutting it down. |
| Wouldn't Court House Metro be too crowded if Clarendon closed? |
| I do use some of these stations frequently. |
| These include several stations I would use frequently, both pre and post pandemic times |
| without a car and reliable and frequent bus service it will be very difficult to bridge the gap between stations / enable a proper commute |
| I commute from Grosvenor metro via metro center to Smithsonian for work |
| Like many people, we bought our house on the premise that the Metro would be within walking distance. Shutting down VA Square would make our walk a few blocks further, and we are much older than when we bought our house in 1995. |
| No this would drastically impact my travel to and from my job and therefore cause a significant inconvenience. Although numbers maybe low now it is due to the large amount of individuals not riding the metro. I believe this will change in the months ahead and should not be inacted. |
| Morgan Boulevard is the station for Washington Football games. How would fans access the stadium? |
| we rely on archives for adult and student travel plans. likewise we frequent Smithsonian for student use (direct to mall is essential regardless of nearby stations), VA Square (likewise essential to get student to central library and doctors offices without getting turned around at busy Ballston station, which overshoots our destination). |
| Every effort should be made to provide at least some scheduled service to all stations. |
| I cannot comment on any other stations, but Grosvenor-Strathmore is my nearest station and I use it frequently |
| Will College Park reopen once Purple Line is operational? That would be the only transfer node to lines to downtown within miles. Not having it would probably seriously affect Purple Line ridership. |
| McLean serves major corporations in the area that employ thousands, many of whom use metrorail to commute. You would contribute to increased traffic and pollution in those areas by closing stations. |
| East Falls Church is our primary station for work, assuming Covid will end offices will reopen. This station is also used by MANY students at nearby Bishop OConnell High school, and closing it would be a disaster! |

Proposal to close 22 Metrorail stations

Need to go to Cleveland park station 3 times a week.

Again, not sure why Metro is planning on being worse in a year rather than better. Maybe Im missing the point.

This would absolutely not work for me. I need to get off at the McLean station to get to work everyday, and I dont have a car. If the McLean station closed I literally would not be able to get to work everyday. If the Metro wants to save resources, they should close these stations now when everyone is working from home and then OPEN them in 2022. It makes no sense to me that the Metro would close several stations right as people will be going back to work in person and ridership will go up.

Especially Archives-Navy and Judiciary square, those are 2 stations where the courts house are near, which would make it difficult for people who work, live, or have to go to court.

pedestrian access (adequate sidewalks, intersection crossing, etc) should be deemed in good condition before any closures.

Closing the Eisenhower Station would negatively impact the Alexandria community. Many individuals, including myself, rely on the Eisenhower station to commute to and from work on a daily basis. It's closure would do irreparable harm.

Would urge you keep Smithsonian open, as it leads to the group of Smithsonian museums, which are one of DCs premier tourist attractions.

Rather than promoting increase in metro traffic, you would be discouraging riders from using metro especially in some of these suburban locations. This would be a great disservice to many of us who routinely used metro in the past.

This would be economically disastrous for many of the residents living in these areas. I based my decision to live in the Clarendon neighborhood based on the Clarendon metro. To close the Clarendon metro, along with the other proposed closures, would accelerate the already negative economic hardships we are currently facing.

I bought my home near East Falls Church because I can walk to the Metro station to commute to work. Closing EFC would negatively impact the value of my home.

Closing *both* clarendon and virginia square at the same time would be a potential problem. The gap between Courthouse and Ballston is too large for all the usual final destinations to be reachable given the range of north / south walking often done from these stations (though East-West is potentially doable as noted).

The metro stations exist for a reason. If you closed them, you would be increasing auto traffic and overhead for riders, defeating the purpose of convenience. Furthermore, most stations are already at capacity for parking and would have severe issues accommodating more cars

East Falls Church is my local metro station. I can walk there, eliminating the issue of parking and parking fees. The next closest station, Ballston, swarms with buses, cars and commuters, making it considerably less attractive or practical for me.

Several of these stations are important for my commuting into/out of the District and Arlington/Falls Church.

I have children going to school out at the location

I can walk to East Falls Church, but not to Ballston. And hasnt Metro been doing work on East Falls Church station? Why then abandon the station?

This probably isn't applicable to me, but it's still a terrible idea.

Many people with mobility issues specifically live near Metro stations for ease of travel and this would be highly detrimental. Also, Grovesnor- Strathmore has a major garage which makes metro ridership easier for many. Taking out that stop would greatly limit the number of passengers who would otherwise be ready to ride on Metro again.

Please dont do this plan. This is the worst by far. Id much rather have trains run less often and/or metro close at 9 pm during the weekdays and maybe even weekend than start closing down stations. One of the great benefits of the metro is the flexibility of all the stations, even ones relatively close to each other. If you start closing down stations....I really think many will never open again. And people who bought houses or rent apartments near those metro stations for the easy access to the metro will be penalized for something out of their control (the pandemic and ensuing recession)

I use the Grosvenor station and chose my apt based on this station! It would be really unfortunate if this station closed.

East Falls Church is my primary station for daily commuting. If this station closed I would likely not use Metro at all.

My stop is Federal Triangle. While I could get on and off at Metro Center, I worry again that with all the Federal triangle passengers the station at Metro Center would be dangerously crowded.

We use the East Fall s Church station and ore Covid it's parking lot was always full and it's the start of the silver line. It's a critical link for our growing neighborhood

These stations are critical (especially junction stations such as Grosvenor-Strathmore) for the entire system to work properly, keep platform crowds down, etc. Also, there are entire communities built around these stations (home values, businesses, etc.) that would be negatively affected by this proposal. I and Im sure a large amount of people in this area would be strongly against this.

No station deserves to be closed due to budgetary concerns. Constructon/Track Work is fine but not to save money.

I live at one station thats on this list and work at another on this list. This would require a huge financial lift to find alternatives.

Proposal to close 22 Metrorail stations

Closing Arlington Cemetery makes it much harder to visit relatives buried there, but not impossible. Closing nearly every stop in Arlington makes it difficult to see relatives who are still alive.

Some of these might work; others wouldn't. Closing the Smithsonian would have major tourist implications. A bus would be needed to get to Arlington Cemetery as well as several others.

Some of these stations (EFC, for example) are not close to other stations. I would deem close to mean you could easily walk to another station in a few minutes (for example, McPherson Square and Farragut West)

This suggestion is dumb - closing Van Dorn and Eisenhower? Get real - might as well shut down the entire Metro

East Falls Church, Smithsonian, Virginia Square, and Federal Triangle are the stops I need for home, work, and childcare respectively

Why close Clarendon and VA Square stations. They are contiguous. One or the other could be workable. I get off at Clarendon to shop at Trader Joe's. That station facilitates my grocery shopping. I couldn't buy as much during each visit if I could use the train.

Closing both the Virginia Square and Clarendon Metro stations takes away the two nearest, walkable Metro stations for the George Mason University Arlington campus. Ideally, at least one of those two would remain open (maybe Clarendon?).

We rely on Grosvenor and closing it would make the White Flint platform too crowded and unsafe.

I have no other way to get to work and am unable to walk to any other station

Cleveland Park is my primary station, I strongly oppose its closure. I also use Judiciary Square, and Federal Triangle, frequently. And the Smithsonian stop??? It's the only one on the mall! Are you guys insane??? It seems crazy, why even have a metro system if it operates so infrequently, closes early, and closes so many stations?

I would expect usage to pick up as vaccinations increase. This proposal would eliminate the only option for many commuters. I could understand eliminating one or two downtown given the density of stops near Metro Center, as well as Arlington Cemetery since it does not cater to commuters. Another alternative may be to keep the above listed stations open during rush hour and close them early.

While some of these stations are very close to others and closing them may make sense, others don't have stations near them and they should still operate. Also, don't close Smithsonian. It'll confuse the tourists.

This is just plain stupid. I use the East Falls Church station - you close it and I start driving. Also you just refurbished the station. This plan is a death spiral for metro. By the way I really like metro so keep it available to people.

I live near the Clarendon station and commute to the McLean station. Those changes alone would add close to 30 minutes to my commute. If I chose to drive, the traffic near the McLean station would likely be unbearable with the station closed. I chose to live where I did because of its proximity to the station.

This cuts off access to entire areas of the city!

Need East Falls Church and Virginia Square to

operate silver line to correspond to Dulles peak needs and not worse than every 30 min.. Less frequency is better than closing stations

Grosvenor is by far safer and easier to access than White Flint parking structure which is scary at night - there is also parking on the street for shorter times - do not close Grosvenor

I think closing stations is a bad plan - cutting off people from being able to ride. I think this plan would lower ridership even more.

Keep Grosvenor strathmore open. Many people in my neighborhood walk to this station

We love East Falls Church metro!!!!

I use East Falls Church regularly. It is the closest station to my house. I rely on public transportation because I don't have a car.

Ridership is lower at these stations due to the pandemic. Ridership will significantly increase once the effect of vaccine is felt and the local economy reopens.. Ridership at the Virginia Square building will increase when George Mason University and the FDIC building are both reopened.

No way. I plan on utilizing the Reston Town Center metro stop once it opens hopefully in the near future. There are many large companies also out in the Reston Town Center area that has employees living closer to D.C. It is imperative that the station open as soon as possible and not close in January of 2022.

This is the opposite of what the city needs. We need MORE stations in more areas of the city.

East Falls Church is the only metro stop in the eastern part of Arlington County. Eliminating it would severely disadvantage a huge portion of Arlingtonians.

I do use Clarendon station (at least pre-pandemic) at times, and I don't think that you can say the other stations are really nearby because they are quite far to walk to.

Virginia Square station needs to remain open for George Mason University law school and graduate school and the FDIC, both of which are located at Virginia Square.

Proposal to close 22 Metrorail stations

This is SO inconvenient and changes the metro line math considerably (to be way more complicated!). Dont make it complicated, or people wont use it. And dont close stations, because then theyre harder to reopen later. I really dont like this one.

These different locations have different levels of accessibility and "closeness" does not mean you will not exacerbate the needs of those who depend on those sites. What does "close" mean to metro management and how do they propose people get to locations without these stations? That information should be provided. Provide possible solutions when you talk about reductions. If you can't come up with decent solutions, you remove a "people-centered" approach that's needed for PUBLIC INFRASTRUCTURE. .

Do not close Clarendon. Do not close Mt Vernon Square

We bought our townhouse because of its proximity to the Grosvenor Metro station.

Closing stations will push people into cars.

I use the East Falls Church station regularly for work and personal and especially since it has a parking lot, it should not close. It would cause extreme travel time increases and wasted time to not be able to utilize this crucial station

My closest two stations are Clarendon and Virginia Square, both would close on this plan.

Im on the green line, college park. What am I supposed to do if you do this?? I wont have access at all

This will stop me from being a customer and will start driving to work. We bought a house here because it is close to the metro. You cannot be serious. I hope you are not serious.

I would object to the closing of Cleveland Park Station if there are changes to the H4 route that meant I could no longer get a bus to Tenleytown

Keep Eisenhower Station

Cleveland Park is an essential station for me and many others. It must remain open!

Clarendon and Virginia square are the stations near me??? How are you closing two in a row? What the hell! Do you think about anything??? How are people in this area supposed to get anywhere? Buses are impossible and cars are so expensive. Seriously please keep Clarendon open!!! It might have low ridership now but it didn't before the pandemic. Please!

I am a healthy walk to Clarendon with the next closest station being Virginia Square. If I had to walk to Ballston or Courthouse, that would make my walk too far for me to consider the metro. I would not use the metro if this change occurred. I would rather see Courthouse and Virginia Square closed and keep Clarendon open. That leaves a healthy every other stop.

Clarendon and Virginia Square are the closest metro stops to me. My ridership on the metro would decline if I needed to go to Ballston or Court House. With the longer walk and the reduced schedule, I would be nervous to miss trains.

Station closure is the largest potential savings in terms of infrastructure costs. Lighting, climate control and staffing could be lightened. I suggest that endpoint and major downtown stations be given priority, with lesser importance given to mid-route stations. Further, proximity to other assets (such as the bus yard near White Flint) and early-morning access by that staff should be weighed.

I live at Grosvenor-Strathmore. White Flint is not that close. There is no direct sidewalk to walk to Medical center. You have to walk in the Rockville Pike roadway from around Grosvenor Lane to Pooks Hill Road.

My job is moving to Downtown and I'd need the metro. I live at Grosvenor and part of the draw was the metro.

I work at McLean station and I live at Mt Vernon Square. I would basically have to switch entirely to a car if this was the case. Metro would be rendered completely useless to me.

Keep Grosvenor-Strathmore open, especially since it has parking.

This is beyond terrible. People live close to these stations for a reason. You close them, you alter everything from child care to home ownership.

very short sighted to close the Smithsonian station. Also if Clarendon and Virginia Square are closed this would cause a large problem with parking near Ballston and Court house.

Cannot close both Clarendon and Virginia Square

Would be a burden to not have Cleveland Park open.

Many of those stations serve tourists and are crucial for making sure theres less traffic and tourists driving within the city.

East Falls Church is miles away from other stations, closing this station leaves no practical options for commuters.

It will force me to take the bus from Arlington to the area of the Mall.

I live by the Grosvenor station and work downtown.

Would shuttlebus service still be provided?

| Proposal to close 22 Metrorail stations |
|---|
| Absolutely unacceptable |
| To commute to work I use either Clarendon or Virginia Square metro station. Having both of these close would make it quite difficult for me to use metro. The Court House and Ballston stations are not close enough to my office to make this a viable option for me. |
| Closing some low-volume stations makes sense. However, it would be bad to close BOTH Virginia Square and Clarendon, two stations next to each other. Instead close Virginia Square, keep Clarendon (and Ballston) open, and close Courthouse, with Rosslyn, of course, staying open. FYI: my normal station is Virginia Square, but I could also use Clarendon without real inconvenience. |
| This will only work if the government doesnt open back to in person. |
| Federal Triangle is my metro stop for my commute. |
| College Park is a MARC transfer point. |
| This would be a significant burden on my ability to get to work. If the Grosvenor-Strathmore station was closed, it would be difficult for me to get to work and I would likely feel the need to move to a different apartment. All of this would be very disruptive to my life. |
| Closing the these stations would be game changers. Many people would look at other options. Purchasing cars, uber, moving to another city. |
| Closing the Smithsonian station will not only hamper tourism it will make it difficult or even impossible for volunteers to access Smithsonian museums at the National Mall. Please do not shut the Smithsonian station. |
| Ive been in the DC Metro area for 8 years now. In that time I have relied on Eisenhower Ave, College Park, Fed Triangle, Van Dorn St, Clarendon, and Virginia Square to get to a from work, and moved next to East Falls Church mid-pandemic looking forward to utilizing it once things opened back up. I feel most of the stations that would see increased traffic if these closures went through are not equipped to handle the volume caused by folks having to drive to the station, or would just increase road traffic by trying to drive to work in the District. We need all our public transit options that we have come to rely on. |
| It is difficult to know what my ridership will be like in Jan 2022. I am currently a federal employee with the ability to telework full time. We have not received a timeline for when we will return to work, but I expect a return to work will occur when children return to school and significant portions of the population are vaccinated. I used the Federal Triangle station everyday prior to COVID and would hope to use it regularly once federal workers return to work. |
| would like Archives to remain open to be near federal buildings like FBI. i feel less physically safe at chinatown station |
| Makes no sense at all, particularly for Grosvenor-Strathmore. Expanded parking garage just completed, etc., and a plan to add Strathmore Square to this area. This used to be one of the busiest stations on the Red Line. What happened (beyond covid) to change that? The garage and parking lot were filled by 9:00 am on weekdays. |
| To suggest that East Falls Church or Clarendon are low ridership is laughable. I can understand closing Virginia Square (I line I used to use daily) with Clarendon and Ballston available. To shut down Clarendon AND Virginia Square would make no sense. |
| I rely on the College Park station for my daily commute. The station and places connected to it via shuttle are not walking distance from other metro stops. |
| This is a useful neighborhood station especially if driving by car is not as possible |
| I use Grosvenor-Strathmore daily for the commute. |
| I live in Cleveland Park. The stations on either side are too far away to reasonably walk. We would have to switch to Metrobus service. |
| I moved to this house in part due to proximity to Grosvenor-Strathmore for commuting. If I have a longer bus ride and trains every 30 minutes as proposed I will not be able to use metro for commuting |
| It's unfair to close Silver Line stations that haven't even opened. Northern Virginia residents have paid tolls and taxes to help pay for those stations. We deserve to be able to use them. |
| I am commuting from the Grosvenor-Strathmore metro station and significantly relies on its service. |
| No grosvenor-strathmore |
| The Orange and Silver Line trains are at full capacity during normal times. Closing half the stations on the Orange line is a ludicrous proposal. Closing East Falls Church forces all of those riders to Ballston or West Falls Church with very major impact on parking availability. On a different note, Arlington National Cemetery is a low volume stop because it is not a commuter stop, it is an important means of access for the public to experience a profoundly meaningful landmark... |
| Pre-pandemic, I used the Mt Vernon Square all the time. It is close to many offices, including mine. |
| Simply cannot close stations that people rely so heavily on, especially those without personal vehicles that would have to figure out transportation to a further metro stop. |

Proposal to close 22 Metrorail stations

Not only would this remove Metrorail as a viable transportation option, but ending service to these stations could put Metrorail at risk of permanently losing some riders, as they move away from stations and give up on Metrorail.

i use public transport only, do not own a car, and regularly access many of those stations.

Clarendon and VA Square in particular need to stay open and are critical to the neighborhood surrounding. I'm sure this is true of many of these stations

They need to be opened. What is the purpose of having the system without stopping the stations?

i live near van dorn st station. thats the station thats the closest for me, and i will be negatively impacted by its closure.

I use several of these stations on a regular basis so this does not work.

We rely on East Falls Church Metro for medical appointments and work

I mostly ride from East Falls Church to Federal Triangle and back. These proposed closures would significantly increase my trip time, assuming transfers via bus for first and final leg of the journey.

This would be absolutely terrible if you closed Grosvenor strathmore metro station. I literally moved to the apartments nearby so I could walk to and take the metro daily. This would be terrible and really bad for me and fellow riders. There is a whole community of riders that moved here to walk to the metro. I could not think of anything worse that could happen than this station closing, and I am a longtime rider and supporter. This would be a slap in the face to me as someone who has been riding for years and would be very unfair.

I live near East Falls Church which is mostly surrounded by residences. Lots of us chose this area because it is close to metro. The metro station is an anchor to our community and a major draw to living here. If the station closes it will devastate our community and leave a big empty splotch in the middle of our neighborhood. Other communities have healthy retail areas, but we do not.

I live within walking distance of Grosvenor Strathmore and this would significantly affect my commute.

Ridiculous. Before the pandemic I would ride the metro every day, often during non peak hours. Please reconsider this short-sighted proposal.

Oppose closing McLean station. I use it to get to work at Tysons.

In the case of Loudoun (and I'm assuming similar other scenarios), the issue is less about availability of nearby stations than it is about amenities at those stations -- specifically, for suburban areas that are not a reasonable walking distance apart from each other, parking availability. If twice as many people in Jan 2022 will use an alternate station, will there be twice as much parking available? Get there earlier doesn't solve the problem for people who can't arrive earlier -- where will they park when all the spaces are filled in the alternate locations? Will shuttles be provided from parking at other locations; and how will that impact the length (time) and cost of the commute? Closing stations when an alternate station is nearby is a plan best reserved for the city where the solution is a simple walk, bus ride, or cab/drop-off ride to an alternate location. Where parking is a huge factor for your riders, that solution is not feasible (and you're potentially likely to lose more suburban riders than you retain through this method).

A lot of those are downtown - this will be awful for workers (blue collar and restaurant / service especially). And when the tourists come back (2022 for sure) - how will they get to the Mall??

This would directly impact my ability to use the Metro closing both the closest metro to Mr and impacting where I need to travel when inside DC.

How is the Smithsonian considered a low-rider stop? Compared to successful metro area subway systems, DC already has too much space between stations- very few are walkable between one station and another. This is bad for commuters, neighborhoods that are already underserved, and people with accessibility needs.

Seems like a great way for to teach people to not to use metro ever again. People have signed long term leases or bought housing based on Metro access and now you are going to randomly close that station? Seems like you are going to harm the customer and harm your own business all at the same time.

The whole point of the Metro is that it goes to lots of places. Cutting stations is too drastic of a measure.

I am within walking distance of east falls church metro station and I do not have a car. The metro is my main way to get to work.

seems unlikely to save large amounts of money given that closed stations will still have to be maintained and monitored, and especially at above ground stations may propose a safety and security hazard.

I want the Grovesnor- Strathmore station to stay open. The Strathmore Arts Center is here and needs the metro access

I live across the street from the Grosvenor-Strathmore station and take metro every chance I get, except for covid related schedule changes.

This would be the worst option for me. I live where I do in part to be close to East Falls Church station. This would make my commute substantially longer. PLEASE don't close stations. Ridership will increase after vaccinations.

I rely on Grosvenor-Strathmore for transport to Washington D.C.

I live and work around the Cleveland Park area, if you're trying to get to the zoo or Adams Morgan it's the best one to take.

Proposal to close 22 Metrorail stations

Closing Clarendon & McLean increases work commute time. McLean stop is utilized by many employees of CapitalOne and streets between Tysons Corners and McLean stops are not very pedestrian friendly.

Of all of the considered proposals, this is the most ridiculous. You are affectively illuminating just about every orange and silver line station, which dramatically affects every single person who decided to live in Northern Virginia with access to a metro station. I strongly suggest that these closures are reconsidered with perhaps every other station being closed instead of every single station being closed. With the expansion of the Mason campus in Arlington, closing the one station that is directly next to campus will dramatically affects all the students staff and faculty who work there. Mason students already have difficulties getting to and from all three of our campuses, so eliminating our Mason station in Arlington does not make sense and negatively affects our Mason students. Closing the Clarendon station does not make sense either. If Roslyn and Ballston are the only two stations that are running in Arlington that's a huge difference in terms of distance to and from places within the Arlington region with metro access. Clarendon is a very very popular station especially in non-pandemic times and if we anticipate ridership to increase come January 2022 less people end up taking the metro and more people end up Ubering. And I think with these closures, no one will ever take the metro again, which seems like the opposite reaction with this proposal. We have also waited years and years for the metro to come out to Dulles airport. All the work that has gone into expanding the metro to the airport over the last few years will basically become null and void because none of the residents in the northern Virginia area would really be able to access the metro station.

Close medical center instead of grovesnor as commuters can't park at medical center but can park at grovesnor. The white flint parking lot will get filled up very fast if grovesnor commuters have to park at white flint.

Some of these metro stations are in busy areas, like clarendon, which would make travel inconvenient. Arlington cemetery is also in the middle of nowhere and can only be accessed by metro if not personal vehicles. Maybe this question could be broken down for each station so that people can weigh in on individual stations.

I would want the Grosvenor-Strathmore station to remain open. There are many apartments in the area that rely on the station.

This brief description partially contradicts previous questions. For example, if Metro plans to limit Red Line service to Grosvenor-Silver Spring, how could it close Grosvenor-Strathmore?

Grosvenor cannot close!!! Especially not during rush hour! That will be really bad for commuters in Potomac!!!

Again, the closing of Grosvenor station would impact many of us dependent on this metro. We moved to Grosvenor apartments because of the metro service. Don't know what we would do if service was stopped. This station should remain in operation!!!

Closing stations is not a good option because it is highly disruptive to the community.

Closure of Grosvenor-Steathmore will absolutely destroy my home base business.

This is a horrible idea. Some of these stations, such as Grosvenor Strathmore have significant high density housing built up around them and the metro station close by is a big draw. I am not sure the roads will be able to cope with the increase of cars needed to get to metro stations if Grosvenor is closed.

I normally use the Smithsonian station daily. I would deeply miss that one, even if I could make it work with the use of LEenfant.

I often utilize the college park metro station. There is no other station within walking distance you can use.

I would have no way in to work. I don't have a car and bought my house because it was close to a metro. I can't afford Uber every day and I would have no ability to work due to transportation. Buses are unreliable and would take over 2 hours to get to work

I specifically picked my residence base on proximity to the metro station as I use it often! Also, many of the proposed closing are at places that are going to start opening again at the same time they plan to close the stations! This would great impact Myer and many others all across the DMV!

See previous comment.

No, the Reston Town Center station would be incredibly valuable to me; the Mclean, Clarendon, and Greensboro stations are also extremely important.

Myself and many others work at the NIH and rely on the Grosvenor-Strathmore station to commute to and from work. With this station closed, many of us would instead wind up driving to the NIH campus, where parking is very competitive. It would not make sense for us to travel up to the White Flint station, either, since wed be heading south immediately afterward. Please reconsider this, this would drastically affect many NIH workers.

I ride the train out of the Cheverly metro for work. This change would seriously impact my life. We bought our house based on its closeness to the metro station.

See my comment on Grosvenor-Strathmore above.

I live 1/2 mile from the East Falls Church Metro station and this closure would prohibit me from using the Metro system. There are no other stations nearby so this option is not acceptable.

We need this station. It's a park an ride station, it services many apartments. My wife and I, always take Grosvenor Strathmore everywhere.

Proposal to close 22 Metrorail stations

No, Judiciary Square and Mt. Vernon Sq are my closest metros, I use them the most and the extra travel time to other stations would not be ideal.

One of the stations is Vienna-Fairfax which is the station GMU students can reach by bus. This is very important for the students who live on campus and have no other way of getting into DC. Please do not close it.

All of the stations in DC and Rosslyn, Arlington Cemetery and Huntington, and Reston Town Center are critical to my work in the tourism industry. I would have to give up my job and would be unemployed.

I use Archives and Smithsonian frequently, plus they are important for tourism which is a major part of the local economy.

I often use the Clarendon and Virginia Square to run errands after work.

This proposal would be very inconvenient for everyone attending and working at George Mason in Arlington. The walk to Ballston is too far. Please dont close both Virginia Square and Clarendon. This makes no sense.

The Virginia Square MEtro is a key station for me I live across the street. I need access to be able to go to work in DC-- i am a clinician and need to see patients as i have been seeing throughout the pandemic This would cause a hardship for me

East Falls Church would be particularly damaging. This station is NOT near others (3+ miles from Ballston and several miles from West Falls Church), is a transfer point, and has regular ridership. Many people in that area have no car or its prohibitively expensive to drive/park. Please keep this station open! Smithsonian also should stay open, for tourists as well as commuters. And Clarendon and VA Square cannot both close--one must stay open, Courthouse to Ballston is too long a stretch given the MANY Arlington residents without cars who rely on walking-distance metro access. Businesses and restaurants in that area would suffer even more than they have if there isnt sufficient metro access.

I need the Silver Line if the Red Line is slow.

Dont provide sub- and ex-urban metro services until vehicle ticket reciprocity is implemented. This proposal is absurd

UNCONSCIONABLE to close Arlington Cemetery. Dont care how few people may use by comparison to the rest of the system. People come from all over to pay respects to that sacred place. Many are older and/or disabled vets. Metro access is critical. Metro will face major backlash trying to close that spot and -- if you do -- I suspect you will ultimately be forced to reverse that plan and re-open it. Skip the bruising fight and just do the right thing: keep it open no matter the ridership numbers. Also, closing Clarendon? Right in the middle of those restaurants and bars? I often get on at that spot - its far from underused. Makes zero sense. Smithsonian too? No tourist access there? What is Metro thinking??

I plan to regularly use Clarendon and Virginia Square stations to commute to restaurants, grocery stores, and a library-- I may even move to one of these areas in a few months and would need access to each stop to commute to and from work, which is slated to return onsite in July 2021. Please do not reduce service in these areas.

I purposely bought my house to be within walking distance of a Metro station. Closing the College Park station would force me to drive to another station and would decrease the value of my home.

THIS IS CRAZY. ARLINGTON has long had a reduce or get rid of cars agenda. These stations were built at high cost to enable suburban residents to easily get downtown without needing to drive and park downtown (saving money, travel time, and pollution)--so why on earth would they be closed. FORCE ARLINGTON to pay more for metro since its so anti-car.

I use Metro to commute to work at one of the stations listed above. The closure of this station would make it difficult for me to commute to my job.

I live in the building across from the Grosvenor Strathmore station and need this station to stay open. Its how Im able to get in and out of the city for work and other activities. This station is essential to my everyday life and routine. Closing this station would be detrimental to my everyday life.

The pandemic recovery is upon us and people will be going back to work and tourists will come back before you know it. Running less times and stretching out train times a year from now discounts the idea that ridership levels will indeed return. Closing Arlington and Smithsonian make no sense at all! Cutting off access to established tourist stations is a mistake.

I do use some of these stations from time to time

Having stations nearby helps when other stations close on weekends for repairs.

Must have Red Line - Grosvenor Station service. It is NOT NEAR other stations and I recently MOVED just to be closer to Grosvenor Red Line station.

Visually impaired. walk to east falls church. cant walk to west falls church or ballston. this plan would force us to become metro access users.

Need Grosvenor-Strathmore open for chorus rehearsals

I purposely bought my home by Morgan Boulevard station to take metro rail to work. I would have never purchased a house where it is headed not been for metro rail being there. Closing Morgan Boulevard would completely defeat that home purchase. Please keep it open.

I use Van Dorn station often during the week. Pzrking is often full. Its seems to be an important station.

| |
|---|
| Proposal to close 22 Metrorail stations |
| Absolutely do not close down Grosvenor Strathmore. I, and many of my neighbors, rely on it and have invested in properties around it. |
| I am a student at George Mason University's Arlington Campus. I would not be able to access the campus via metro if both Virginia Square and Clarendon Metros are closed. |
| I use Mt Vernon Sq on a daily basis, it would make my commute exhaustingly long and difficult. |
| Grosvenor/Strathmore is highly used station in normal times. When Pandemic is under control, ridership will be back to normal. This station has great parking and is sought after. It should not be closed |
| I live less than a mile from Grosvenor station. That was a significant factor for me when I bought my house, because it is very convenient to be able to walk to Metro. It is about 2 miles to the NIH station, which is OK sometimes, but would not be a comfortable walk home at late night. |
| DO NOT CLOSE GROSVENOR METRO. This is the only reason that I bought my condo where I did so that I can walk to Metro!!!! |
| Van Dorn is not near anything, are you kidding me? Also, the Cemetery station is there bc there is insufficient parking for such a major "attraction" same with Smithsonian (which also helps a crowding at L'Enfant and others) and Clarendon. Walking from Eisenhower to either King or Huntington is impossible for someone with disabilities. It takes me 25 minutes bt Eisenhower and Huntington and I do not have a mobility disability. You're proposing closing stations that would make life far more difficult for those with mobility disabilities. |
| this would dramatically increase my commute time because the nearest metro station to where I live is closed |
| No absolutely not. Don't close stations like east falls hutch or west falls church, already only station around. Absolutely needed!!!! Close stations where you can find easy alternative near by station or in the city it's not too far. Many ppl are dependent on East falls church, which is the only station available around that area |
| I expect to get back to using the Clarendon stop daily and for Nationals games and getting downtown in general. I walk to the metro. Getting to another line would be more hassle than it is worth and I would simply drive. |
| All ideas have government agencies and facilities- reduce your internal bloat |
| Grosvenor-Strathmore is essential for our family. |
| Many people that live in the Grosvenor Park area still depend on the Grosvenor-Strathmore station to go to work as well as people that would use the station car garage. |
| The reason this would not work for me is that I live three blocks from the East Falls Church Metro and commute to the McLean station. Thus, this would prevent me from using the metro for my commute. I would certainly prefer if both of these stations stay open. Closing stations is likely to discourage the people who used to ride the metro to or from those stations. This seems unwise. It also is likely to discourage new residents from forming the habit/preference to use the metro. One of the stations, Arlington Cemetery, seems feasible to close. If you notch the low ridership criteria way down, then it is feasible to close a couple of stations or maybe 3-4. However, each station closed after that creates more inconvenience and gives the impression of giving up. Also, what is the timetable for RE-OPENING stations under this proposal? 2024? 2026? Without a date in mind, it also gives the impression of death throes for the system. |
| Does not allow for those with limited mobility to have access to sites situated closer to proposed station closings |
| eliminates multiple stations in one area and difficult to traverse to remaining open stations without further information on bus service |
| Grosvenor-Strathmore is the station I use most often as it is closest to my home. If this station closed, I would not have any reason to use metro at all and it would be extremely inconvenient. Please do not close this station. |
| We leave from EAST Falls Church and arrive at Smithsonian each day for work. Both ends of our commute would be impacted. |
| I use grovesnor station and I do not think there would be enough parking at white flint for everyone to switch to that stop only. During non-COVID times both stations always seemed very busy! |
| Minor inconvenience |
| These should not be permanent closures. Tourists will be back at Smithsonian. It seems very shortsighted to close Eisenhower given development in that area |
| This would be catastrophic to my commute plans for 2022. I am buying property specifically to be near one of the affected rail stations, and would no longer be able to commute using WMATA at all if this were enacted. |
| good idea, dude |
| It is discriminatory against those who depend on and planned housing, work and school decisions around these stations |
| This option decreases the walkability of several neighborhood locations and the feasibility of living without a car. It also increases demand on parking at Metro locations that remain open and again likely contributes to a ridership death spiral. |
| my station impacted above, would be sad if it closed. |

Proposal to close 22 Metrorail stations

This would be highly disruptive and inconvenient for many government employees and their families, especially those at NIH

This is the most shameless of the cuts to Metros operation. These stations have thousands of people who need to get to them, and are not by any means close to other stations: its over 20 minutes by bicycle between East Falls Church and Ballston. They cover essential parts of the city and its suburbs, and cannot be closed under any circumstance. Closing them would decrease ridership and thus create a disincentive to invest in Metrorail, and would overcrowd buses, roads, and bicycle lanes.

Could close certain hours, but not totally.

Grosvenor is within walking distance of my home. It is not feasible to ask me to walk to Medical Center or White Flint. Those stations are not close to Grosvenor at all. Plus, there's no parking at Medical Center and very little at White Flint. I would have to move in order to commute to work and I cannot do that.

Many people depend on the Grosvenor Strathmore metro stop, closing this stop would affect many citizens of the area

Do Not Close Any Stations- how does closing the stations increase METRO ridership??? - It wont.

I live a few blocks from the Clarendon station. Walking to Ballston or Courthouse to catch the Metro would make my commute harder, especially in bad weather.

My work commute will be drastically not possible since I depend on the rail to get to work. Also this will drive down the number of people shopping at nearby stores close to these stations. So local businesses may suffer.

Clarendon is a major destination within Arlington for dining and retail. It would push people into cars and worsen traffic, parking, and business in the area. Virginia Square draws people from residential areas, particularly to the south of the station, for whom Ballston and Clarendon are just enough farther from their homes to make the difference between taking public transportation and driving. I also use Virginia Square station whenever we have guests, because its much easier to pick people up at than Ballston. Ballston is very difficult to pick up/drop off at because of the bus congestion and restricted car access.

If the East Falls Church station were closed, there is no easy, efficient way to get to other stations. If Smithsonian and Federal Center SW were closed, it would make getting to the Mall and the museums impossible for people who cannot walk great distances. Closing 22 stations would significantly reduce the usefulness and usage of the entire Metro system.

Needed for work

It would impact my ability to work everyday.

I take the metro from EFC so dont want to see this station closed. There is no other stations nearby that could be accessed by public transport.

I use metro a lot from East Falls Church in all directions

Please keep Grosvenor-Strathmore open. When Strathmore Entertainment Center opens, many people will need that station in order to attend events. It is also the closest station to people in the surrounding area.

Several employers and universities have made it clear they will be pushing for in person participation as early as this fall. Closing some of these stations would place great stress on metrobus and any rail replacement bus service put in place.

Reasonable change

Just to be clear, these stations are on the closing list IF they have low ridership, or statistics have already confirmed these generally have low ridership? College Park is especially busy during the school year. And from my experience, with Morgan Blvd closed, either Largo or Addison would be extremely overcrowded. And Addison is sketchy as is.

I moved to an area near the Mount Vernon Square station so I could use the Metro to get to work at Navy Yard. You will ruin my life and that of many others if you close any stations in the DC city area. Maybe you close some out in Maryland or Virginia, but keep the Metro running and stopping throughout DC!

I need some of these stations

I use many of these stations regularly (when there is not a pandemic happening)

Not ideal. I would have to walk a long way to area that with closed station

This is a painful cut, but so long as these are the only stops closed then it is not too disruptive.

Do you dumb asses understand sunk costs. Anyone proffering this as a suggestion should be fired immediately. Metro is clearly a ship of fools.

Our household would be forced to permanently commute by car. There is also redevelopment planned near Cheverly. It is important during the economic recovery from the pandemic to not take away transportation. We need to encourage transportation and new job creation. If new jobs can be created near a metro station do not discourage that opportunity to flourish by taking away the transportation.

It's totally absurd that you're considering closing stations on a line that hasn't even opened yet. Not to mention the thousands of people who chose homes based on proximity to metro stops. The difference between a 5 minute and 20+ minute walk is truly significant when you think about an individual commute

I live close to Clarendon. I have no cars. The reason why I chose to live there is that I want to use public transportation, and I dont think Clarendon has low ridership.

Proposal to close 22 Metrorail stations

Vastly prefer Clarendon station remain open. Other stations are a considerable walk and would add quite a bit of extra time to access.

Some of the downtown DC stations might be OK to close, as they are literally only blocks away from other stations, but stations like Grosvenor-Strathmore are not functionally replaceable with other stations--it would be incredibly dangerous to walk from Grosvenor station to NIH or White Flint

Will make my commute more difficult/time consuming

If my station is not available and another station that is available is not close by to me, I will opt out of using Metro.

Why not close West Falls Church, which is not a transfer point?

Im a regular user of the Clarendon and E. Falls Church stations.

Please do not close Grosvenor-Strathmore! Many people who live here walk to the metro to commute to work. It also has one of the better parking situations.

No!!!!!!!!!!!!!!!!!!!!!! Please keep Grosvenor-Strathmore open!

I would go to White Flint; which could work, but it is a long walk.

I ride from/to East Falls Church. West Falls Church is the next closest but it's farther and opposite direction. Might try ridesharing or bus lines instead if EFC closes.

This would create complex last mile problems

I use the Cleveland Park station often when going out downtown.

I work at the Eisenhower Metro Stop and took the metro everyday before the pandemic. Once COVID restrictions are lifted at work, I would like to continue my metro ridership.

Clarendon is not near any other station and has more ridership than Virginia Square or Court House. This is a metro-focus neighborhood and closing this stop would lead to negative economic effects for the entire orange/silver line since Clarendon is the social and economic hub of the Roslyn-Ballston line. Moreover, there is continuing high rise residential development occurring in Clarendon with more metro-focused commuters who will be shut out. Very bad idea. Maybe staggering every other train to stop at Clarendon can be a possibility; otherwise, this makes no sense since its not at the end of a line or a strictly tourist-centric stop.

This would be terrible. The closures would make it impossible for many people to walk to an available station.

Though some of these stations are close to others, they are often on different lines and not necessarily easy to get between the lines. However, I do think this would be workable. Would metro be thoughtful about ensuring that the stations were closed in a way that did not introduce blight into the area with an abandoned station? How will the city be thoughtful of businesses who are positioned near the metro stations where metro stations are going away? Etc.

Why are you still moving forward with opening the second phase of the silver line when you're proposing such severe services cuts? What deems "low ridership"?

It will be so inconvenient to commute. If the closest station I need a car to go to another metro station.

Grosvenor is a key metro station with parking to help people in Rockville get downtown.

These stations arent all close to one another.

I live at the Grosvenor-Strathmore station so this station closure would be devastating to my relationship with the Metro. I would likely never use the system and it would make getting downtown difficult.

It is critical that people from throughout the DMV area have easy access to the city--the infrequent timing of each train to and from the suburbs is already inconvenient. Please try to keep as many of these stations open as possible, as it increases the ease of commuting.

Closing some of these would work better for me than others. Asking the survey question to include all of these stations in one question leads me to say no overall. Sure, close Virginia Square. Its close to Ballston and Clarendon. But then dont close Clarendon. East Falls Church isnt really near another station so it doesnt make much sense to close that one.

In January 2022 the most companies will go back to the normal (in person schedule). Closing metro station will have massive impact on her commute

closing both Va Square and Clarendon leaves a big gap. Maybe close one or the other?

Please keep Grosvenor station open. Has parking for commuters and is confident for the North Bethesda ridership.

Closing Virginia Square and Clarendon would impose a huge burden on residents who live near these stops. And low ridership cannot be an issue at these, as I have personal experience to the contrary. These stops are highly used under normal circumstances. Closing them would force people to drive to other metros, which defeats the purpose of reducing traffic and pollution.

Proposal to close 22 Metrorail stations

Closing the College Park station is very short-sighted. the state and MTA are making an investment to tie the silver line to the green line at college park, and there is transit-oriented development underway at the College Park station. closing this station would severely impact the viability of the housing under construction and would cause huge increases in automobile use in the Silver Spring- Greenbelt-College Park-Riverdale-Hyattsville corridor. i understand the temporary closure of the CP station, but when the students return to campus (and they must and will), without a viable metro station they will drive uber traffic in the area through the roof, along with congestion and pollution. it will be a self-fulfilling prophecy for those who say mass transit doesnt work. Dont do it!

I access East Falls Church Metro and as a elderly person that still works in DC it is important to have easily accessible station at EFC.

I typically get on at Cleveland Park and get off at Judiciary Square each work day (pre-pandemic), so this would significantly increase my commute time.

I could make this work for me, though it would of course be less convenient in some situations.

This is an airport line, needs to stop at all stations

Im worried about station crowding if busy stations like Clarendon are closed. Crowding would dissuade me from using Metro.

No silver line? So it would just be express to Ashburn then?

I am generally totally against closing any of listed stations Except Arlington Cemetery, which is little used in the non tourest winter season.

This one is just nuts.

Federal Triangle, Smithsonian and Clarendon need to stay open

Absolutely not. We bought in the area serviced by the East Falls Church station specifically to be able to use the Metro. This would totally disrupt our travel/commute opportunities. There is no other nearby station--West Falls Church station is not within walking distance, especially for those of us with limited mobility! At some point what is even the rationale for continuing a Metro service if you are going to close so many stations?

Closing stations would create longer boarding and lines in the remainder that stay open

I am elderly. I use both Cleveland Park, Clarendon and Smithsonian stations and would have trouble walking the distance to the next closest station.

Would probably mean if stop using metro as my means of transportation for anything beyond commuting to work

It would work as long as buses also serve them.

This could work if bikeshare corrals and and more scooters were implemented at the affected stations, otherwise this will reduce ridership

No way. This is so harmful to riders. Especially those who are elderly or disabled. We should have more points of access, not fewer.

I depend on Van Dorn station every day.

Use McLean for work.

Closing Clarendon??? Theres like 15 bars there and a slew of young-20-somethings that all commute into work, why would you close clarendon? So many of the other stations are so well traveled and populated Im confused why theyre on the list

A major appeal to living in the area is the convenience of the metro, this would significantly diminish and eliminate much of the appeal. This would create major issues for myself, my family and numerous families in the area. A move like this would make our family consider moving out of the area and potentially the state of VA

Cant take METRO if both Judiciary Square and Federal Center SW is closed.

Why are you closing stations so close to each other? For example, wouldnt it make more sense to close Court House and Virginia Square and keep Clarendon that is between the two? It makes a lot of sense to close down Arlington Cemetery since no housing or businesses are really around there. It doesnt make sense to close stations in more populated areas such as Clarendon, Virginia Square, Mt Vernon. Why are you cutting off locations? East Falls Church is the only station in that area.

Many of these stations are not near other stations.

Grosvenor Strathmore is one of the most traveled stations. There is no parking at Medical Center and the next nearest station is farther away from DC. People with children who commute into DC are already leaving work early to be able to get to their children in time. Now you would be forcing people to leave even earlier to be able to get to their kids.

If these stations are closed. I will be less likely to use metro overall.

Cleveland Park is my station and the short distance makes a huge difference due to disability. Closing all of the stations would Rob metro of its value.

Closure of the Cheverly metro station would impose significant hardship on our family. We currently live just a few minutes from the station and use it every day to travel to and from work in downtown DC. We moved to the neighborhood last year in large part because of its easy access to the orange line and would be extremely disappointed to see our station closed.

Absolutely NOT. East Falls Church must stay open. No no no,

| |
|---|
| Proposal to close 22 Metrorail stations |
| Please keep all stations in downtown dc open, especially archives (where I get off for work), federal triangle, mt Vernon square, smithsonian |
| I live one block from the Clarendon station. It is a big reason for living where I do. Walking down the hill to Court House would be manageable in spring and fall, but not so much in hot summer months or cold winter ones. I would likely end up driving to the City, contributing to traffic and pollution. |
| Clarendon, Mclean, and Federal Center SW will need ridership once in office commuting returns |
| I do a lot of gig work in clarendon. With the restaurant and music scene about to return to normal, the clarendon station should remain open. |
| Heavily rely on Grosvenor station to remain open in order to get to work. |
| Closing BOTH Clarendon and Virginia Square places a huge burden on riders to get to Ballston or Court House. There are no bus connections so riders might have to drive to those stations, increasing kiss and ride traffic in very congested areas. |
| Why expand new lines while cutting services on those lines? Better to reduce number of trains than close stations. Keep East Falls Church open. |
| I use the Cleveland Park Metro fairly frequently. The Clarendon Metro station is my only way of shopping in the Clarendon area. The Strathmore Station is my only means of getting to concerts and exhibits at the Strathmore arts complex. |
| Im near Grosvenor-Strathmore, which is not a low ridership station. The parking garage on the station is always packed and there are so many apartment buildings and residents depending on the station. Especially during rush hours, this station has many passengers on and off. |
| If we want people to use public transportation we need to make it accessible and convenient. |
| I mean, again, making Metro accessible is what makes more people ride it. So closing stations means I have to walk further to another station on one end of my trip..and makes me less likely to ride in the first place. While I know the budget is crunched, maintaining as much accessibility as possible is key, I think. |
| This is a bitter pill -- but I would take it. One reprieve, though: Keep the Smithsonian Station open. Why? I think it would be easier for tourists to get to the museums and other attractions that way. . |
| McLean is the first stop on the silver line after Reston-Whiele that has parking available. Intermediary stops, e.g., Greensboro or Spring Hill, seem to have not as many riders as other stops AND there is no parking available there, which makes them less accessible/important to a wider ridership. |
| This will greatly impact home values in these areas; this might be a way to get additional funding from some areas, as the difference in tax value for closing a station might be MORE than the funding of the station. |
| This is an appalling idea. Im genuinely shocked this is even under consideration. |
| I hope that the bus service along these lines (such as the 38B) would stay the same or increase slightly in frequency. |
| Please keep Clarendon open as the station has Trader Joe's, restaurants and other shops nearby. Court House can be closed instead. |
| East Falls Church is necessary for me |
| When the Univ of Maryland is in session, the College Park station is vital to commuting students. It would be necessary to spend a lot on shuttle service from nearby stations, and ridership would drop significantly. |
| We use Grosvenor to get downtown. |
| I dont understand why you would close Judiciary Square. It is the closest station to the courts and Gallery Place is often way too busy and full. Judiciary Place allows for people to avoid the overcrowding in Gallery Place. Not to mention that Gallery Place always has a lot of police activity and is less safe early in the day and late at night. When I work overtime, I feel safer walking to Judiciary than going to Gallery Place. |
| Very important to keep Grosvenor-Strathmore open. It provides essential service to very large area of Bethesda/Potomac and also to Strathmore Concert Hall and programs/activities at the Strathmore Mansion.. |
| This is unfair to homeowners! This will negatively impact home values and rental potential to the fair tax-paying real estate owners of the city. At least go to like a local vs express train like NYC has. |
| Horrible idea. |
| Archives, Arlington Cemetery, Federal Center SW, and Federal Triangle are major stations for visitors. Van Dorn St is one of the few stations in Alexandria near apartment complexes. This limits equity among riders. |
| Use archives for work regularly. |
| This says nothing about bus to light rail plans. For huge parts of PG, there are not alternative bus lines to the 2 stations. |

Proposal to close 22 Metrorail stations

Closing Federal Triangle would create significant impacts for federal employees, more specifically mandatory in-person staff. Federal Triangle services the headquarters of USAID, CBP, and a number of commerce based organizations. Closing of the Federal Triangle station would result in an increased traffic in the area and usage of the parking deck, which prior to COVID would fill up before 9AM. Closing Clarendon would result in significant impacts to the business and real estate in the area. Many apartment complexes in the area charge higher rent due to their proximity to an active metro station, and many restaurants rely on the increased foot traffic. McLean does not need to be closed. Since the pandemic, significant growth has occurred in the area. Visible from the metro station itself, riders can see two high-rises that recently went up, and proximity to an active metro station is a significant crux of many business plans in the area.

Closing stations impacts neighborhoods and workers. This should be the absolute last thing considered.

PLEASE do not close Cleveland Park station. It would be devastating for the businesses in the area and create a hardship for residents, especially the large number of senior citizens who live near the station. You would be destroying their way of life. Do you expect them to walk in the cold all the way to Woodley? Do you expect people living on fixed incomes to pay for taxis to travel to a metro station that they've been walking to, in some cases, for decades? Cleveland Park is a major contributor to the city budget because of high property tax valuations. Stripping metro service from the area - while still imposing high taxes would be incredibly unfair.

This would change my entire living situation. I must travel to College Park everyday. Metro allows me to live in DC while commuting to College Park for government funded research. Additionally, College Park station is important for students at the University of Maryland. Most rely on the metro to travel to and from DC, including to jobs and internships.

This is very inconvenient. I live near Virginia Square. Although I am near Ballston, the Virginia Square station is closest and feels safest for my travels. I work a job where I am commuting at odd hours, and having a station close by is essential for me.

Clarendon and East Falls Church would make things difficult

Several of these are college-local stations that currently have low ridership due to the pandemic and students being virtual. Closing them is foolish, particularly when they're in suburbs and nearby is not actually nearby to people who do not own a car or way to get from, say, College Park to Greenbelt or PG Plaza. Stations like Archives and Judiciary Square could feasibly close as there are multiple other exit options within short walking distance of each other.

I use Clarendon as a back up metro stop when I need to do shopping.

I would miss Smithsonian and Archives. Closing one would be inconvenient, but both would make access to National Gallery a pain.

Many people in my neighborhood take East Falls Church metro to work everyday. Most of us work off metro stations in DC, Arlington, Alexandria and this would be a major inconvenience.

However, this plan is preferable to early closing and longer times between trains

I live right next to the Grosvenor-Strathmore station and have some mobility concerns. I don't know if I can get to a nearby station when I need to go into the city for school/work.

Keep Cleveland Park. Woodley Park is very crowded at rush hour and more housing is being planned.

Too drastic a cutback on stations which are used by many riders

No, I use many of these stations frequently and also work at Federal Triangle. My church is at Clarendon.

This seems like a huge number of closures, especially if it would be permanent

This could work if it was scheduled for rush hour and noon rush hour

Closure includes 2 adjacent stations between Courthouse and Ballston. Closing one may be acceptable, but closing both creates a huge problem for a very large population. Arlington County has specifically planned development for decades along the Metro corridor. There is also a university and FDIC located at Virginia Square. Closing both Smithsonian and Federal Triangle affects festivals, demonstrations and other sponsored events in the vicinity of the Mall.

We use the College Park Station several times a week. Once the U Md students are back and federal workers return it will be essential to commuters in our neighborhood. It will also be a transfer point for the Purple Line.

Why are you continuing to open the Silver line if you don't have enough money to run the current stations that are open

Clarendon station is critical for residents, especially the Residences at Station Square, and local businesses. The closure would negatively impact property values, quality of life and revenue for businesses.

This is my metro station! I would not have a way to commute to work!!

I am a senior and this involves a lot of walking. Two of the stations I use most would be closed. Not acceptable.

Proposal to close 22 Metrorail stations

We moved to near East Falls Church specifically in order to be close to a Metro station so that we would not have to drive. West Falls Church and Ballston are too far away to walk, and taking a bus adds too much extra time. We would have to abandon Metro completely and drive to work. We would probably stop going into DC for shopping, dining, and entertainment, due to the hassle of driving and parking in the district.

It is concerning that both Clarendon and Virginia Square are being considered for closure. While it would be disruptive for either station to close, having them both closed would cause residents between Clarendon & Virginia square to walk over a mile to the nearest metro, especially residents who live further from Wilson and Clarendon Blvd where there are no bus lines. Closure of the Clarendon metro at night could also significantly affect the safety of drivers, given the nightlife in Clarendon on the weekend. There is already a lot of hectic traffic in the area on the weekend and I would be afraid of the potential impact of driving under the influence of the metro were closed later at night

No. Please check out how the metros work in Paris and Moscow. You need to be safe, consistent and frequent.

Please do not close any stations in downtown DC

The main reason I purchased my home near Garrett A Morgan Blvd was because of the metro.

College Park is a vital station. The parking situation alone makes it an ideal place to hop on the metro. I understand that it is close to Greenbelt Stn, but accessing the parking at Greenbelt is a headache. So while I support closing some stations with low ridership I don't think College Park should close. The suggested closures downtown make sense.

most of these stations are essential. I'll comment on Virginia Square since it is the station that allows George Mason students and faculty to use both campuses. I frequently travel to Virginia Square for work and it would be a hardship. Finally, Mason will soon begin a huge campus addition on this campus that will have people moving back and forth throughout the day.

Will use Grosvenor/Strathmore station frequently

Closing Clarendon would be a hardship for restaurants, shopping, etc. Better close Virginia Square instead since it is very close to both Clarendon & Ballston. So it seems to me, but Metrorail has the numbers re which stations are underutilized, so go with that. Of course, any numbers from 2020 are totally suspect and unreliable because many folks were able to work from home. This will surely change in 2022, perhaps going back to normal times.

Closing Grosvenor station is an enormous mistake, especially on the heels of completed construction on the parking deck. Close down White Flint before closing down Grosvenor. I traveled from both stations regularly in 2016 and there was always less traffic using the WF station. It's also disingenuous to say Grosvenor is a station with low ridership when it was closed the majority of 2020. Of course it had low ridership--it was closed!

Lots of businesses including restaurants at Cleveland Park and many people live in large condo buildings near Grosvenor.

Again, that reduces the viability of the system.

Why close Grosvenor-Strathmore after entering into a development agreement to build housing on the site which would support the Metro? Or are the closures temporary?

This would work best. If a station has low ridership it should be skipped. Also, should look at the long term as to even keeping the stations open in the future.

Va square and Clarendon are two stations in a row where ppl and businesses depend on metro. Closing other stations as well seems a bit short sighted- think after COVID and ppl are commuting again! We bought our house because of proximity to metro.

Why have a Metro system then? Accessibility is the nature of a transit system.

So many people work at Judiciary Square--what an insult to the thousands of dedicated public servants who rely on that station. And closing Smithsonian will be terrible for tourists and residents alike. What an embarrassment for a world capital to cut off access to the museums.

I live right by the Cleveland Park metro stop. It was a strong motivating factor in choosing where I live.

I live at Grosvenor. I wouldn't be able to metro downtown for anything.

This would not impact my use. I do not use those stations.

Literally, you have listed every single station I used with any regularity before covid. Smithsonian? Are you morons? College Park? There are federal buildings right there, not to mention an enormous University. Metro is run by idiots if you think it's a good idea to close these stations.

I have to go to college park

Closing stations especially Smithsonian only hurt the truly low use stations can temporarily close but the harder metro is to access the worst recovering funding will be.

Metrorail already has so few stations. This is ridiculous. Cutting service will just lead to fewer people taking metro. It's a self-fulfilling prophecy. You cannot cut to profitability. Ask the airlines.

If you're going to dinner in Cleveland Park, you would have to walk quite a distance from Tenley or Woodley Park. Small children and older adults in our party could not do that.

Grosvenor-Strathmore is a very important stop and one which is used very often not just by me and my family but also for lots of other connections for guests and visitors.

Proposal to close 22 Metrorail stations

I think this is a good way to reduce costs!

They have construction and classes closed during crisis

I think closing College Park would be difficult for many people who work there and go to school there, but ultimately it depends on the status of the Purple Line, which I believe will also run through there. But I don't think closing College Park is a good idea! Also, I think you need to pick one or two of these three stations to close: Federal Center SW, Federal Triangle and Mount Vernon Square. Closing all three of those will create tons of traffic in a very cramped area around the expressway entrance and the Southwest waterfront areas, respectively. Be it Ubers/taxis, buses or personal cars, I feel like one of those metro stations needs to stay open to service those areas.

Grosvenor has a large parking garage that many people in the area utilize. I use this station every day as do many people in the area. Having to park at Bethesda is cost prohibitive and having to take the bus to get to the metro is time prohibitive and also logistically not an option for many.

Maybe if Measure spent west on marketing and more and actually service writers in the service industry people they wouldn't have this issue. Instead of shutting down stations that are vital to downtown places and places where tourism usually goes to such as Smithsonian, maybe we should consider lowering the salaries of the top employee so therefore we can pay for and or getting rid of the ridiculously 64 size member board that makes the decisions for metro

I use the Federal Triangle metro and the Cleveland Park metro. Once work resumes as usual, many federal employees will use the Federal Triangle metro.. closing this metro could reduce ridership as fed employees look at other options.

Closing the College Park station would be a tremendous blow to students, faculty, and staff at the University of Maryland who rely on WMATA for easy access to Washington DC. This proposed cut would also ultimately negatively impact lower-income staff at UMD who rely on the metro for transportation to their jobs at the University

How is anyone supposed to visit and not have to walk multiple miles if these stations close? This would be horribly impactful and detrimental to people who cannot walk such distances. You should absolutely NOT close stations.

Reston Town Center is the commuters best way of getting to Dulles airport at high traffic times. To shut down this station will cause issues for the many people who take the shuttle from Reston to Dulles, which also avoids the significant traffic on 66 which you face if you get off earlier in the route.

Stop being corrupt assholes, if other municipalities in Europe can develop more complex and efficient transportation systems, for far less cost, than so should you, but everyone knows you won't, all of WMATA executives wouldn't be able to afford their vacation homes, or the Lexus lease.

The trains at East Falls Church, Judiciary Square, and Virginia Square are often packed during commuting hours. If these stations must be closed, suggest closing them in the middle of the day rather than peak commuting periods.

East Falls Church makes no sense. It has two lines going through it and people will return to work as they get vaccinated. The location is not "near" another station. West Falls Church is not within walking distance. This is a huge residential neighborhood and people during normal times use this station a lot because both Silver and Orange run through it.

Hardship will be caused by closure of stations due to difficulty accessing other stations which are not within easy walking distance. Better to reduce train frequency or operating hours at night.

The McLean/Tysons Corner area is not the most friendly to pedestrians or public transit users, especially around the Tysons Corner Center area. Closing metro stations near that area (McLean, Greensboro) will only exacerbate the existing issues for pedestrians and public transit users. For example, pedestrians often need to cross busy and dangerous streets - removing the Greensboro station in particular would double my required walking distance and require me to cross many more busy intersections. The sky bridge through Greensboro station is especially convenient for pedestrians attempting to cross the dangerous highway.

Im not even going to parse this one. Very stupid.

I ride Orange, Silver and Blue lines often - sometimes Yellow line I live a block away from one of those stations in Virginia. I would prefer reduced hours of service at certain stations over closing the station.

I cannot comprehend how this would make any sense to close Metro stations that are "close" to each other as people live in housing that may be ONLY close to that particular metro you're thinking of closing and to then have to take a bus to another metro stop would be an extremely poor waste of time, causing that rider to seek alternate transportation. It doesn't make sense to me to not have the metro stop at each stop especially on the orange and blue lines in Arlington when you're literally passing the stations as you go by. Please do NOT do this.

Close is relative. Also, the ability to park must be considered.

grosvenor-strathmore station within walking/biking distance of huge community; this station services strathmore concert hall; property values connected to proximity of grosvenor station. Some of the other stations proposed for closing would be a huge loss including College Park, Smithsonian.

Proposal to close 22 Metrorail stations

This is a drastic measure and I would cull some of the proposed stations from the list, but I think this is a more viable option that extended headways.

Closing Clarendon and VA square. So it's either courthouse or ballston. Doesn't work well

I walk to this station, as do most local residents I know. Impacts housing values, requires an additional form of transportation to go backwards to closest station. Not acceptable.

Cleveland Park station is used by members of Adas Israel Congregation; many are seniors or handicapped--they would be able to walk from Woodley Park or Van Ness.

I use Grosvenor-Strathmore so this is not acceptable.

We will have reached a point with more nightlife and dining. We will need more service.

I would rather have fewer trains than fewer stations.

It is imperative that we continue to operate the Van Dorn Metro Station. It is my sole source of affordable transportation.

There only reason Smithsonian has low ridership is because the museums are closed. If they other stops are near employment and or tourist centers closing them as ridership increases 2 years after COVID could present a problem, especially as spring and summer come around

I need the East Falls Church station to get to work!!!

This would result in a dramatic increase in the carbon footprint i and others create. Metro does not have adequate parking to eliminate to mitigate the need to drive to work. My and others opportunities to support and ride the metro are eliminated.

Is this Fallout 3?

Have you forgotten about disabled people for whom them metro is essential. This would make it much more difficult for them to access. And to close the Arlington Cemetery station is disgraceful!!! Local residents and tourists alike visit their loved ones there. Dont deny them access.

This proposal seems very politically motivated not to mention completely outrageous. East Falls Church is multiple miles from any other station in either direction, for example.

Why not just kill the entire system? Seems like you are trying. Shut down work on new silver line expansion and on purple line and put the money into existing and needed lines. Get some sense you morons.

In 2022, my husband and I will be commuting from College Park to Chinatown during rush hours Monday thru Fridays for work that requires us to keep to a schedule in order to keep out jobs. Also, we have a child who requires being picked up from daycare at a specific time in order for us not to be charged extra. Our places of work will not provide us with parking (whether it would be free or an extra expense). Before the pandemic, it was difficult to get a train from Chinatown to College Park during the evening rush hour. We need the metro to run more frequently during rush hour in order to keep our jobs, and this change will impact our livelihood (jobs and finances).

I rely on service at East Falls Church 5 days a week for commuting to and from work--That is why we bought at this metro stop. To keep our neighborhoods viable and our city green, we need to have service at East Falls Church. It is too far to walk from EFalls Church to Ballston or W Falls Church.I work at the Eisenhower Avenue metro stop so your proposal is a double whammy--but I could always walk from King Street and would if you closed Eisenhower Avenue.

This is an insane proposal and should never be considered. Not only would this disproportionately affect communities of color, but it completely hampers service for working class people who live in more affordable areas in the region. Scrap this proposal entirely. Shame on you for even considering it.

Please do not close down Clarendon or McLean. (In the case of McLean, Im sure Capital One will sponsor you.)

East Falls Church is a vital commuter hub with lots of pedestrian and bike access from nearby neighborhoods. The nearest alternative station West Falls Church would require people to drive 15 minutes by car (bad for the environment vs. walking/biking to closer East Falls Church) and pay to park. Facing this choice, most people would then just drive to work anyway, rather than drive west AWAY from the city to West Falls Church, park, wait twice as long for a train (because Orange line only instead of Orange + Silver at EFC) and take a train back east.

You are proposing to close three stations on the silver line from phase two that are not open yet. Planned Communities near those stations and other Loudoun residents are anticipating the completion of the silver line. Suggest Maybe open only the farthest out silver line station in Loudoun so residents have at least one option.

We use Cleveland park station often

This would only increase rush hour congestion at the remaining stations, not to mention decrease accessibility for passengers

I utilize the Van Dorn location and going to alternative stations is extremely time consuming and makes it easier to just drive all the way into DC

Please do NOT close Clarendon

We might be moving, if so Loudoun Gateway would be a huge factor in that decision. Once museums re-open, Smithsonian will be needed on Saturdays.

Again not acceptable, all stations are there for a reason and to discuss closing stations that havent even officially opened yet after billions of dollars have been invested in the line.

My friend lives at Grosvenor and doesn't have a car. This would be awful for her!

Proposal to close 22 Metrorail stations

We don't want closures of metro stations.. how would that be convenient for us that use metro every day twice between work and home?

Grosvenor-Strathmore is far from other stations and besides as an important concert venue it is important to keep it going

Morgan Blvd. services all events occurring at fedex fieldCollege Park services the university of Maryland college population Clarendon services an area where there is high foot traffic and a night life. Taking out the metro stop that provides a service that SAFELY transports individuals under the influence would only increase the headaches and traffic of ubers tryin to pick ppl up and increase the possibility of someone getting into a vehicle under the influenceVirginia Square services the college population associated with GMU fed triangle and smithsonian stops are crucial to ppl working in DC. You are talking about altering the lifestyle of ppl for the sake of saving money.2 things: Close down stations removed from the cityCOVID will not last forever and if you shut these stations down, you will have to re-open them or areas like Arlington will suffer tremendously

This is not sufficient for the increasing ridership demands in 2022 once the pandemic ends, more offices open up again and people who have been teleworking remotely for 2020 and 2021 due to COVID go back into the office. Additionally, once events open back up to the public with fans/attendance, ridership will increase and the demand for metro will be back to normal levels again, especially during peak hours.

Please do not close Any Red Line stations!

Grosvenor is a very popular station and those living in the area don't have options (e.g. buses) that would get us to one of the nearby stations. Those without a car accessible would be out of luck.

I work at Capital One and do need McLean station monday - friday.

College Park - what should students and service workers do?

Some of the stations on the list must be busier than others. Perhaps those in denser urban areas can remain open.

Need Federal Triangle, Archives and Smithsonian stations

I am a student at umd and this is a bad idea because hogan is not going to let the purple line ever get finished

The description of being near other stations is a relative concept. None of the stations mentioned are within a reasonable walking distance of each other. As such, closing any single station will cause that stations riders to elect private transportation, private vehicles. The nearest stations to either side of Grosvenor-Strathmore are each over a mile from Grosvenor-Strathmore, thus not walkable in any timely or practical manner.

Depends on where I am going, but in most cases it would not impact my commute.

This proposal seems particularly myopic and harmful to local communities

Assuming places reopen, such as convention center and U of Maryland, this seems shortsighted

Really just screw you guys for thinking of this. This is just terrible for the riders that rely on this service.

Absolutely not! I have no car and rely on the Clarendon/Virginia Square stops to commute and grocery shop.

My family and I all use VA Square metro.

Many of these stations are not really near other stations or, even they are, can not be traveled between in a safe manner. Furthermore, many businesses and homes values are directly tied to proximity to these WORKING metro stations. Changes in things like hours of service are to be expected, but it is an UNreasonable thing to suddenly close a metro station in a major citys transportation system. Not to mention, what would happen to the spaces where these stations sit? Would the closures be permanent and the stations deolished and land reused? Or are they going to sit there unusured? Horrible idea.

This would be atrocious. This is not a viable solution whatsoever. I'm shocked this would even be viewed as a possible answer honestly.

Closing this station would cut off the many people who live in Garrett Park, Garrett Park Estates and White Flint Park. It would greatly increase traffic along Strathmore Avenue- which is the only way in and out of these neighborhoods. It would be a traffic bottleneck nightmare for the residents and students who attend the schools in this area. Additionally many new homes/apts were built here advertising their proximity to the metro. Seems very unfair to people who moved here with the expectation of access to public transportation.

even though the stations are near other stations, this would still deter people from using metro because they might need to get to a specific station (near where they live, for bus transfer, etc). proximity doesnt really help much.

This is a terrible idea. It would make it significantly more difficult to use metro at all.

I am closest to VA Square but could easily walk to the Ballston Station instead of needed. So this would not be ideal but I could make it work.

Cleveland Park is a critical station. We will never have revitalization of parts of our city if Metro closes down stations like this. Cleveland park is at the heart of the red line and serves workers and families, is near houses of worship, and a recently renovated library. What message are we sending when we eliminate stations from our already small system.

Proposal to close 22 Metrorail stations

The presence of these low ridership stations is crucial for my everyday commute. I live within walking distance to Grosvenor-Strathmore, and I know many people who reside in my residential community who depend on the metro station for their everyday commute. The closing of stations such as Grosvenor-Strathmore would be extremely disruptive to my daily life. I believe this proposal to close metro stations would severely underutilize the Metrorail service, and decrease the usage of the Metrorail networks in D.C..

Most of the stations I currently use will be affected such as East Falls Church, Virginia Square, Clarendon, Arlington Cemetery, and Smithsonian.

Close is a relative term for some of these stations. If something would require to travel to another station but it's then a 15-20 minute walk to get to the original station you wanted, this plan would make using the metro not feasible as a reliable form of transportation and would drop ridership even lower as people find alternative commute strategies

These are all heavily used stations that are definitely going to continue to have high ridership once we return from COVID

I think low ridership needs to be redefined or flexible, such as on weekends only.

Yikes!

Clarendon is my metro stop. It is also a critical stop for one of Arlington's most important neighborhoods for bars and restaurants. Virginia Square is an alternative stop for our neighborhood so closing both would be disastrous. In addition, Virginia Square is important for the GMU campus which is expanding, as well as a dense neighborhood of apartments and businesses.

Pre-COVID, many of these Stations were already crowded on a daily basis. Closing these Stations pushes people toward other Stations, which are already crowded. By January 2022, ridership will like be back to or very close to pre-pandemic levels.

NO. Make metro convenient. Dont force people into cars if they have a time crunch

This would be the end of the Metro as we know it. It would harm commuters that chose to live where they do as a result of being conveniently located by a Metro stop and would negatively impact property rents and sales prices that could also potentially reduce the tax rolls. [Penny wise and pound foolish]

The metro is very important for to commute to work every day, without it would be really hard coming to work. I believe the train station in east falls church helps many people travel to work and to other places too.

It seems foolish to select stations for closure based on their ridership while all stations are open. More consideration should be given to expected changes in behavior should certain stations close. Using Clarendon and Virginia Square as an example, these stations are consecutive on the Orange Line. Wouldnt it be more logical to close Courthouse and Virginia Square, as it would create shorter, more walkable gaps between stations, as opposed to closing both Clarendon and Virginia Square, which creates a significant gap between Courthouse and Ballston? This would leave residents in the Clarendon and Virginia Square neighborhoods less likely to consider Metro for their commute. Yes, those neighborhoods are lighter on offices than Rosslyn/Courthouse/Ballston, but heavier on residents who presumably commute to offices near other stations. Both neighborhoods are also undergoing quick redevelopment to increase density, with multiple large apartment buildings and a hotel slated to be built adjacent to the Clarendon station in the next three years and the expansion of the GMU campus in Virginia Square. Of course, this assumes that station closure choices are truly based on ridership, and not because, say, the Courthouse station serves the Arlington County government, whose support (and money) you need to continue operating.

If trips on the Red line would be faster by not stopping - all for it

Grosvenor and Judiciary Square are the stations I use the most

No. This proposal does not work for me, particularly when viewed from the perspective of a Clarendon resident. Closing these stations would mean that there would be a 1.6-mile gap (or about a 33-minute walk) between the nearest metro stations in the Courthouse-Ballston corridor " which is one of the areas in the metro area with the most bars and restaurants as well as residents who would want to go into DC! This gap means that many residents " including myself " would opt to drive or take Ubers when we would've previously taken the metro to get somewhere. A 1.6-mile gap like that is infeasible when you consider how many businesses are near this area, particularly the Clarendon metro stop.

Will this push even more people to drive? Walking to the next nearest station is not feasible for many people many of whom picked their residence based on proximity to one of the Metro stations on this list. Closing Smithsonian would be VERY inconvenient for me and tourists because there is no nearby parking. Why consider closing stations that have not even opened yet and you do not know the volume. Wait to see. These are in high commute areas.

Grosvenor-Strathmore is an important station, given its close location to the Strathmore. I advocate for keeping the station open.

I personally use Courthouse station but you close Clarendon station, so many people will instead use Courthouse station that it may be impossible to get on trains. Very few people use Arlington cemetery so that is one in Arlington you should close. Priority should be given to stations that are used most during commuting hours. The silver line never should have been opened before all the repairs needed system-wide were completed!

Judiciary Square is very convenient for my travel and I'd prefer it stay open.

Proposal to close 22 Metrorail stations

Three major exceptions: Van Dorn (its not close to any other station); Grosvenor-Strathmore, and College Park where U-Md. is.

I work at Judiciary Sq. Please dont do this, this is my daily commute.

What?! We need to be able to travel to all these places!

This is by far the worst idea of the entire proposal. As compared to slowing service, which would merely inconvenience peoples schedules, closing stations risks disenfranchising entire populations of residents who live in condos, apartments and homes near the metro, including most of all in Clarendon and Courthouse, and effectively require a commute on already clogged roads in close-in Virginia to get to a metro stop. Given how packed platforms often were pre-pandemic, this would put thousands more cars on the roads in close-in Virginia alone. I am not sure why anyone would drive to and try to park in Rosslyn to get to DC as opposed to simply driving the whole way in. In addition to commuters, persons visiting restaurants and nightspots will need to use the roads in the evening and increase traffic and decrease road safety. Honestly, whatever consultant or employee thought up this idea as a workable option should be fired on the spot since they clearly understand nothing about the benefits of public transportation.

No stations should be shut down. What about those who have physical disabilities and rely on those specific stations to get to and from work/home/food/etc.?

Closing the Arlington stations and the Smithsonian station would mean I would have to find an alternate means of travel. I would not ride the metro at all.

Seems like it would be tough for people with disabilities or who are elderly.

We live in one of the most affluent regions in the country, and serve as a hub to the seat of our nation's government. People have been drawn here from all over in part because of the public transportation system. Students, federal employees, retirees, businesspeople, tourists â€” everyone relies on the metro system to make DC accessible in an affordable way. People buy houses and sign leases on apartments in reliance on the presence of a trusted station. This proposal is a betrayal of the community.

My spouse and I work off the Clarendon stop, it would be very unfortunate to no longer have the Clarendon metro available

No station closures!

I would miss Virginia Square and East Falls Church.

Absolutely unacceptable to leave those in Fairlington with no viable method of public transportation!!!!

We use Grosvenor-Strathmore ALL the time! It is also located at the Strathmore Auditorium for shows and concerts - and many people use the metro to get there - and park there! Not enough parking at the Rockville station (or close enough).

Do not close Clarendon

I need transit to Reston Town Center and Innovation Center as well as McLean and Greensboro.

This might work, given that some of these stops are walkable from other stops.

How can you include stations not yet opened? How do you know if ridership will be low?

Please keep Virginia Square open.

Clarendon and Virginia Square are contiguous stations. Would make mor sense to close courthouse and Virginia square to keep walking distances between stations mor equal. East Falls Church is a transfer point for orange and silver lines. Closing transfer stations is a bad idea.

Terrible idea and would decrease ridership even more. Who wants to board a sinking ship?

Agree with these stations except for Smithsonian station.

Should I rely on Uber instead of Metro?

I would take reduced services across stations before accepting complete closures of stations.

Closing Van Dorn station, in conjunction with the route elimination of the 8Z bus line, would leave a large segment of west Alexandria without any realistic option for public transit to and from the pentagon.

I LIVE BY COLLEGE PARK METRO, without access to the metro, I would have to move. you are cutting off many college students from internships and jobs. Once covid calms down, ridership in CP will be up quite a bit given that THOUSANDS of students would be returning to campus.

Why are you closing so many downtown? Many of these are stations used by tourists. By 2022 there will be more tourists.

please do not do this !!! I use the Metrorail Station at Virginia Square regularly -- for work, for doctors appointments, to join friends for social gathering and to attend educational events at the Smithsonian and Capitol Hill. I purchased my condo BECAUSE it was across from Virginia Square Metrorail station.

Are you considering tourist AT ALL? My guests stay outside city mainly and take metro to smithsonian, archives etc. please reconsider! Also Clarendon is a major shipping hub and restaurants for those of leaving the city who don't want to drive and drink.

This is absurd. Many of these are important station for residents and tourists. Metro needs to stay open after the pandemic subsides.

Proposal to close 22 Metrorail stations

Have to transfer between red yellow and orange linez

Worst Plan. I use College Park and Cheverly frequently. Also would have a disastrous effect on the University of Maryland for faculty, students, and staff who live in DC and other areas serviced by College Park Station.

There is a vocal community advocating for Grosvenor-Strathmore to stay open. As a nearby resident I disagree on the need to keep it open. It is probably one of the stations on the Red Line where most frequent users are also car owners. They can temporarily drive to Twinbrook and park there. Again not convenient but a very reasonable inconvenience comparable to what people at Twinbrook, Rockville, Shady Grove, Glenmont, etc. would face with a return to the turn back schedule. I really hope privileged well-off white people dont win what they want in this case and make others suffer when Metro has to find cuts somewhere

Closing these station would cause a hardship for many people who rely on these stations operating.

Absolutely not!!! This is totally unfair. Do sometimes people work remotely? Yes. All of us? No! We need these stations open. Some service places where we have medical care and having these stations closed is unfair and a complete inconvenience.

I use the Virginia Square metro since that's where I live. If it was no longer available, I would probably drive / Uber more often, but not necessarily always.

East Falls Church is an essential metro station that benefits from dual lines for additional service frequency and is extremely convenient from the W&OD trail.

The ridership to and from the Grosvenor station has significantly declined because people have been working at home. As you well know, it is a heavily utilized stop during normal times. How would you like people to commute? Are you so foolish as to suggest people get back in their cars?

Closing all except Cleveland Park would be fine for me.

I worry about accessibility. Folks with disabilities or other issues who want to use the Metro would have to work that much harder to get to the Metro. I dont like this plan.

This is the worst idea. What about all of the money the metro has poured into these stations? So that would just go to waste? What about all of the people who live or work at these stations? Is there a goal of increasing ridership? Because this would just lead to the metro being put into a more financially difficult position.

East Falls Church is my primary station and not proximate to other stations. It is not possible to drive and park to Ballston and bus service between East Falls Church and Ballston adds at least 30 minutes of commuting in what would otherwise be a few minutes on the train. Parking is insufficient at West Falls Church to accommodate the increase of East Falls Church passengers, and it is illogical for most commuters to have to go west before heading eastbound for work. Toll road and HOV restrictions on I-66 and I-495 further complicate this for passengers from this neighborhood.

Again, by closing stations, you are going to increase traffic and these changes impact those who are disadvantaged!!!

Arlington Cemetery station could be closed. Does anyone ever go there?

These stations are not close to other stations, especially the ones in Virginia, so it wouldn't be easy to get to the next station.

FIRST and foremost, I take issue with pending opening of the Silver Line Phase II. Does that mean it may NOT open? Ridiculous! I also question the closure of stations that arent even in service yet. How are you gauging what stations to close on the silver line to Ashburn when nobody has even ridden on the line yet? Again, ridiculous. I think this is all a knee jerk reaction on the part of METRO! Mast Transit is going to be a big part of the recovery. How can DC recover if METRO closes doors...I thought the slogan was METRO OPENS doors. Please keep your mission in mind and not go for the knee jerk reaction. Quite honestly, METRO needs to convince riders that the system is safe. To do that, METRO must enforce mask guide lines and have more patrols to cover people that want to break the rules or make trouble on the system. I have reported several issues with METRO in this area.

Closing these stations would make me stop using Metro completely.

I use the Metrorail explicitly to get to work at Tenleytown. When the station was closed at the start of CO-VID. When I got off work at 6, I wouldnt get home until 7:50p due to how long the 46 can take to pass. I may end up moving if I had to deal with this everyday.

I need to take the train from East Falls Church. It is critical to me that this station remain open. I think cutting back on the available stations will reduce the number of people who use metro. The effect may be permanent if they find other modes of transport and decide not to come back when the stations reopen. I believe this is the worst option on the table and will be the most difficult on riders.

Limited to what I can comment on with first-hand knowledge: I would oppose the closing of East Falls Church station. It is very likely many people currently working from home in NoVA will be returning to the office by January 2022, given ongoing vaccination efforts and the likely reopening of schools in the fall. EFC is NOT located particularly close to EITHER Ballston or WFC stations (both of which are definitely driving distance away with LIMITED parking options near the stations). Closing EFC would cause parking issues near Ballston and WFC and overcrowding at those stations, particularly if the plan to keep trains 15-30 min apart (even at rush hour) is also put into place. Closing EFC for the long-run is simply NOT a viable option, with the prospect of offices opening back up.

Proposal to close 22 Metrorail stations

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| I am a GMU student that lives in DC and commute to school in Virginia. I am present at both campus locations, in Arlington and Fairfax and rely solely on metro to get to campus. |
| I walk to East Falls Church and use that station regularly. It would not work for me to drive to another station |
| The other close station is Medical Center. No parking there. Very inconvenient if you want to park & go downtown or to Strathmore |
| This cuts a metro station nearest my office and makes my commute longer. Disruptions or discontinuations of service will make me not want to use metro at all. Stop the death spiral. |
| Based on where I live, clarendon is a fairly busy and central station that isn't as close to other stations as it would seem especially if virginia square were to be closed |
| Strathmore is a major hub and service a number of townhouse and apartments as well as the Strathmore music center! I feel very strongly about this!! |
| It'd be tough for the DC community to lose so many Metro stops. |
| Judiciary Sq provides access to courts. That would interfere with public access and access to justice. Also critical for federal workers. Grosvenor is important to students, workers and access to the arts. College Park is critical for student commuting to Univ of Maryland. |
| We should not close any station that is in downtown DC. These are critical to get people to work, as downtown DC is where most jobs are. Thus, I am against closing Federal Center SW, Federal Triangle, Judiciary Sq, Mt. Vernon, and Smithsonian. These stations should remain open. |
| I walk now to E. Falls Church and I suspect many others do too. Closing will mean driving to Ballston, which somewhat defeats the purpose of using public transportation. Plus the walk is so much further to the station. It surprises me that this is one of the lesser used stations, since the parking lot has always been filled. Maybe it will be less used, with the new norm. Where will people get off to go to the Smithsonian if Judiciary Square, Smithsonian and Federal Triangle and Archives are closed? Seems at least a few should be kept open. I don't use the other stations. |
| These are unacceptable cuts to service. Implementing these cuts will force me to seek alternative transportation options. |
| What an absurd solution! |
| I commute daily from East Falls Church - this is the most convenient station and has a lot of demands. West Falls Church, while also close by, only runs on the orange line. |
| Medical Center is not a good alternative for Grosvenor-Strathmore due to lack of parking. With the demolition of the White Flint Mall, it would be better to keep G-S open (greater population density) and close the White Flint station |
| This is a poorly phrased question. I hope that the low ridership numbers aren't based on data during the pandemic. What is near mean? For example, the closest stations to East Falls Church on the Orange Line are Ballston and West Falls Church, which are 2.5 miles in each direction. I wouldn't consider that to be near if I were walking. Smithsonian is heavily used by visitors to the National Mall. |
| Closing down two stations in Alexandria is not acceptable. We need to be able to get to that side of Alexandria through rail. |
| I would like to believe that I would be working from the office by January 2022. I am an Orange line rider that would be getting on at Virginia Square and getting off at Federal Triangle. I use both of these stations due to the usual crush of people at Ballston and Metro Center. I can only imagine what the eventual crowds would do to congestion at these stations. It would be as if the train has broken down everyday in particular with reduced frequency. The platforms would be totally overwhelmed. |
| I regularly use several of these stops, especially the further out ones, which does not have other alternatives. The downtown options are important for commuting. |
| I rely on the Grosvenor station |
| So many stations would close I couldn't even use alternates! |
| Closing Virginia Square station would lower real estate value. Other functioning stations would become overcrowded, sowing more risk of Covid and crime. |
| Especially with the eventual population surge around White Flint/Rockville and in general on Rockville Pike, Grosvenor-Strathmore Station will be needed more than ever to handle the influx of riders expected. |
| This would make it difficult to get around the city. |
| I live near Grosvenor-Strathmore and would not say this station should be included as a station located near other stations. The closest other station is White Flint and is located 1.7 miles away. |
| Please keep the Clarendon, Virginia Square, and Eisenhower Avenue stations open. We rent temporary furnished apartments in multiple buildings within a short walk from these locations. If the stations close, we will have a much harder time renting apartments in these areas. |
| Disasterous1111111111111111 |
| Fine will all stations on the list, except Cleveland Park |
| I work at the Pentagon and occasionally rely on the metro to reach Arlington Cemetery for burial of Service members. |

Proposal to close 22 Metrorail stations

While there are stations near by to some of these, the vast majority of riders would just avoid metro all together if some of these stations closed, including but not limited to Archives, Arlington Cemetery, Clarendon, Mt. Vernon Sq, Smithsonian, Virginia Square, and McLean.

ADDITIONAL MID-DAY WEEK DAY SERVICE REDUCTIONS AND MID-DAY WEEKEND SERVICE REDUCTIONS MUST BE PLANNED AT THIS TIME.

Leave stations open closer to tourist sites. Leave stations open where theres larger amount of high-rise/apartment/condo/hotel or dense residential. Consolidate around stations with more robust rider support i.e. parking garages, access to major road network, transit hub for follow-on travel like bus service

This reduces access to major areas of the city I would travel to for fun as things start to reopen. This would greatly harm the cultural and entertainment industries around these stops.

I need Grosvenor strathmore station to remain open, the other stations do not work.

I commute to multiple of those stops for work/pleasure.

Grosvenor strathmore is key in the area that it's in right next to strathmore hall and the biggest concentration of population near a station on that side of redline. White flint is not used as much as grosvenor and twin brook.

By shutting down these stations you remove the walkability factor for the commute of most of our employees including myself. Transportation costs will sky rocket

The Grosvenor and Smithsonian stations are vital to our population.

Grosvenor-Strathmore is near White Flint, but it is larger and more accessible than White Flint, including for those who park and ride. Please do not close the Grosvenor station!

This would extend my commute significantly as my starting and end point are both on this list. I would end up finding another means to get to work as this option would take far to long to be worth it.

I live near East Falls Church. its a longer ride to take the bus to Ballston. Im handicapped and its harder to find a handicapped seat at Ballston than it is at East Falls Church.

We just moved to Arlington specifically because of the metro access (East falls church). My wife and I both use metro to get to work daily and I am expected to report back to work onsite downtown on April 1.

Close Va Square NOT both Va Square and Clarendon.

The density of the orange line stations is a huge boon to our area. Closing Clarendon and Virginia square for example would be awful.

I live near Eisenhower Station, and even though King St is near, the walk takes long enough that I would barely use the metro, especially when its very cold or hot or bad weather in general.

East Falls Church is an essential transfer point to buses and between silver/orange lines. Ridership there will be up again as soon as folks are vaccinated, you can be sure. Also it was just renovated so to close it is a waste of that investment! Please do not close EFC station!

my ride is from Grosvenor - Strathmore to Judiciary Square. The GS station serves all the high-rises of Grosvenor PL - thousands of residents. If GS is closed, White Flint is closest and thats a LONG walk (uphill, really, and nearly 1 mile) without a car!!! ItPlease do all you can to keep all stations open.

How are these stations considered to have low ridership.

I live next to Clarendon metro, and am disabled veteran. I depend on proximity of metro to work at Government agency.

I moved to my apt based in metro location. If stations are closed then I have to consider moving or not to ride metro at all. If I choose not to take metro then metro has lost a customer. I'm sure others will follow suit. Also, by closing metro stations the surrounding property values may decrease and they will anger many residents.

I have been commuting on metro every day for over 20 years from East Falls Church. The EFC station was crowded every weekday pre-pandemic. To close EFC will take away a key commuter lifeline for Arlington residents.

Would be better to have A stops and B stops like they used to have on the CTA in Chicago.

We need to keep all stations open because people need to have reliable and convenient stations. The busses at closed stations is not a reliable alternative. We cannot close stations like these because people rely on them. With all the vaccine efforts it's not reasonable to assume ridership will be nearly as low at these stations next year.

It would be better to decrease frequency of trains, as proposed in the first couple questions, rather than to close stations altogether.

EFC station is essential to our neighborhood and to keeping I-66 from becoming incredibly expensive and crowded. Maybe not during the pandemic but this is starting in fy22, so it will become a big cost and expense. It is much too far from where we live to use WFC or Ballston, and will make commuting times prohibitive. parking at Ballston is too expensive.

This affects my commute to work

Closing the College Park Metro Station is a huge mistake. That is the one freely accessible station to the students of University of Maryland, many of whom have internships and jobs here in DC. Closing this station will greatly limit the accessibility of DC to those students.

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| Proposal to close 22 Metrorail stations |
| PLEASE DO NOT SHUT DOWN STATIONS! PLEASE FIX THE ELEVATORS AT EVERY STATION! |
| I live near east falls church and walk to that station so I can commute to work. If my station were to be closed, I would need to get to Clarendon, which could also be closed, or west falls church. This adds time and cost to my travel and would not make metro a feasible commuting option for me. Add to this how my house would drop in value as a result of this and I would strongly object to the closures. If anything, newly built metro stations that do not have any dedicated ridership should be cut first. |
| Most stations named above are one I use during travel |
| EFC station alternatives not easily accessible on foot |
| Absolutely not! No closures at all. Neighborhoods count on those stations and have already been inconvenienced by construction. The stations exist; use them! Passenger counts will not increase with fewer opportunities to hop on and off the Metro. |
| None of these plans are good, but this one is the best one. You cant make Metro a non-commuter mode of transportation! |
| Live walking distance to the station. |
| We bought close to Grosvenor-Strathmore Metro because we prefer to take the Metro than drive. In addition, at some point one or both of us will be unable to drive and Metro will provide a needed freedom. We planned for this before retiring. |
| My office is located off of the Greensboro station. If this was closed, the next station is over a mile a way. Would shuttles be provided? Would this be a permanent change? |
| I take the Grosvenor-strathmore station train every day to and from the office. |
| Cleveland Park is essential for everyone on the Red line. |
| Cuts off district workers from accessible stations which would increase cars on road and also cuts off students from entering the district, limiting their education |
| But only because I live closest to Ballston. Again, it's ridiculous to close silver line stations after we just spent a ton of money building them, and for that matter closing east falls church after spending money rehabing that one. |
| I use VA sq and Mclean. If you close those stations I would stop using metro all together. |
| I live near Va Square & use that stop allthe time. Also use Clarendon & East Falls Church. |
| I live right next to the Eisenhower station. Using Huntington is not possible because there is no direct pedestrian link between the two stations. Furthermore, there is significant new construction immediately across the street from the Eisenhower metro station, including a Wegmans store, that would definitely increase ridership and use of that station. |
| This is a ridiculous proposal. Closing stations is the fastest way to lose any current and future MetroRail riders as quickly as possible, as MetroRail will be viewed as an unreliable transportation option and riders will utilize private motor vehicles. As a Virginia tax payer for over 37 years, this decision will undercut years of local and State taxes that have resulted in MetroRail stations being built and maintained. |
| By 2022, the recovery will be underway, including in ridership. |
| Grosvner station is an important stop to have in place do to the parking and continued development of apartments and residential. Also the art center there continues to grow and have events. |
| Grosvenor-Strathmore station is critical to get to and from school. |
| Hopefully ridership will bounce back - College Park and Cleveland Park are used by our family. Perhaps these stations could be closed on Sundays. |
| Grosvenor is really not near any other station for the density it serves. Medical Center is not an option nor Bethesda due to traffic and lack of parking. Twinbrook is the opposite way adding many minutes for commute |
| You cant close my metro station!! How would I get around? I specifically bought property to be near a metro, paying more money. This is unacceptable and will cripple the city. How is anyone making middle-low income supposed to operate if they cant commute to work or have to take extra steps to get to work that double commute time. Please think of the working class and how hard it is already and do not add to the hardship by taking away metro lines, making it harder to get to work. |
| This seems very short-sighted as government workers and other employees return to the office. |
| Nope. Why dont you close the whole system if youre going to start doing this dumb stuff. No one is going to want to use it anymore if it is unreliable or unavailable. |
| This just won't work for anyone i mean cmon |
| You say you would close stations that are near other stations.... But, by closing Clarendon AND Virginia Square that would mean nothing between Courthouse and Ballston. Thats a long walk for someone who lives closer to Clarendon. This is my station and honestly Id just drive to where I needed to go, especially if the weather was bad. |
| Closing certain stations will almost certainly be detrimental to the surrounding businesses. |
| Need Grosvenor-Strathmore to stay open |

Proposal to close 22 Metrorail stations

I use several of those stations regularly for my commute and to run errands as I do not have a car.

This would adversely affect thousands of people - and especially Strathmore Concert Hall - the metro is needed as part of a concerted plan to aid in the economic recovery of the whole area. The whole development plan of Montgomery County relies on people using the Metro. All that development that has already taken place (e.g. Pike and Rose) and plans in the works - including a plan in Grosvenor/strathmore itself would be very adversely affected

Dont close both Clarendon and Va. Sq. Keep Clarendon open. Too far between Courthouse and Ballston

Some of these make sense, but closing both Virginia Sq and Clarendon would be detrimental to the community that lives there to commute into DC, especially in 2022 when we might be returning to in-person work to some degree. It's clear the Reston closure is dependent on silver line phase II, but if that is not operational then obviously closing Reston as it is a last-stop station is illogical.

Clarendon and Va Square are next to each other, which would force those riders to either Ballston and Roslyn. Neither of those stations can accommodate increased ridership, especially if train frequency is decreased. Furthermore, some of the most densely populated areas are spread between Ballston and Clarendon, with many more multi-unit High rises in the works, thus furthering the importance of more localized stations to serve those expected increased in riders.

I live at the Grosvenor-Strathmore station. I moved to my apartment specifically because of the metro station. If Grosvenor-Metro closes, I am not going to drive to a different metro station, Im just going to start driving into the city to get to work. I assume most of the people around me would do the same given that nearly everyone here owns a car. As a result, this would end up reducing Metro fares even more. I think this proposal makes much more sense within the District where metro stations are closer together and the pedestrian walking system is easier. But closing suburban stations will be counterproductive.

This will be huge. We bought an apartment in Clarendon for easy access to work, shopping, etc. And we do not own a car. This is really disastrous. Given the popularity of Clarendon and surrounding areas why would we do this? And destroy livelihoods.

You would single handily disrupt transit for over half of the federal employee workforce with these closures. This, frankly, is very stupid and not thought out.

OMG what happened to servicing all persons?

I am elderly and purchased a condo within a walking distance I could manage. If Metro closes the station 2 blocks from me, I will be forced to use cabs, not Metro.

I have no other means of transportation for commute other than metro. Strongly oppose closing the Clarendon metro.

This seems crazy to me. The system only works if you have enough stations.

The Silver line future line should be open.

Grosvenor Station is within walking distance for me. Since I am 73 years old, I would have to take the 46 bus to Medical Center in order to keep my doctor appointments at GW Hospital in Foggy Bottom. BIG PROBLEM

I live within walking distance of East Falls Church. I use it often pre-COVID to get to the classes I teach at GWU and the Corcoran. I am an adjunct. I cannot afford the very high parking costs in DC also street parking is also difficult in most places one cant park until after 6:30 pm. The classes I teach start earlier than that.

How in the world would the Yellow Line end at Mt Vernon Square if you close the station?!?!?

Keep Smithsonian and Arlington Cemetery stations open for access to monuments.

Closing the Clarendon metro station is a non-starter. This station is a hub for the area, including as a major transit option for Trader Joe's. It would also place an undue burden on residents in the area who will depend on this station for daily commuting once we are able to work in person again. No, this will not work.

These are not near enough other stations and these closings would increase my walking time to the point where it wouldnt make sense to take metro. I appreciate there are no good answers without a budget, but the way to increase ridership is to make metro more convenient, not less.

I frequent some of those stops when I ride the train.

I live at Clarendon and use to live at Courthouse. I rely on the Clarendon station as do those that use the Courthouse station. Courthouse is further than just the surface street walk (its deep and winds around). Also Courthouse is already a packed platform during normal rush hour, and there will be no room for the Clarendon riders. Clarendon also has a commercial and retail presence that relies on the station as well. I assume things will be picking up and returning to normal at the end of 2021 so metro will be needed in 2022 by many more people.

There are apartment buildings with low income individuals that depends on East Falls Church metro station. Please reconsider the closure of East Falls Church metro station.

I use the Van Dorn St station due to its proximity to where I live in Alexandria. Franconia-Springfield is not in a good location for many people, such as myself.

Memorial Bridge and the circle in the Arlington side will become a traffic nightmare if you shut down that metro station. Fewer stops means the metro serves fewer people, and is less useful for transit.

Proposal to close 22 Metrorail stations

Cleveland Park is my home station. It is about a half mile from my kids school backtracking toward my home, which is already a half mile from my house putting my morning walk to school and metro at 1.1 miles. Walking up to Van Ness from the school would be about 1.6 miles round trip and Woodley Park is a FAR and hilly walk. You would virtually be cutting off Cleveland Park. A mile is really more than the extent of most peoples walking time, particularly when you are now going to cut the station closest to my office too (Federal Triangle) so you would add to my walk on that end as well. Why not cut Woodley Park? Because of the zoo? Thats a weekend only operation and the population of commuters in Woodley Park is small. Less people get on at Woodley Park on my morning commute than either Dupont or Cleveland Park. I used to live in Kalorama and walking to Dupont was super easy.

The only reason why there is very low ridership bite is the pandemic. Once that is over, ridership will invest again. I am a regular user of metro.the change would more than double my walk to the next station

All times for all stations should be the same. Keep riders from being confused.

Grosvenor-Strathmore is my home station, and is the only station within reasonable distance of my home that has a Metro parking facility. If you close that station, there will be no stations serving Bethesda that have reasonably priced parking. This would change the economics of my commute.

White Flint and Medical Center have far lower ridership when commuting starts up again. Medical Center has no parking. Why would they stay open instead of Grosvenor-Strathmore?

By 2022 these stations may be used more often since people will be traveling more often and more freely.

There is a convenience factor in deciding to ride Metro. While the proposed station closings would not have a direct impact on me personally, it could further limit ridership. Would hate to see the cost of the buildings housing these stops be wasted, especially on the Silver Line.

Smithsonian is a key stop and one of the few that reaches the Smithsonian. If you close Judiciary Square and Federal Triangle that leaves very few options for getting to monuments. Bad idea.

Closing both Virginia square and Clarendon would change my walk from 15 minutes to 30 - those are the two stations I can access by foot. Closing one of them would be viable, I don't care which one!!

Prior to the pandemic, metro was my method of transportation to work and into DC on the weekends. By closing tehse stations it would be more difficult to use the metro. and make me seek alternative methods of getting into work that would increase my commute time by 30 minutes each way.

As an employee of the University of Maryland who regularly takes students on fieldtrips via the CP Metro station, this would provide a huge hinder to our programming and would probably mean that we would look for other transportation (renting cars) in order to get downtown. This is a low year because there are little to no students in College Park, but we are planning to reopen fully in person in the Fall!

Grosvenor-Strathmore is a very important station with parking - it would be terribleIf this station closed.

Of course there is low ridership. The museums have been closed, trips on Metro, which was the only way to visit the tourist destinations would not be available at several important stops for that.

Use all the orange and silver line stops

Although there may be low ridership, many people solely depend on the metro to get around and given that the country has entered a recession. Closing these stations causes further restrictions and difficulties for people to be able to get around (i.e. get to work to be able to live). Thus, closing these stations would not be of help. Especially considering that many people who live close to some of these stations such as College Park and Grosvenor-Strathmore are next to large apartment complexes where not everyone owns cars and relies 100% on public transportation. As a result, I do not think that these stations should be closed down.

The two metro stations in walking distance of me are Clarendon and Virginia Square. Bus + metro makes for a commute that is unacceptably long. I would drive or find another job in Virginia. I would also just stop using metro altogether.

Absolutely ridiculous. If WMATA is forced to do this, Metro service and general ridership will die.

I travel to and from work using redlines grosvenor station

I purchased my home close to the Grosvenor-Strathmore station due to the need for transportation. I use the metro transportation for work, entertainment, and to get to my doctors offices.

I travel often to Virginia and DC using the metro. I also park my car by Grosvenor station to take the metro. After covid, life will slowly go back to normal and we need the trains.

Grosvenor-Strathmore is needed to get patrons to and from Strathmore Hall as well as local commuters to and from work and other activities in DC. In normal times this station was always well used and the garage completely full.

Proposal to close 22 Metrorail stations

My metro station is Cleveland park and it would be a huge problem for me and my neighbors for this station to close. While I have not used the metro over the past year due to the COVID-19 pandemic, I plan to return to my previous usage shortly now that I am vaccinated. Public transportation is my preferred mode of transportation for environmental reasons. I would also like to point out that the Cleveland park station is a preferred station for people with disabilities due to its layout. In terms of the other stations, while it would not personally affect me, I am against it because it would limit accessibility to public transportation. We need more accessâ€”not less. Please do not close the Cleveland Park station or other stations.

I think the point of the metro is to make it easier for people to travel. For example sometimes when I miss my stop and dont have time to wait for the next train, I can get off at Judiciary Square and still walk to work.

Reducing service anywhere hurts riders everywhere. You have just thrown every disabled person to the wolves. You want riders? IMPROVE your service, dont destroy it.

This is the worst possible idea with how bad traffic will become once more people return to work, buses add to that congestion and commute times will suffer. Going to a road-centric form of transportation is the wrong move and I'd support paying higher taxes to make sure metro can not only adequately cover its existing footprint but expand service and make it even more accessible to people.

I park at the Grosvenor metro and many commuters walk to this station from their homes. I think you need to consider how much money you may lose.

PLEASE NOOOO. This would limit commuter travel from MD SIGNIFICANTLY. I really depend on the Grosvenor station to get to work at the College Park station. I have no other way to get to work aside from Uber. Please please do not go with this option.

There are plenty, if not hundreds of students that need the Cleveland stop to commute to school so eliminating that stop would make getting to school extremely hard for lots of people.

This seems like a terrible idea. It isn't as if the stations will disappear. They will still need to be maintained. What a waste of money.

Please keep our station at Grosvenor-Strathmore

It takes 20 min for me to get to Grosvenor. If its closed, its too far to simply switch to a nearby station. If the train will pass through Grosvenor anyway, why not stop. If its the cost of staffing and cleaning the station, looked at NYCs unstaffed stations as an option. The worat that happens unstaffed, is people pass through an access gate for free if the pay gate doesnt work. Thats better than losing all the customers at that station.

Although I think Grovesnor should remain open and so should Smithsonian for the tourists.

This has to be a joke. You understand this would hurt disabled people, right?

Why not shut down these services now, and save the money for more critical things?

This is non-sense! There is no other metro station a walkable distance from Grosvenor. It is almost 40-50 minutes to reach another station by foot alongside rush big street with cars! There are huge housing complexes around the metro station Grosvenor with people relying on metro to reach to work (hospitals, medical center) and to get a grocery etc. Not everybody can afford to have car and has to stay in these â€œcheaperâ€ housing complexes for affordable living, taking the only way how to commute to work is very sad.

I use several of these downtown stations, and worry about the impact on ridership if stations are closed in residential areas.

Please keep Grosvenor station open. It is vital to the community

Grosvenor is the best station and immensely convenient so I don't have to add to traffic traveling to other stations.

I live right at Grosvenor.

Closures of those stations will make others overcrowded

Sometimes I need to travel to these stations, especially the ones on the red line. Many of my errands take place at these stations.

Closing Virginia Square would have a modest impact on me as I use it occasionally. I rarely use any of the other stations.

Most all my neighbors purchased homes by the East Falls Metro station because it was within walking distance of the station. If you close the station, Ill never use the metro. It will also detrimentally affect our property values which will depress property tax revenues which will eventually decrease Metro funding from local governments.

East Falls Church is not walking distance from any other station and is one of the few with a parking lot!

Use one of these stations

Many of these stations are near federal and other office buildings. Once federal employees return to the office, the closure of these stations will strongly discourage the employees from returning to Metro. The closure of some of these stations would also negatively impact tourism.

Closing the Grosvenor-Strathmore station would be devastating to both the patrons of the Strathmore Music and Arts Center and the residents of the very large Grosvenor and Parkside (and other) condominiums that rely on the station to get to and from work.

Proposal to close 22 Metrorail stations

When DC returns to normal after the pandemic, these stations would not be able to support the influx of travelers. I also live walking distance from one of these stops. I do not have the ability to travel to these other stops that are close. This is COMPLETELY unacceptable and would eliminate my ability to get to work. This CANNOT happen to all of these stations.

I live at Courthouse and walk to Clarendon. If buses AND metrorail are cut, I would have to walk 30 minutes to get to Ballston.

Walking that far in inclement weather (or when too hot or cold) would be a hardship. I would need to buy a car and would cease riding Metro.

This would be dependent upon the status of COVID-19 and or mandated restrictions and if businesses have resumed to normal operations during this timeframe.

The college park metro station is incredibly important to the umd community. Countless students, faculty, and staff rely on the metro to make it to campus everyday. Additionally, without access to the metro station within walking distance to campus, many students would be stranded in college park.

I guess this might work. I dont use any of those with much frequency but would be a major hassle when I want to.

This stop is heavily used! And you just spent how much money on renovating, including bike lockers? Ridiculous. Closing this station would be a REALLY BAD DECISION.

I ride the metro daily from grosvenor strathmore to judiciary square and back. Plus, I park at grosvenor strathmore. If you close that station, I dont know where I would park and catch the train from.

Closing the Strathmore/Grosvenor station, Judiciary, etc would be devastating. Not only for venues like Strathmore hall but also businesses and residents

Additional housing currently under construction or planned on Blue/Silver/Orange Lines in Arlington will increase population density and demand for MetroRail service. Arlington is reducing required parking spaces in these new multifamily residences so many will not have cars.

It would be helpful not to close Clarendon and Virginia Square since I actually would use these two stops. This is so i could catch a bus to get me home as quickly as possible. I am hoping these two stops are not closed in January 2022.

This proposal would be counter-productive, further turning away local populations from Metro as transportation of choice. That is, those highly-relevant, local, populations would look to transportation alternatives other than Metro, if this proposal were to be enacted. If this proposal were enacted, Metro would be further marginalizing itself from its potential riders.

... if they are near other stations. I dont know how Metro is defining near. My closest station is East Falls Church, a 15 minute walk from my residence. Any other station would take at least two hours to walk to, and there is no easily available bus transportation to a different station.

I live near East Falls Church, the two nearest stations are Ballston and West Falls Church, both at least 3 miles away. This would effectively prevent me and many others from using Metro. Stations should not be closed. What savings are gained except the salary of a station attendant. Stations should not be closed except possibly the Smithsonian station since the Mall can be accessed from both Federal Triangle and LEnfant Plaza.

I need Grosvenor Strathmore open!!!

It definitely wouldnt work to close multiple stations that are near each other because that creates too wide of a distance when most riders are walking to the Metro stations (for example, closing both Clarendon and Virginia Square). Closing just one could work though.

Please do not close my Grosvenor-Strathmore stop. This would have a negative impact on my work commute, family, and countless other things. My mother travels to visit me but does not have a very reliable car, and given her age, she also needs to be able to walk easily from my apartment building to the metro and having to walk more than 15 minutes would be very difficult for her. It would also impact the Strathmore and people who are not able to drive there.

Closing both the Clarendon & Virginia Square stations would place a hardship on those people utilizing those stations. This area is now highly populated. Students who attend George Mason would be impacted. The Clarendon merchants would be significantly impacted.

East Falls Church is our local station.

Absolutely not- Grosvenor-Strathmore is a staple for riders at the local high schools commuting from other parts of the region, all of the people that live near there and anyone who goes into the city from outside the beltway. It would crush the condo prices in the surrounding neighborhoods and hurt the local economy. I HIGHLY disagree with the proposed change.

We are in walking distance from East Fall Church

Grosvenor is my station of choice that I use regularly

I would need to take a bus to the closest station and then get on the metro, or changes from a bus to another bus. There woudl be no straight through journey for me and this would add considerable more time to my commute, from approx 15-20 minutes each way to an hour or more each way.

Proposal to close 22 Metrorail stations

This will not work for me! I commute on metro to DC from Reston, and bought specifically in Reston Town Center to be able to walk to the metro when it opens. Huge development occurred (and is occurring) within a half mile of RTC station. So many people can walk to RTC metro station from home or work. Closing RTC station will hamper transit-oriented development that is the key to metros long-term success.

These stations are ones that commuters and other travelers rely on year round. Many of these stations are not near others (for example, Clarendon station is a 20 minute walk from Courthouse). This policy makes Metro far less acceptable to individuals who struggle to walk long distances (the disabled, the elderly, etc.).

I live in Clarendon so closing this station as well as the Virginia Square station would mean that I now have to make the 20-25 minute walk to either the Ballston or Courthouse station. The other alternative is driving which only adds more commuters to the roads creating further delays.

I work near Archives Navy memorial, so I need that station. I also need Clarendon station.

EFC serves 2 lines (orange and silver) so it would affect a lot of people. EFC has a bus hub that I use too.

Closing stations would be counter-productive, reducing ridership even more. The pandemic WILL END - hang in there - or see the collapse of the system. The Clarendon Station is especially important to me! PLEASE.

I would argue in favor of keeping open stations in northern Virginia, especially Clarendon and Virginia Square as much of the real estate development along this corridor was dependent upon a functioning metro line. Many people living in apartments along this corridor don't have cars and/or these buildings have less parking b/c the developer assumed there would be a metro line. I would also argue in favor of keep tourist destinations like Arlington Cemetery and Smithsonian open as traffic to these destinations should resume once covid-19 is behind us.

I personally regularly go to Grosvenor-Strathmore and Clarendon to see family/friends. Otherwise, the rest works.

I use Grosvenor station for DMV leisure travel often, primarily because I can park there, whereas that option is not available at Medical Center, the other station near me.

If people are vaccinated and offices are open downtown ridership will increase. I love by courthouse Metro and it was overcrowded pre-pandemic. By closing both Clarendon and Va Square, AND making trains come in 40 min intervals, it will effectively render METRO useless and people will find alternative options like biking or driving. Instead of making these drastic cuts, please work with them governments of the DMV and the federal government to develop a plan that can scale once offices re-open.

These metro stops are close to my home and I use them to commute to work

No indication on how long this would last. Not to mention some of these aren't actually near any other stations, like Van Dore Street. A couple of stations wouldn't be a big deal if there is extra shuttle service between the stations (like Tysons Corner -> McLean), but some of these aren't sustainable.

I bought a home in walking distance to Grosvenor metro to ease my commute. I don't know if I'll take metro if I can't use my nearby station.

East Falls Church is vital to me

Affects my needs.

Why are many of these stops next to each other?

I use Grosvenor. This will lead to even more people using alternative services, and will negate the current incentive for development at Grosvenor station.

I depend on the Cleveland Park station to get around the city.

If Van Dorn is closed either run buses from Landmark Center to the Pentagon or shuttle to King Street

I live a block away from the Virginia Square station. Closing it and Clarendon means I would have to either walk to Ballston and catch the train there - on sidewalks that aren't always shoveled or safe. That would add another 15 minutes onto my hour-long commute.

We are walkable to the East Falls Church station and rely on it to get into DC. Please don't shut down our metro station!

Many of the stations identified only have low ridership because of the pandemic. As soon as the region begins to return to normal operation, many of these stations will once again become vital for individuals to get around the region. Unless Metro is only proposing a temporary closure, this is a terrible idea. Is Metro actively trying to further decrease ridership through service reductions?

Don't close Clarendon. Need to get to food (Trader Joe's and Whole foods)

I use Grosvenor-Strathmore as my station, people who come to visit do the same. Do not agree w/ that station closing.

DO NOT CLOSE Grosvenor-Strathmore. We need it!

These stations are vital to those passengers that do not have other transportation available to them.

I use Grosvenor metro to ride into work and live nearby. Without then I would have to drive into work and never use Metro again forever.

Proposal to close 22 Metrorail stations

As a regular rider to Virginia Square - pre-pandemic - to work at George Mason University - this would be crippling for my commute. It is already difficult to get there, and this would make it almost prohibitive in terms of time.

I rely on these stations for my regular commute. What is the definition of near? For example, East Falls Church contains a major bus terminal and is 3 miles (!) from another station on the Silver Line.

The worst thing you can do is close these stations. They were opened not just for transit but as economic drivers as well. It would be outrageous to pull these out of service now, especially as they're already constructed and as Federal money is on the horizon.

Definitely against closing VA Sq, Fed Triangle, Archives, Smithsonian and Arlington Cemetery.. Reasons are I work as a volunteer at the Archives and the stops in that area are most convenient, particularly in bad weather. Arl Cem and Smithsonian should never be closed because of the effects on DC visitors.

I reside between two Metro stations in Arlington: Courthouse and Clarendon. Though Courthouse is closer to me, I would still like the option of choosing Clarendon station.

We need Cleveland park and Smithsonian and Judiciary Square!

I used to live in Falls Church and would still walk 12 minutes to reach East Falls Church to take Metro to Tysons Corner. I dont think there was low ridership ever and this is pre-covid. I have now moved near Tysons and right next to Greensboro (5-7 mins walk) and take the metro to work. What are my alternatives? Buses? There are times when buses do not even show up or are late. This is a big concern during snow days or rainy days. Metro was reliable for daily commuters. Finally, there is no easy way for me to reach Capital One from Tysons. Since Tysons does not have a walking path, taking a metro from Greensboro to McLean was only my way. What alternatives would you recommend?

McLean and EFC should remain open

Although ridership is low, there are several people who still rely on these stations and although there maybe stations near, they are not necessarily close enough to walk and will create more of an inconvenience as most of us moved near metro stations for the convenience.

Deboarding at other nearby stations would be tricky as they are quite far apart. Even worse at night for single females. Please consider your riders.

Too many proposed closures. How can you close College Park? How would students, teachers, employees, etc. get to UMD? Closing Virginia Square and Clarendon doesnt sense since they are next to each other. Closing Virginia Square only makes sense. Closing Smithsonian and Federal Triangle doesnt make sense. Tourists would have to use LEnfant Plaza and Metro Center, creating too much overcrowding.

Closing Innovation Center, Loudoun Gateway and Reston Town Center would look terrible on your side. Why would you waste so much money building them in the first place if they were on the chopping block even before they open?

As long as they are fairly spread out (between racial groups) I guess it would be ok. Would bus service act as a shuttle?

Grosvenor strathmore is essential

Clarendon and Virginia square in particular would not be good stations to shut down. Many people have residences and businesses there and these stations are critical to the economy of Arlington.

Closing metro lines means that automobile traffic would increase in DC; this is unconscionable as the only good thing that has come from the pandemic is less air pollution and more breathable air for residents, especially those of us who exercise outdoors.

How can you close stations that arent even open yet over low ridership?! Where is the logic there?? Also, youre creating a self-fulfilling prophecy here if these stations were to ever reopen. Your decisions will have effects on real estate around this public infrastructure. Not to mention a WASTE OF BILLIONS!! This is public infrastructure paid for in large part by tax dollars and public funding. How can you disenfranchise so many communities by closing out these assets of public transportation?! This is so short-sighted and asinine... how is this an option for you??

It makes no sense to me to close the College Park station when that is a major hub for college students. I think you may be looking at stations with low numbers since March 2020, which was about when the pandemic started, and that college students have been doing more online classes than in-person classes. I think your reasoning for choosing these particular stations is very flawed. I personally use the Archives, Cleveland Park, College Park, Judiciary Square, and Smithsonian stops a lot, but I have not used Metrorail at all yet during the pandemic.

GROSVENOR STRATHMORE IS MY STOP ITS MY ONLY FORM OF TRANSPORTATION DRINK MY PISS

See previous remarks on housing cluster around metro stations. This undermines that

I live in Clarendon and used the Clarendon metro stop every workday, until the pandemic closed my workplace and compelled me to work from home. I also used Metro to get to Reagan National, Union Station and Tysons Corner. I always saw plenty of other people on the platform, so Im curious how you define low ridership. I dont think Clarendon suffered from low ridership before March, 2020.

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| Proposal to close 22 Metrorail stations |
| Grosvenor Strathmore is busier than White Flint, Twinbrook and Rockville |
| Please keep Grosvenor-Strathmore open. A lot of multi-family housing is clustered around the station and there is a large parking garage that makes the station convenient for surrounding neighborhoods. |
| No! This is closing two consecutive stations in my neighborhood! Keep Virginia Square! |
| Some of those are the most popular metro stops. Clarendon is a place where tons of 20-year-olds go-to drink and having an accessible metro right there is an amazing way to provide safe transportation and reducing the risk of drunk driving. While some of the lines may be less popular the Clarendon and Grosvenor Strathmore are incredibly useful to the professionals that live right next to it. That is literally why people will pay more to live next to the metro. |
| This proposal would close several high usage Metro stations and significantly and adversely impact commuters and the overall economic viability of the region. Clarendon Metro station is a crucial stop for our community and many of the others are regularly used too. We oppose this senseless and random selection of stations for closing. |
| We live at Grosvenor Metro, and this would be devastating for us, as we purchased this home with access to the metro in mind. |
| Please do not close Grosvenor-Strathmore station, it would be very hard to commute if you do. |
| â€œNearâ€ is n't quite right. â€œNextâ€ is accurate but no Metro station is within convenient walking distance. Mt Vernon station isn't â€œnearâ€ â€œChinatownâ€" that's a long walk. |
| I moved to Reston town center specifically for the metro station. People who move to an area with a metro station expect it to be open. I live in a more expensive area for the metro so I can use it! Once it opens of course...which has been delayed over and over again |
| These are stations where many people still work and need. I work at this Greensboro Station so that means I would have to walk over a mile from Tysons Corner. This is unacceptable. This is a thriving area and more businesses are being opened. People will not be able to get to work. |
| Are you insane? This would only serve to drive people away from using metro and they would not come back. I know cost cutting is necessary but when you make it so inconvenient people will just give up and find another option. Trying to win them back after what will likely be a lengthy disruption will be an enormous task. |
| This is low service and will doom metro to obsolescence. Find funding - dont cut service. |
| NO NO NO!!!!!! DONT YOU DARE CLOSE EISENHOWER AVENUE STATION!!!!!!!!!!!! I NEED that station open. Thats where my JOB is!!!!!!!! I dont own a car, cant afford a car, and dont drive. I NEED that stop!!! |
| This would be the most catastrophic of all proposed options, funneling riders to the other stations creating significant overcrowding (and if the pandemic isnt over by then, a guarantee that people will never want to ride the train again). Furthermore, if a reduced schedule is implemented, theres no way a station like Courthouse can handle the volume of riders that would migrate to that station instead of having Clarendon as an option - overcrowding on trains was already an issue pre-pandemic during rush hour. Even with the potential with more people working from home post-pandemic, closing stations would permanently put WMATA in a death spiral for doomed ridership in the future. |
| Id leave College Park open unless the University of Maryland is willing to expand their transit to the public |
| Several of the stations proposed for closure do not have easily walkable paths between them. For example, if McLean Station were closed, forcing riders to disembark at the Tysons Corner Station, there are no clear paths or sidewalks back the McLean station, due to the highway onramps and ongoing construction between the two stations, acting as barriers for working pedestrians. In a similar manner, if Reston Town Center station were closed, forcing riders to disembark at either Wiehle Station or Worldgate, there simply are no direct roads with connecting sidewalks or walkways all the way between them through Reston and Herndon--and given the concentration of office, residential, and retail through that entire corridor, walking or bus connections to the Reston Town Center area will extend commutes by up to one hour, forcing riders to consider non-metro alternatives. |
| East Falls Church station is not near any other stations in terms of users time. The entirety of my neighborhood is minutes walk from the EFC station. It would take at least an hour to walk to the West Falls Church station, longer to Ballston. No bus route comes into our neighborhood so that is not even an option. Not having the EFC station would substantially increase residents commuting time. The East Falls Church station may seem near other stations only if you are measuring the distance the train travels between stations, not the riders time getting to the station. |
| This would be painful but I think its somewhat reasonable. Keep Cleveland park open, though! |
| Grosvenor-Strathmore is my station. The area is becoming more populated and needs access to this stop. We also use Cleveland Park, Federal Triangle, Judiciary Square and Smithsonian often. |
| Closing stations should be avoided at all costs. The economy is already fragile, avoid such a drastic change to the community. Automate to reduce staffing at stations, looks for cost savings in salary and benefits, raise fares with commitment to not close stations for next 7 years. |
| Definitely not - as we purchased our TH for the convenience of Strathmore Metro stop! |

Proposal to close 22 Metrorail stations

East Falls Church Station is about .4 mile from my residence and I always walk. I would have to drive to West Falls Church Station (1.7 miles from my residence). This would impact the environment more and reduce my exercise and being outdoors. It would also impact the economic viability of small businesses in our area as parking is very limited. It will also make it more difficult for our out of town friends to visit us and many of the key sites that make Washington attractive

This plan wont affect me, but I could see it being detrimental to those who chose to live near these stations to have reliable transportation who would end up losing metro access. This is especially detrimental to those with disabilities that limit their ability to walk to the next closest station.

Please do not close Cleveland Park!!! It is widely used not only for residents but for tourists as well to travel to the zoo. The other stations do not apply to me.

What about all the people going to shows at Strathmore? There is no way to walk there from the other stations.

I rely on the metro just like many other people to get to my job, it would be a huge inconvenience if the metro were to close down especially since I live pretty far from my job rely on EFC metro and a primary reason for purchasing our home!

Keep functioning the Grosvenor-Strathmore station, please.

I purchased my hone because it was a walk to Metro. Closing this station is outrageous

Living in East Falls Church and commuting to DC for work there will be no other option to be able to get to work. This would be a hugh impact on commuting into DC for work.

We should be looking for ways to make public transportation more, not less, accessible.

Making a decision to close 22 stations is incomprehensible. As travel on the metro get closer to "normal" by January 2022 I cannot even imagine this many stations being closed. This would severely limit travel for people, especially those like me without a car.

What is the definition of near other stops? I know that the distance between the Van Ness and Admo metro stops (so, skipping Cleveland Park) is about 45 minutes to an hour for me on foot. That is not a reasonable distance to try to navigate for people who need to work or commute to work in those areas.

DO NOT CLOSE ANY STATIONS!!!

To close locations such as Morgan Blvd, McLean, Chevrerly etc is extremely punitive to the community's that rely on metro to travel in and around the DMV area. One of the reasons why I live in my community is bc metro is within walking distance. By removing that option not only will it impact the economic growth in my area but then it places yet another economic burden on a lot of us - now we will have to pay for parking, pay to take a bus, etc. we already pay a higher amount to ride the metro. Don't add another layer of financial burden on us.

Grosvenor-Strathmore is a commuter station with a very large parking garage. There are no alternatives to that much parking capacity. You would be killing metro as an option for people who live in inner Montgomery county. If you want to be a dc or Virginia focused transit agency, seeking funding for them. You will see lots of political opposition to metro funding from Maryland from the communities that are most politically connected in the state.

I just bought a house near Innovation center - it would really suck if the metro decided to just close the line. People have waited an extra 3 years for the Reston town center, innovation, and Loudon stations and have planned their lives around them. You would hurt home prices, jobs, and commutability for tens of thousands of people. This is a HORRIBLE idea and not just for this area but all of the others. This is the worst of them all. And people need the metro to get to certain areas of work in city. By doing this you're adding 20-30 minutes extra to people's commute times.

These stations arent all close to others. If you live in walking distance to Grosvenor or college park, you probably cant walk to any others stations. This is a ridiculous plan.

Which station is college park near?? West Hyattsville is far from walkable. I think closing stations would cause more distrust in the system and customer confusion than necessary- the list is long and sporadic

East falls church is my station. Ridership would increase if the parking were increased. During inclement weather I drive to West Falls Church where there is sufficient parking because the lot fills up quickly at east Falls.

No. Bhushan is stupid. East Falls Church provides access for a certain area of the Abington area. The issue here is that the government us closed. By Jan 2022 things should be back to normal. You need proper funding. Is NY or Boston doing this. Becsude its absurd that our nations capitol metro is so backwards and poorly funded. I used metro in 1977. Its unfortunate its been run into the ground by poor vision, leadership and not good management.

Do not even think about closing ANY of the Rosslyn - Ballston corridor metro stations! They are essential for keeping the vibrancy and livability of the neighborhoods the stations are in! Also, Eisenhower station in Alexandria must keep on operating due to a significant number of new apartment complexes opening in the near future in the station vicinity!

While this would not significantly impact my person travel, I would worry about the College Park closure given the fact that the metro is the main form of transport for students and faculty in and out of the city. Although there are stations close the the university by car, even the College Park station is somewhat far away for those who are walking/biking.

This has some possibilities.

Proposal to close 22 Metrorail stations

My wife and I just purchased a new home in the Tyson's / McLean area, walking distance to the McLean Metro Station. This metro station was a PRIMARY driver in our purchase decision and explicitly listed as a key asset in the pre-purchase valuation we were provided. Currently I use the metro to get to and from work and my wife will do the same beginning this summer. Additionally, we have watched as Fairfax county has torn down innumerable trees in our neighborhood in order to create a more convenient path for neighborhood residents to get to this metro station. Closing the McLean Station would mean a loss of commute options for both myself and my wife, a depreciation in our home value, and the irreversible loss of trees caused by the county in the name of a metro Station that (under this plan) would cease to exist before the trail is even completed. Please do not close the McLean metro Station when we are so close to the end of the pandemic and when so much development is under way around it that can drive new ridership in the very near future. Thanks, a very concerned resident.

I rely on public transport to see friends and to do my work. This will force me to take expensive taxis, adding even more cars onto our roads. This will increase the risk of accidents, and it will increase pollution, which means you are increasing the risk to public health with this decision. You are also making the climate crisis even worse. I thought we were meant to be building back better or was that just a nice phrase that had a catchy ring to it? uos comments

Archives, Arlington Cemetery, Cheverly, College Park, Cleveland Park, Federal Center SW, Federal Triangle, Judiciary Square, Mt Vernon Sq, and Smithsonian are some of the most important train stations and I can not imagine the harsh impact on this areas economics and lifestyle. As a student from DC going to University of Maryland, the College Park station helped me get home to school and back and taking that away during a time where students are not on campus as much, so they of course cant use the train, is unfair. Wait for students to come back and its possible the train station will have higher rates of usership. The other stations are also extremely impact, especially Mt Vernon Sq, Archives, and Smithsonian, they should stay open. There must be another way to save money.

Grovesnor is a perfect location for driving and parking close to many of us in suburban MC. There is no easy parking closer in to the district. Further away you run into traffic on the pike.

This is a non-starter. Raise fares before closing stations. This plan would also have an extremely negative effect on local small businesses. Havent we had enough of that due to the pandemic?

I ride from the Grosvenor-strathmore station in order to get to work. It is my only transportation option as I am not allowed to park near my job. I get off at the medical center stop so finding another station to ride on would not work as it would be a longer commute.

East Falls Church is crucial to my commuting needs. It is a hub of the areas larger transportation needs with a newly renovated platform and bike storage options that encourage more environmentally friendly transportation. It is a feather in Metros cap. To loose service at EFC would severely impact my daily commute and I think would hurt the larger carbon neutral vision for the survival of us all. on a larger scale, closing stations would likely lead to a greater decrease in ridership. Stated otherwise, access and convenience is crucial to increased ridership and commuter/customer satisfaction. closing stations seems to run counter to Metros need to increase ridership.

Absolutely no. I would have to drive to Strathmore for concerts. Im certain you will hear from Strathmore Hall management about this option.

Half of these will be back to jam-packed once the COVID threat has passed. Unbelievable that you would even consider some of them.

I take the metro to go to GMU campus in Arlington VA for my night class and would not be able to go.

is this a joke

I will need the Van Dorn stop to get to/from work. We are expected to return full time to the office soon.

The East Falls Church metro should remain open given that it serves multiple communities from three jurisdictions (Arlington Co, Fairfax Co and Falls Church City), including the Seven Corners/Eastern Fairfax County community, Falls Church City, and Arlington Countys Westover, Highland Park, Madison Manor, and East Falls Church communities, among others.

I use several of these stations regularly - especially Clarendon and East Falls Church.

My husband uses the Grosvenor Metro station every day to travel to and from work. This station is walkable from our home. Its closure would be a big negative to our daily lives. There are a number of homes within walking distance to this metro with people who depend on the metro for work. Traffic on Rockville Pike would inevitably be increased if this station closed. I realize ridership is likely very low right now given COVID but hopefully with the vaccine rollout underway, people will start to return to metro use.

WMATA may as well close up shop altogether with this plan.

The more questions I read the more I think: Who is considering these proposals? Are you trying to kill transit in DC?

Grosvenor/Strathmore is my station. I can walk there from my house. As I have gotten older, I no longer drive much and I would really miss this access. You just enlarged the parking garage there! I feel the parking garage at White Flint is more isolated and less safe.

Do not close Clarendon or Virginia Square I use these stops to commute to work. Also Federal Triangle is where my work is. It would add an hour to my commute!

Proposal to close 22 Metrorail stations

We purchased a house near the EF metro station We expect to take the Silver line to Dullas airport.Closing the station would limit me trips into DC.

I dont love this idea but it seems like the best in a bunch of bad options. But isnt G-S key because of all the parking places? And maybe some of the others too?

I live walking distance to Strathmore and rely on it for work. Only if free shuttles are made available from Strathmore to the NIH would this be feasible and affordable for me.

With the exception of Arlington National Cemetery, I think this is doable. As tourists return, I think not having Arlington as a station would be detrimental to ridership.

Crazy! This could decrease ridership from other stops since trains will no longer stop at these stations. Cascading impact. Plus, offices will be returning to work around this time. How is this a good idea?

I use the Archives station everyday

I walk from my house to Grosvenor and board Red Line to commute to work; White Flint is 3 mile walk vs 1 mile for Grosvenor.

I bought a house to be walking distance from EFC metro. I do not have a car. Please keep EFC open. In addition, I work by Federal Triangle, so please keep Federal Triangle open.

There is not enough parking at nearby metros to accommodate this change, and the remaining stops can not handle the # of people that will have to now use those stops.this is not fixing a situation at all- its making a situation worse.

I specifically moved to Alexandria last month to be near Van Dorn station. My community offers a shuttle to the Metro during rush hour, which I planned to use to avoid driving to Springfield and paying for parking. I oppose this plan because it will lengthen my commute and my expenses.

We live within a block of the Grosvenor-Strathmore Station and use it regularly. Should it close, we would not likely be willing to take a bus to the nearest stations nor would we want to drive to the White Flint station and park there in order to ride the METRO.

Seriously, what are you thinking about closing the Smithsonian stop!!!! DC thrives on tourism. And, hopefully, by 2022, tourism will be back up.

What a shame to waste so much money that went into building those stations in the first place. Closed Metro stations would be unsightly. We need all Metro stations open to aid in populations shifts in coming years.

The Smithsonian stop is critical for getting tourists and family members with disabilities to federal sites.The Judiciary Square stop is closest to the courthouse and DC services, closing that creates further barriers for citizens needing to work, serve, and access these services.

I regularly use several of these stations. Though they may have lower ridership, closing them will only worsen the overcrowding at other stations during rush hour.

This is absurd, so many areas around the metro stations will be affected. This is a terrible idea. Way too many people would be hurt by this change

need more open stations

There are multiple stations listed that I have utilized during my commute, and as we transition back to the office, these closures would be a negative impact.

I value having the Virginia Square station near my home and don't want to travel further.

I need Federal Triangle to get to work. Closing this stop is untenable and seems like a political bargaining chip on WMATA's part, not a valid budgetary choice. Clarendon is also the most convenient stop for me.

Grosvenor-Strathmore is a crucial link to people in my area which is Grosvenor Park, with 6 buildings in my area, each with 348 apartments each and over 1200 residents in each!!! Many commute daily, esp. to Medical Center and NIH and into DC. This would force people to drive or move.

I absolutely need East Falls Church stop open

Yes, but I would hate to see Smithsonian stop closed if things open back up in DC for tourists.

I use the Grosvenor-Strathmore station all of the time and its proximity is one of the reasons I chose to buy a home in the vicinity. Closing this station would hugely inconvenience me and cause me and my family members to use Metro far less often.

You all are insane if you think it is a good idea to shut Arlington National Cemetery access. Just the optics of it is horrible. Same for Smithsonian etc. citizen access to their institutions is critical- especially those that may have no other opportunity. Tourists take the metro because driving in DC is a nightmare.

Absolutely not. I use Grosvenor for several reasons. 1) the commute is shorter for me than going to Wheaton. 2) Wheaton station is very unsafe ans WMATA has done nothing to improve the safety. I have been assaulted there. The lights are often broken, the stairway in the parking garage smells of excrement and urine and the parking garage itself is also unsafe. I rarely see metro police and the garage is very dark. Maybe if that changed I would use it but since years of complaints have done nothing I go to the safer outside station. To have to make this kind of choice about my safety would push me over the edge and I would end up driving instead.

East falls church is a critical transportation hub for several reasons. It is the last transfer station westbound between Orange and silver lines, a key exchange point for buses, and a extremely popular with bicycle riders. In fact a new bicycle storage facility was just completed along with other significant station improvements. Ridership will increase over the next several years as traffic returns to highways. Dont throw away the capital investments made based on temporary loss of ridership.

Proposal to close 22 Metrorail stations

I have moved to Clarendon because of the close walking distance to the Clarendon Metro. To close this station would make it extremely hard for me and my family to make it to work on time. We are a one car family.

Should not consider closing 2 stations that are next to each other, ie Clarendon and Va Square, or Fed Triangle and Smithsonian. (Also, as tourists return to DC, the idea of Smithsonian as a low ridership station is ludicrous)

Closing Archives and Judiciary Sq is foolish. Both stations service those who have business at the courthouse, and for those with mobility impairments, this would make things incredibly difficult. Clarendon and Virginia Sq are directly next to each other; where do you expect people to walk to in order to use the metro? Also, closing the stations on the orange and silver lines is beyond ridiculous. Those stations are very far apart, and visiting that area is already a pain even with the convenience of metro.

If East Falls Church closes, there would be not be enough Metro parking for people across a large, highly populated area making it very hard to use Metro. Closing stations as close to each other as VA Square and Clarendon significantly decreases service a large area that is densely populated with many office workers. When Covid subsides the ridership will increase substantially.

I live near Grosvenor. The bus takes too long to get to the metro. pre-COVID - The parking is a challenge, particularly after the morning rush. More parking would increase the use of the Grosvenor metro station

Another dreadful idea. What is the point of Metro if you cannot go where you need to go. Dont cut service altogether. Consider adding express trains if you want to vary stations.

This would dramatically reduce the utility of the system and is unacceptable. As a daily rider from Archives, this would have an extreme impact on my commute.

There are no near stations from College Park. How would students get to the University if they live in DC or Virginia?

Work and home lives have been built around access to metro. Grosvenor-Strathmore essential for access to much of residential area.

I moved to my house especially because it was close to east falls church station. I paid a premium for this location because of the distance to the metro for me to be able to go to work in DC and still be able to be back to help my children with their extracurricular activities. If the metro close this station and I will have to add an extra set of minutes to comitÃ from a farther station , I wont be on time to pick my kids up at the bus stop. So, either I will have to quit my job or higher extra help for those hours. This is not fair with my family. YOU CANNOT CLOSE THE EAST FALLS CHURCH STATION

I take the Silver Line to Metro Center to catch an Amtrak train at Union Station.

Virginia Square is the stop closest to my house. If you closed that--and Clarendon--it would be a significant inconvenience. I also use Federal Triangle and Smithsonian from time to time. I dont care if you close Arlington Cemetery--the locals never use it.

Closing Grosvenor-Strathmore will have a huge impact on the commute for many people living in the area. It seriously will affect im many ways. Many people bought their houses around this metro station. Please, reconsider!! We need Grosvenor-Strathmore station open in 2022!!

That would be a terrible decision. We use the Clarendon Station for employees and clients to get from the airport to the office.

We need as much infrastructure as possible. We need to make metro as accessible as possible. Closing stations makes travel impossible for some people.

Not ideal, but workable.

College Park is one of my primary Metro stations - not having it available would severely impact my usage of Metro services.

Several of these stations dont have reliable bus connections at needed times. Closing the station would effectively cut off these communities entirely.

If there are shuttles that can take those who need to get to destinations that those stops would typically take them to. .

Arlington looks like we lose all out Metro stops.

Greensboro will be used for commute

No! As I live across the street from the Grosvenor station.

That is terrible. I use Cleveland Park Station every day, and I would not walk to the adjacent stations, which are not that near. You would lose me as a rider.

I get off at federal triangle every morning and leave from federal triangle every evening. I pay for the extra stop through metro center because I don't feel safe going to that station.

Why remove both Clarendon and Virginia Square? Why not just Va Square. Clarendon would be popular esp. for going to restaurants.

As someone who is disabled, this would make getting around difficult. Did anyone consider the impact any of this would have on people with physical disabilities?

This presumes current Covid conditions. This would not be acceptable if ridership returned to pre-3/20 levels.

Closing the Cleveland Park station is simply ludicrous!

Clarendon station provides access to work locations in that area. Closing it would necessitate disembarking at either Courthouse or Virginia Square stations, adding at least 15 minutes of travel time in each direction for all trips.

Proposal to close 22 Metrorail stations

The Cleveland park metro stop being closed would negatively affect me, as it is the stop closest to my home.

Included on the list are the two stations closest to the DC and Federal Courts. Both of these need to remain open to support the number of jurors who have to report to the courts for service to the community. Parking nearby is not provided by the courts, so Metro is our best of getting there.

Metro is my only means of transportation. As I struggle to walk having to get to either Courthouse or Virginia Sq would not be feasible

Some of these would not affect me but some would drive me nuts. Walking is hard for me because of my arthritis and so the walk to and from Metro is already a challenge. I am not sure how I could compensate when the walk is further.

Many communities made investment and infrastructure improvements based on metro locations. The communities relied on the metro and cannot turn back the clock in these investments.

My family relies heavily on the Grosvenor Strathmore metro stop to get to work (both my husband and myself). This would be devastating for our community if this metro station were to close.

I work at the Clarendon metro and primarily take public transit to work. Traveling to a farther stop and then taking the bus would add a significant amount of time to my commute. Also, if the metro station were closed, my employer would consider relocating from Clarendon.

Is Metro trying to get more cars on the road?

This fully eliminates my ability to commute via metro, which was ultimately the reason I chose to live in Arlington.

This would seriously impact my commute into Washington DC from Arlington. Furthermore, closing 3 Orange Line stations in Arlington would seriously affect the quality of life in that corridor, reducing the walkability of those neighborhoods with regards to walking to Metro to travel into DC.

This is the worst idea of all of them

If the stations close, it means I would have to get in my car to get to an open station and pay for parking in order to take public transportation. Once I am in my car, I will simply drive all the way to work.

The closure of these stations - before Silver Line has even opened has the opposite effect of incentivizing ridership, will harm the economy and businesses who have planned their location, building expansion around the opening of all Silver Line trains out to Loudoun. Most important, the effect on low-income workers further exacerbates auto-dependency and will limit bus transit connections and the ability of people to seek other work.

If you close VA Square I would walk to Clarendon. It would, however, lower property values in the entire VA Square area, and depress businesses that depend on that metro traffic. When I look at this long list of potential station closings I am so disappointed to think that Washington DC's subway system will be viewed as a failure, and be riddled with old shut-down stations. What a shameful stain on our city that we cannot even run a mass transit system.

I live a five-minute walk from the Grosvenor Metro and do not have a car for commuting to work. I rely on being able to walk to the Metro to ride the train to and from work. I would have to investigate which bus options could get me to another Metro station, as it would be over a mile walk.

I live at Grosvenor station, so of all the proposals a permanent closure of a station is the absolute least desirable option. Perhaps keeping the stations open during rush hour with reduced service in between should be considered, even if the reduction is significant.

There is not adequate parking at stations nearby Grosvenor-Strathmore.

This would have a HUGE impact on tourists hoping to access our museums and Arlington Cemetery. We urge visitors to take Metro and not clog the streets cluelessly trying to find their way, to say nothing of overwhelming parking facilities. And the effect on those commuting to work would be devastating.

I bought my condo because it is near one of these stations

Closing East Falls Church and Judiciary Square would adversely affect me and my family

Cleveland Park is a central stop.

This could cause extreme congestion in and around the stations that are left, especially in North Arlington. Moreover, many home purchasing decisions are made with the thought of the convenience to the metro station

The College Park Metro station serves the University extensively and with the parking changes on campus, the university is strongly encouraging faculty, staff, and students to use public transit. With the CP Metro walking distance on reasonable sidewalks from campus AND served by the shuttle buses, it works reasonably well. The FDA foods will also possibly have issues with people unable to get to work. Once the museums re-open, not having the Smithsonian stop will be very confusing for people not familiar with the area around the mall. I strongly suspect that the other stations are going to run into some of the same issues once we are reopening more. Compound the fact that some people won't use Metro at all if they lose the stop they use.

Proposal to close 22 Metrorail stations

This is the worst option, by far.

My office is in McLean and I would be unable to commute if the McLean station was closed. This would hugely affect my daily life and likely mean I would need to find a new job. Also as a volunteer at the US Botanic Garden on Saturdays, it would be a detriment to have Federal Center SW closed. The additional travel time required would affect my ability to spend time volunteering.

This would be a major economic blow to close stations that already exist in major urban centers with surrounding business

Well if you want everyone to take to their cars and not come back to the metro this plan would accomplish this. Smiths onion, Clarendon, and Reston are favorite tourist stations, and locals use these stations when they want to come into town. Certainly, reducing frequency is a much better notion than taking so many stations off line.. The only stations in this list I am sure you could kill are Eisenhower, Arlington Cemetery, and Van Dorn. Smithsonian should never appear on a closure list. Tourists will return and nobody is going to walk around trying to find their way to the mall.

Many of these locations are CRITICAL to office commuter ship. McLean, Greensboro, East Falls Church, and more are highly residential or corporate office hubs. While many companies are working remote now, they should resume office work post-COVID and this would create a serious problem to those commuting to work in the future. The tysons corner area around Greensboro and McLean are major corporate hubs, removing these locations would create a major income divide in those who can pay exorbitant parking prices just to get to work.

I live in Herndon and have been anticipating the opening of the Innovation Station which is directly behind my apartment building. I do work at GW Hospital and the metro is my life blood. I was looking forward to walking out my door to the metro rather than driving to Wiehle-Reston. My grandfather is buried at ANC and my family and I are grateful for the metro stop there. Closing this station would be disheartening to my parents and extended family

East falls church is heavily used, and as ridership increases, which I anticipate will be up for next year of 2022, I think east falls church should remain open.

I had chosen where to live partially based on metro access. Others who had done the same but live near one of the listed stations could be highly negatively affected by this proposal.

I live at Grosvenor. While other stations are somewhat close they are not safe to walk to with traffic patterns. A foot-path (which is safe) should be constructed.

My regular station would be closed

Not only do I rely on the Clarendon metro for transportation, as I do not own a car, but my home's value would decrease dramatically if this station were to close.

We (and may others) bought our home relying on the knowledge that it is close to a Metro station (Grosvenor, in our case). Closing that station is tantamount to taking value from our home. you cant set up a transit system and encourage people to build or buy or rent near Metro and then pull the rug out from under them. Besides adding inconvenience and reducing our homes value, it breaches an implied (or even express) covenant of trust that Metro has with the community.

I think this is a smart move that is very reasonable considering the proximity of all of these stations to other stations.

This is a tremendous inconvenience for people who use public transportation.

Again... Youre creating such an increase in my commute time I would not take the metro. You would loose all of my fare which is commuting 5 days per week on the metro. Youre closing my station nearest to my residence. Absolutely unacceptable service

Please dont close the Grosvenor-Strathmore Station.

Do not close the stations on blue, orange. Silver lines!

I take music classes at Strathmore, and attend concerts there. Walking from another station would not be feasible.

I think the stations within DC should remain open or have limited weekend hours or open on weekends only.

I prefer Mt. Vernon to Gallery Place, but could make the switch if necessary

College Park station important to keep open as it is well used in normal times being home of University of Maryland. It would provide a hardship for many people if closed. Archives is important due to its proximity to museums on the mall.

Metro should not close existing metro stations! The investment in infrastructure is already there. Stop expansion. Decrease bus service to push people toward metro use.

Grosvenor-Strathmore is essential. It has its own parking structure. For that reason alone it is uniquely situated for commuters. The station is essential.

Closing low ridership might look good, but Cleveland Park serves Movie and restaurant area as well as residential area. Is it really low ridership post pandemic? Some of the others may well be very quiet during late pm hours/

Proposal to close 22 Metrorail stations

Morgan Blvd station is one of the top reasons for the purchase of my home and my main/only mode of transportation to/from work. Closing would be devastating. With the additional homes being built directly across from the station, along with a new hospital and shopping center less than a mile away, (not to mention FedEx events), ridership is sure to increase

Need Clarendon open.

Federal Triangle is where my worksite is. When I return to work, not being able to have access to Federal Triangle will be a problem. Cause the next closest station is a considerable distance. I anticipate that ridership to this station will increase with federal employees returning to worksites at Federal Triangle. Same for Van Dorn Street. If you close Van Dorn Street and Eisenhower station, there is no easy way for West End Alexandrians to use metro. If you close stations, then I think more discussion and collaboration is needed between Metro rail and Metro bus and DASH bus that services Alexandria to accommodate for the closures.

This closes the only station near me (East Falls Church), which I use daily for commuting in normal times.

Closing the Clarendon Metro would be a disaster. There is an entire business community, including retail and service, that is built around this station. There are also residential neighborhoods that rely on it. I took the metro every day from this station pre-pandemic and would plan to return to daily metro from Clarendon as soon as my work place (near Capitol Hill) reopens permanently. Closing Clarendon and Virginia Sq would leave an enormous area of Arlington - between Courthouse and Ballston -- without sufficient metro access. This is unacceptable in a business and population center with the density of the Clarendon corridor.

I am currently able to walk to Grosvenor and commute. This would severely impact me.

This is not at all acceptable. I access daily both the Grosvenor Strathmore and Archive metro stop for work transportation into the city. I specifically moved into the Bethesda/Grosvenor community due to the proximity of Metro. I cannot access easily and there is no functioning car parking (which I would have to do) at White Flint or the downtown Bethesda metro stop, which is already overtaxed, over constructioned and candidly a dirty mess. In addition, I work in the hotel industry and having Metro access to Arlington Cemetery, and Smithsonian are necessary for tourism.

Thlosing these stations would require using taxis or other modes to attend meetings and work functions through out the day. It would make using the metro at all infeasible for work (cost of Uber and taxi during the work day would offset savings of taking metro in lieu of driving). This is particularly relevant for downtown stations, such as Judiciary Pl, Fed Triangle, Federal Center, and Smithsonian.

If college park closes I would just stop using Metro entirely! This would also have a huge impact on the University of Maryland.

I would consider keeping Arlington Cemetery stop open, as it is not close to any others.

I would not close archives and mt Vernon square to supply more access to downtown and people who may work near the convention center.

Please don't close grosvenor!

Clarendon is my home station and would make my commute more difficult

How do I get to the Smithsonian, etc. if you close the station?

this will drive people away from metro and its a mistake to do so

I use Clarendon to go to work in downtown DC, and this would prevent me from using it 4-5 round trips per week, and on average once per week to go to a concert or sporting event.

Before the pandemic, my main mode of transportation to work and back was the metro and once thing become safe I am hoping to use the metro again, which would include January 2022. I get on at Vienna-Fairfax/GMU and exit Clarendon for work. This would be extremely inconvenient for me. I would rather have less frequent trains (but still have trains during regular commuting hours) service these stations than have these stations close down.

I commute into DC regularly with my office closest to Federal Center SW. While Lenfant Plaza is nearby, it would be far less convenient to lose the closer stop. Additionally, I move around the city for work and do heavily use some of the other stops on this list. Closing a list of this length ought to be a last resort or last resorts.

Do not close grovesnor station

I would be concerned about closing so many stops near the Mall, for tourists.

I stay close to college park some ppl use this station to commute in to Dc students and travel ppl from the marc

I only use the Clarendon Metro since that is closest walking distance to my house. The other stations are too far to walk and for me to feel safe at night. I ask that Clarendon Metro be kept open.

How do you expect someone who lives in Cheverly to walk to another metro station? Dont you understand, many of us who live near a metro station dont own cars. Thats the point of paying more to live near Metro.

Proposal to close 22 Metrorail stations

Im surprised by the list. I expect Reston Town Center to get more ridership than Wiehle once it opens. Interesting that three brand new (and unopened) stations are targeted. Why were these even built? I am good with the others.

I use and need the Grosvenor-Strathmore station. Please do not close it.

I do not have a car. I use these stations often, and if they were closed I would have to talk too far to get to my destination, which is often shopping. I could not purchase and transport items if I had to walk such distances! I have no car.

The stations listed are not near other stations outside the district hubs. The comparison of nearness downtown is a few well-connected city blocks, for stations located further out in Maryland it is not so straightforward to make it to these alternate locations (poor sidewalk connectivity for walking, no replacement of parking lots for driving).

PLEASE NO! As senior citizens, like many others our age, we purchased our home near the Strathmore station to be close to transportation. Closing Strathmore would not only affect our property values, it would impact our lives!

This is absolutely no. Closing these stations will have huge impact to our city. We will lose a lot of folks in the urban city development area.

I do use some of these stations, and closing them would be very inconvenient.

This plan would not work for me. I would no longer have any reason to ride metro. My commute is from Clarendon to East Falls Church, both stations would be closed in this proposed plan. I would need to either purchase a car or find some alternative method of commuting to work.

This would significantly impact my ability to depart to a destination and return home. Many 10101 residents use the metro and would be impacted similarly.

Not a good plan. Many of those stations are not that close to another, and station closures on this scale will make it harder for a post covid recovery to happen in those areas. Also, ridiculous to plan closing the new silver line stations before they've even opened.

I use Grosvenor-Strathmore to go to work and also to go to Strathmore Center.

As long as it is communicated well.

After the COVID vaccine is more common, many employees (particularly Federal employees) will begin commuting to work again via metro rail.

Need Cleveland park -Arlington cemetery- judiciary de and grosvenor.

East Falls Church station is accessible by bus from neighborhoods north of that station and provides commuting option for those of us without cars. Ridership calculations for these cuts should not be based on 2020 or early 2021 ridership due to pandemic. McLean Station is so new and construction around the station is surging. Closing the McLean station would be shortsighted.

My local mattress station is not on this list. But all of the people who plan their lives, commute, residences at work locations around the above metro station will either have to depend on personal vehicles, returning us to worse-than-pre-pandemic Emissions levels, or they will have to leave their jobs or their homes.

If your goal is to make people stop using metro it might work. It would devastate business communities (eg Cleveland Park). And obviously Grovesnor Strathmore has the parking garage unlike other purported closer stations.

Stations in the city may make sense (Archives, Federal Triangle, etc) but not in the suburbs! Clarendon, East Falls Church, McLean, Virginia Square closures would be extremely inconvenient and reduce ridership - people would opt for other modes of transportation, including myself

Why close Clarendon instead of Virginia Square, which is very very close to Ballston?

One of the big reasons I chose to live where I do in Arlington is due to metro accessibility. Moves like this could tank housing prices and push the region back to cars, which I think would be devastating from an environmental and quality of life perspective.

Yes, some of these stations may be close to others but they still may not be as accessible. Is there a plan to have a presence for Smithsonian on the metro? Or UMD? A more targeted survey of the communities in which these stops are currently would probably help in gauging just how important these stops are, or not. What is the cost of closing a metro station? Surely it would cost Metro something, and wouldn't those funds be better used to promote ridership some other way?

Although one thinks these stations are close ... in fact, they are not. Many of us who rely on the Metro do so because it is hard to walk/drive etc. Longer walks to a station were not planned for and would necessitate moving.

I could make it work. But closing Cleveland Park station would have a negative impact on the struggling business community there, and likely cause overcrowding at Woodley Park station when the zoo is busy.

This is outrageous. Not only are major communities of people relying on the current layout of metro locations but some homeowners have strategically purchased their homes around metro locations. This is not only negligent and preposterous but a show that the county, city, and federal governments don't know how to come together and save the very system that has improved the concept of transportation forever.

Proposal to close 22 Metrorail stations

East Falls Church and West Falls Church metro stations are not close to each other and absolutely critical to have both options for the silver and orange lines running through such a heavily trafficked area. Parking is already an issue and this would result in significant overcrowding. Personally, I'd stop using metro all together.

This is not a solution. People will have to drive further to get to a train station. Parking is already very expensive and very limited. You will drive users away.

I use the Archives, Smithsonian and East Falls Church stations. Sometimes Federal Triangle and Clarendon

Define "near." Stations were placed in their locations for a reason, and those reasons haven't gone away even though ridership may be down.

Would this save that much money? Staffing is limited at stations anyway but better to have one person on at a station at a time but keep them open. Closing Grosvenor system means I switch from metro to Uber

College Park is my only metro stop

Most of the stations near my beginning and end points would be closed.

This does not affect me personally but seems like a high number of station closures. Consider closing some of these stations earlier while leaving other open.

No way would this work. My most commonly used stations are East Falls Church, Clarendon, and Archives. Maybe closing stations in the city would be easier, but I cannot walk from East Falls Church to West Falls Church, nor would I want to.

would prefer this does not happen but it makes sense if low ridership continues

I work at the Capital One headquarters in a McLean and use the metro to get around. I would need the McLean station open.

I live at Virginia Square, work at Courthouse and do not own a car. I also sometimes attend church services near Eastern Market so having either the Virginia Square or Clarendon stations open so I can get to work and into the city is important to me.

Maybe keep them open during rush hours - so 2-3 hrs in am and 2-3 hours in pm?

I live in Cleveland Park and work at a hospital. If I need to get to work, and I won't be able to use public transportation if you close this station. Please don't close Cleveland Park, also, sometimes the H2 and H4 don't go down the Porter hill due to snow.

EFC is transfer station to Orange/Silver lines.

Cleveland Park metro station is used frequently and would significantly diminish quality of life for residents who live in Cleveland Park and Woodley Park. First, it removes one important transportation option for residents that rely on metro and live in neighborhood; second, it would reduce options for visitors to Zoo who take the metro. It would force all visitors to Zoo to use Woodley Park metro which would reduce foot traffic of zoo visitors to CP on weekends, depriving local businesses retail customers, and overrun Woodley Park during the spring, summer, and fall when visitors to Zoo are at their peak. Really a bad idea.

There are reasons why people have chosen to live where they do, and while another station may be close, I may make a choice to drive instead of utilize the metro and if that's the case, I may move all together instead of paying a premium to live where I do.

Please keep Grosvenor-Strathmore open, it's such an important asset for people who don't use cars in this area. Also it will be such a big stretch to walk to the closest metro stop, for example White Flint or medical center. This area needs a metro !!! Thanks

EFC is not near other stations as far as walking to another station to ride. It would not be possible to walk to WFC or Ballston from EFC. I would be forced to drive or be driven. How does this help with climate change and greenhouse gas emission?

Metros accessibility outside of DC is already a joke. Eliminating stations is only going to lower ridership even more.

Absolutely not! I also think it will be counterproductive for recruiting metro ridership. Those stations "particularly the new ones" are features of the system. Closing Greensboro is an extra bad idea!

I live and work on the Orange/Silver line (currently from the Courthouse station to Federal Center SW). My primary reasons for taking the metro are to commute to/from work. I am a federal worker and have been working 100% remotely during the pandemic. My agency currently does not have information on when we will go back to the office, and I don't know of any federal agency that has made plans for the workforce to go back to the office (outside of those that have been open for continuity of government purposes). I also don't know of many private companies who have made decisions yet on when people will go back to the office. If we are not back to the office next year, this proposed cut is fine. If we do all go back to the office next year, this cut will make the commute more difficult for people (crowded trains, not as much flexibility in timing, increased traffic on the roadways, etc). It is less convenient for me to get off at L'Enfant Plaza instead of Federal Center SW to walk to my building, and I would foresee Courthouse being very crowded if the two stations directly west (Clarendon and Virginia Square) are closed.

Clarendon and Virginia Square are consecutive stations and would put an undue burden on those that use Virginia Square and/or Clarendon frequently once we get back to normal. We are nearing the point when we get back to normal and we need these stations to get to work.

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|--|
| Proposal to close 22 Metrorail stations |
| Closing Van Dorn and Eisenhower eliminates commute options for all residents between King St and Franconia |
| This is a short sighted proposal - it is cutting service, making it a less attractive option, which will drive more riders away. They should open all stations 24/7. Metro should make it attractive and convenient to use, not the opposite. |
| Grover not Is major station with Parking and serves theater |
| How can you say there's low ridership in stations not yet opened? |
| I commute to work via Grosvenor-Strathmore station. |
| This would be devastating for my neighborhood and my personal lifestyle and career |
| Are you serious close all these stations and good bye metro for example i take pre schoolers to, the. Use us using a itsonian they can't walk to a station further away. |
| I think the lack of access will decrease ridership even more |
| Arlington Cemetery is a significant tourist center with a limited parking garage. How will the tourist get there. This is Station that could have limited hours. Virginia Square is close to other Stations like Clarendon, but if Clarendon is closed the next Station is a long distance to Ballston or Courthouse. East Falls is NOT close to another Station. |
| as above |
| Many of these closures are in high density areas. |
| after the stations close then what are you gonna take away next |
| The Grosvenor Strathmore Station is adjacent to my residence and I rely on it for travel to downtown Washington, DC, to Arlington Cemetery, and to National Airport. Also I rely on it for travel to Shady Grove from which I take a taxi to places north of Shady Grove, when needed. Closure of the Grosvenor-Strathmore Station is definitely NOT ACCEPTABLE. |
| Losing either VaSq or Clarendon would be very bad We paid a premium to be close to the Metro to use on a regular basis. |
| I live walking distance to EFC - just under a mile. I would need to drive or take a bus to another station if EFC was closed which would significantly increase my travel time. I also believe the low ridership numbers are EXTREMELY misleading. I have not commuted to work in almost a year and not has most of my neighborhood. EFC has a significant number of people who walk to it vs other stations that already are primarily driven to (e.g. WFC). Also, someone who is less than a mile from VA Square is likely less than a mile from either Clarendon or Ballston. It may not be as close but it's still walkable. |
| Metro should consider reduced service to low-use stations. For example, every other orange line train could bypass Va. Square. This reduced service could shorten ride duration and reduce costs. |
| I live close to Va Square |
| While the Smithsonian station better works for my work situation, I can use an alternate station. |
| All these stations are built and many people have arranged housing, etc near to these stops so that Metro can be used for work, health care and entertainment activities. Especially for work related ridership -- Need at least some rush hour service. Also need weekend service to facilitate attendance at events along Metro lines. People should not be motivated to drive rather than take Metro. |
| Service at Grosvenor station is essential to my work, kids school, and property value. |
| Please close either Judiciary Square or Archives, not both of those at the same time. |
| Stations should not be closed completely. I have purchased a home based on public transportation availability. You can decrease stops to these stations. You can decrease services. You can increase prices. But the stations should stay open. |
| The metros main purpose is serving commuters to this plan is the exact opposite |
| I live directly across Eisenhower Station and need it open. Closing this will also hurt the many apartment complexes in this area, as this was the main reason I chose my current residence. The high rents with no convenient metro will drive people to move. Its not realistic or convenient to walk to King street from this location. |
| I use the College Park and Grosvesnor Strathmore metro stations to commute. I live at one station, my boyfriend lives by the other. |
| It is crucial for me to efficiently commute between Washington DC and College Park. I need either of the green or yellow lines to continue stopping at the College Park station. Hyattsville and Greenbelt are very far from my workplace and transferring via their metro stations will significantly prolong my already long commute. |
| I live at grosvenor and work at Judiciary. Closing these stations would be very inconvenient for me. |
| This would significantly affect me. I live right off of the Clarendon stop so that I have easy access to this metro stop. Completely closing metro stops is NOT a good option as a budget cut. Other cuts should be made instead of closing metro stops. People affected by a metro stop closure will then need to find other means to get to a different stop which causes many other issues (like where to park to access other stops). |

Proposal to close 22 Metrorail stations

It closes two stations necessary for me to get to work

Keep Arlington Cemetery open. Get NPS/DoD funding support if needed. Always keep the furthest out stations open.

Many residents walk to the station and commute East to DC, and west to Fairfax and Tysons.

Groves or is very necessary!

Please do not delay phase 2 again. Please share travel times from proposed 2 stations (at typical operating levels with a normal budget). People are trying to identify housing in those areas right now but can't travel potential commute times because there is no communication from WMATA.

This plan would cement the death spiral of Metro just as the world reopens. Closing stations cuts off your paying customers completely. Other options could be worked around. This is by far the worst option.

Considering "express service" to skip these stations may be more practical, but many of these communities have too far a distance to travel to get to their next closest stations.

Daily commute depends on Grosvenor station. Closing the station would make commute to and from College Park unworkable in a reasonable time.

I use Archives to get to work.

If Grosvenor station closes I would have to walk to Medical Center or take a bus to Bethesda. This would not be convenient and I would likely not take Metro anymore.

The Arlington/Virginia closures would not be helpful. This shows that WMATA doesn't keep those in mind who do not have cars and who may not be able to call car services all the time. In addition, it would be unreasonable to cut off the Virginia Square line because of its proximity to the George Mason University Arlington campus. Students have already been affected by COVID-19, and they don't need to be further affected by what would be very impactful transportation cuts. Even though WMATA's revenue has been significantly lower due to COVID-19, it would be more beneficial for riders in the future if train arrivals took a little longer as opposed to closing all the above stations.

how do you manage tourism at Arlington cemetery without the station? IF you close Virginia square the adjacent stations will become even more overcrowded at peak times.

Please, please, please do not close East Falls Church metro station. My husband and I depend on the line to commute to jobs in the city and will continue to do so as the pandemic wanes, and our kids use it to go to the city for social and educational events. We moved to our home specifically because it was within walking distance of East Falls Church so we could commute to our jobs. The next nearest station would require us to drive, park, and then use metro -- which would significantly add to the time and cost of our commute. Driving is not a good option and is not environmentally friendly, and tolls and parking in the city are cost-prohibitive. The nearest highway is 1-66, which charges exorbitant and prohibitive tolls, and city parking is \$26 a day, which is out of reach on a regular basis. PLEASE, I BEG YOU, DO NOT CLOSE EAST FALLS CHURCH METRO.

I moved next to the Groves or metro stop to commute to DC, so closing it would not work

Part of the reason that I brought my property is because we are at the Grosvenor Strathmore station. It would be a very large inconvenience not to have this.

Need Clarendon open

I don't think that Arlington Cemetery has a close metro station that is within walking distance - unlike courthouse and Clarendon. Also Smithsonian metro station is really conveniently located - it makes it easier to enjoy the mall/cultural life without additional concerns.

I frequent the Grosvenor-Strathmore station for commuting to work and leisure during the weekends. It is likely that life will be closer to normality in Jan 2022 due to the vaccine availability. This means people will start commuting again and going out more. Closing the station would completely isolate this area of town from DC.

Many of these stations just went through renovations, or were recently built in just the last several years. Not to mention, many people rely on these stations because they can be walked to, because they don't offer parking, or it's limited. How are riders supposed to get to the metro if they can't walk, and can't park?

As one of the closed stations is within hundreds of feet of where I live and the next closes station would be about a half mile one way I would prefer not to walk a half mile to a from my commute, especially if there is a station I can see from my window.

I am particularly concerned regarding the Arlington Cemetery and Federal Center SW proposed closures as these are used by tourists to access the cemetery and the Capitol areas.

All of these stations are incredibly important to residents nearby - convenient access to public transportation is vitally important in a large metropolitan city. This will have huge impact on area residents. PLEASE choose a different option!!

Clearly no consideration for businesses built around these stations, people with disabilities or elderly. The federal govt moved multiple agencies to Eisenhower specifically citing access to metro and you want to eliminate this stop? Close federal triangle with all the feds who work near there? close smithsonian where the tourists go? These are not realistic proposals.

Again, designed to justify rate hikes by proposing levels of servicing not tolerable.

Proposal to close 22 Metrorail stations

College Park station is an important hub because of the University of Maryland and government offices located within walking distance. Plus, its the only station that services the surrounding neighborhood. Lastly, it is also a MARC station for trains coming from Baltimore. If the Purple Line construction continues and there will be a stop at College Park, then the idea of closing the College Park station may work.

Grosvenor is my usual station; having to drive to White Flint and then ride from White Flint past Grosvenor would make the total trip over an hour long. Also, what about those of us who have guaranteed parking spaces at Grosvenor and have been paying \$65/month for the last year even though not using the Metro? Would we be guaranteed parking spaces at White Flint? If not, this is very unfair to the persons who have, and have been paying for, these spaces, since whether or not riders get to keep their guaranteed parking slots is wholly dependent on which stations are closed.

Some of these stations e.g. East Falls Church, are not near other stations so the proposal is misleading.

Many of those stops are important locations with essential commerce.

These stations have low ridership now. They will not in 2022 when people are working in person and depend on Metro to work and entertain. It is ridiculous to have spent the money and time closing many of these stations for improvements only to turn around and close them now. I am also curious how you can even know if unopened stations will have low ridership, but destroying the car limited possibilities of Arlington is my greater concern.

Completely unacceptable to close Grosvenir-Strathmore station with 2 high schools that use this stop. Covid has severely contributed to low ridership. Many of these students from Holy across and Georgetown prep use these stations which helps working parents. Please keep this station open for the good to the community!

I live right by Grosvenor-Strathmore station, and plan to regularly park and ride from there. It would be highly disruptive to my life if that station closed.

No stations should be closed regardless of ridership levels. Station closures will most adversely affect those who are less privileged - women, riders of color, riders of lower income - who cannot afford to easily drive/add extra commute time to another station.

I oppose station closures.

I frequently use the Archives Metro -- It is on the Green/Yellow line, and is where my sons school is.

While my home station is Virginia Square, I would be happy to walk to Ballston so long as I know that the train frequency will not leave me standing for more than a few minutes at rush hour.

I use the mclean metro to get to work. There is no other metro that is easily walkable. How much extra money does it cost to keep a station open? A lot of less used stations only have a handful of employees anyway.

Wholesale closings of Metro stations will inevitably decrease demand for rail service at a time when we need to increase reliance on it.

Doesnt take into account people with limited mobility - physical or otherwise.

East Falls has parking which is an option for those who cannot walk to a metro. Housing going up in McLean and Reston TC billed as metro accessible.

For some stations, yes, for others, no. Im not sure what purpose is served grouping all of these stations together. Surely, some have more useful ridership than others?

Do not close Clarendon. Very convenient to restaurants, Trader Joe's, and Whole Foods

Concerned this proposal is only driven by COVID numbers. Closing so many landmark stations would greatly impact the practicality of visiting.

Many of these stations are in low-income neighborhoods and would impact low-income ridership/access

Closing this many stations at once, including major stations, cannot be done. You have no data to justify closing all these stations at once pending increased ridership after the pandemic. By closing these stations, you will likely eliminate many people's metro ridership totally. I will not drive to a metro station that is farther from my residence to ride the metro. Please do not close these Arlington stations!

Stations are meant to be used by customers, not sit empty. Area residents have paid for these stations and should have the use of them.

Traffic is sure to increase at downtown stations as vaccination rates rise and those stations will be needed. Is there sufficient parking at Arlington National Cemetery to support mourners and tourists if the metro station closes?

Most of the stations I use are on this list. They are not near other stations if you have limited mobility, or even if you are carrying something heavy or have small children with you. This would more than double my daily commute time.

I ride grosvenor and judiciary

Many of these stations, especially Arlington Cemetery are vital to visitors who come to their nations capital.

The closing of the Grosvenor Strathmore station is not a good idea. I am a senior citizen and no longer drive. I purposely moved to be near the Grosvenor-Strathmore Metro Station. The closing of this station would require a bus ride to either White Flint or Medical Center. This will add additional time and cost.

Proposal to close 22 Metrorail stations

These are all needed, this is supposed to offer a public service, trying to close all these stations is just insane and a 3rd world country move, this is Washington DC we are talking about

Existing stations should remain open to encourage ridership and avoid overcrowding. Cleveland Park, for instance, is in the heart of a busy residential and dining area. Having to walk or bus from Woodley Park or Van Ness is inconvenient. I imagine this would also have negative impact on home values in these areas, where a real benefit is walk-ability to transit. Decisions should not be made based on low ridership during the pandemic, when people have not been going to work, or out for social reasons.

Don't close a single station unless you plan to give back a commensurate capital budget appropriation for infrastructure for the whole system, eliminate a proportional number of jobs and reduce pensions and benefits by a percentage that equals service reductions. Let's cut WMATA's bloated and inefficient staff footprint, fine the entity and fire all of its management for Silver Line deployment failures. Really, start resigning en masse.

Why close Grosvenor if there is a parking lot? For those who rely on buses to metro, the commute will be much extended, especially if cuts in bus service and times between trains.

Grosvenor is essential to my commute to work.

I do not currently use any of these stations on a regular basis but these changes may impact where I seek to find housing in the future.

These stations proposed for closure are closest to my places of work.

I specifically rely on the use of the East Falls Church Station. Please do not close that station.

This is maybe the worst proposal of all. I live in Clarendon and I work in McLean. Eliminating these stations would make it nearly impossible to take the metro to go anywhere. It would likely triple the time it takes to get to the metro from my house (especially since VA square would be the second closest station to me). It would also pretty much eliminate the ability for me to take the metro to work. There are so so many young professionals in the Arlington area. I think youd see a mass exodus if this plan were to occur. It would have very damaging consequences on the Arlington area.

I dont typically use any of the above mentioned stations, however it seems that ending service to these would lead to even less ridership rather than more passengers at nearby stations. With funding shortfalls, perhaps the Sliver Line Phase II should postpone its pending opening as a cost saving measure instead of opening and then not servicing these stations.

Grosvenor-Strathmore is on the list...but some of the trains start/end at this station. Not good.

We specifically moved to the housing complex near Van Dorn and sold our car so that we could be at a close proximity to the metro. At this time our workplace is not allowing us to be at the office but that WILL change as soon as COVID vaccines become available to us. The proposed closure for 2022 will have a HUGE and NEGATIVE impact on our livelihood. We cant afford to move to the areas that are closer to work and rely on the metro as our sole source of transportation to work. Please consider other means than the proposed closure. We reside next to the Van Dorn Eisenhower Metro.

It seems weird to close the end of the yellow line.

This would have a crippling effect on communities that have developed in a dense and urban manner over the years in reliance on Metro access. With all due respect, it is a stupid idea.

Closing suburban train stations is a bad move. I live by herndon metro and would frequent reston town center and the Loudon gateway metro is next to my gym!!!! This is the worst idea especially when you are trying to gain ridership! I would frequent use these routes and stations

It might be acceptable to close some stations within DV as they are within walking distance from each other. Outlying stations like Grosvenor Strathmore need to stay open to ensure adequate access.

Definitely do not close Grosvenor-Strathmore. Low ridership is due to the pandemic, plus the new apartments being built at the station will further increase ridership.

I would not use metro at all if East Falls Church Station was closed. I would buy a car and drive to DC. I currently BIKE to East Falls Church metro daily to commute into DC. I would not bike backwards in dangerous traffic to West Falls Church which only has one line, nor would i bike into the dangerous urban area of Ballston on my bike for safety and because it is way too far for me to bike, particularly the half of the year when Im biking in rain or snow or cold or burning heat. So I would stop using metro completely. I dont see how it is considered that East Falls Church is close to another metro station when there are hundreds if not thousands of homes directly around EFC and we all use that station exclusively. Not to mention that WFC has only one line (orange) while we have two at EFC. This is completely crazy idea, please leave it aside. Oh, by the way, our bike trail has been closed for the past YEAR + as we get a new route to THIS STATION and our station has been closed for refurbishment. So the idea of closing it is seriously insane. Please put it aside.

Grosser Strathmore is walking distance to my home and the MAIN reason I bought my home here!

The region needs a fully functioning METRO to bring back the economy!

Proposal to close 22 Metrorail stations

Just because other stations are near other stations does not mean that they are easily, safely, or conveniently accessible for people who would need to walk even further to reach the nearest open station, especially for people with movement disabilities. Additionally, this may promote further use of cars creating more traffic, pollution, and danger for pedestrians trying to walk even further to the nearest open station.

Downtown station closures seem more manageable because walking more in a well-populated, well-lit city area is an option but not as much in places like college park or cheverly

It is not acceptable to close these stations when so many people have relied on them for years. Again, this is the primary public transit system in a major city and needs to service as many people as possible.

Too many sites are being closed. Why were they built in the first place if they are not useful?

I use the Grosvenor-Strathmore station everyday. I am in walking distance to the station. I work in D.C. and I get off at Metro Station. My roundtrip commute from Grosvenor-Strathmore to Metro Center, Monday through Friday is a HUGE help

Find ways to increase operations! Extend the lines, build the Purple Line...

I live walking distance from Grosvenor-Strathmore metro station, as many other neighbors do since this an area with plenty of buildings. We purchased here because of the metro station close by. When people get vaccinated ridership will start picking up. PLEASE do not close this station!!!

People NEED to take the Metro to the Convention Center, especially those working there and attending from out of town! The inhabitants of Cheverly, the towns in VA etc would be penalized. And many people use the Silver Line to Dulles Airport, and have to get out at Reston -- plus there are many workers who need to commute to Reston!

But stations should be open in extreme weather (hot and cold) when nobody wants to walk 45m to next open station; during/after snow when streets are crowded and buses may not be able to maintain schedules or even complete routes, and more people would want to avoid driving; in periods of extended heavy rain (also to avoid driving or long walk to next station).

If cutting orange line metro corridor, it makes more sense to close Virginia Square and Courthouse to keep Ballston, Clarendon and Roslyn based on distance, walkability and art 41 bus route.

Clarendon metro is my most used station. Closure of this station would mean I would significantly reduce my use the metro

I dont often use these stops, but it would be unfortunate if so many stops closed.

Strathmore needed for fiders to theater, and access from north Bethesda to Reagan Airport

No, Government spent billions of dollars putting this infrastructure in place, now you propose to abandon it because it is not convenient! In the meantime, we will spend more billions paving over more land and increasing emissions by building FREE toll highways!

Strongly opposed to this proposal.

Lots of money was invested to expand/repair the silver and orange lines. The proposed closing of the above metro stops would alienate a large customer base. This is not feasible given how many people live in the suburbs who depend on metro for their daily commute.

This change will require longer time in traffic to get to a metro station. This change will increase my commute time.

This makes no sense given the large numbers of passengers that are projected to be riding the metro in 2022. Over half of these stations have immense numbers of riders in non pandemic times.

I use metro to get to the Smithsonian. The two stops near Smithsonian are archives and smithsonian. Please do not close both stops

I use Cleveland Park station a fair amounts. What about the tourists using Smithsonian?

Metro shouldnt close any stations. A lot of these stations are important stops for tourist attractions. Why would you close them? Shame on you Metro!

This proposal is far too draconian, making MetroRail travel extremely difficult.

Closing essential metro stops will continue a decrease in revenue spiral that the metro already finds itself in. It will render the public transit system even less relevant and useful to the average commuter and will increase congestion on the roads. It will not relieve the metro of its budget struggles but rather further exacerbate the problem. We need metro transit to be affordable and so enticing as a commuting option that commuters find it not only feasible to use metro but more sensible than using a car. Metro should make their system so efficient that commuters find the idea of driving a car in ridiculous by comparison.

only if frequencies are not also reduced.

Do not close clarendon, college park, grovesnor, jud sq or Smithsonian. A lot of my commutes are at these stations. Esp clarendon, Jud sq Or Smithsonian. These are main arteries for MD to DC and Va for me and would make it difficult. Even to drive in, parking and traffic are horrendous. Metro helps reduce this burden and provides timely and efficient transport

Proposal to close 22 Metrorail stations

As a frequent user of Grosvenor-Strathmore and College Park (given 2 different commuting patterns depending on work) I would be using these stations on a daily basis in Jan 2022

I use metro very infrequently and (so far) only for travel between home (on Westpark Drive between International Drive and Park Run Drive in Tysons) and the airport. At 0.6 miles, Greensboro is the closest station to me; however, Spring Hill and Tysons Corner are only an additional 1/10 mile, so the schedule proposed here should not be a major inconvenience for me.

Closing both Clarendon and Virginia Square stations is an absolutely terrible idea! Our house is located in between those two stations. If they both close, I will no longer be able to use metro. Walking to Ballston or Courthouse is too far. Why on earth would you choose to close two stations next to each other? Really not an intelligent proposal. Also, Clarendon is a lively hub for restaurants and bars. Why would you close that station, inviting more people to drive and try to find parking in, or take an uber to an already congested area?

I use the East Falls Church and Clarendon metro stops to go to and from work. The walk to other near stations is an additional 15-20 minutes walking. I am 62 years old.

This would make me a non-commuter. I work in walking distance from Reston Town Center, as do another 1500 folks at the US Geological Survey. We are anxiously awaiting that stop opening. I currently live near Courthouse, and am planning to move west on the Metro line - areas I am considering are Greensboro, Virginia Square, and East Falls Church, so I hope you make a decision before I sign a lease. I disagree that East Falls Church is close to another station - there is not one in walking distance to my knowledge.

Like many people, I cannot walk more than a half mile, especially in inclement weather or 90 degree heat.

One of these stations is the station I utilize when commuting to work (greensboro), and again, I anticipate I will be back in the office at least part time by January 2022. Its bad enough I have to pay nearly 6 dollars a way to get to work. And this doesnt take into account the potential mess this would cause downtown.

This closes almost all the stations I would need to use on the metro. This would make commuting on the Metro impossible for me and my family.

If Grosvenor-Strathmore station is closed, my family can no longer live here in this area and we'll have to move as I'll have no way to get them to their Deaf school and me to my job in DC since I don't drive. It would also be an issue for my husband who works at NIH.

It would be extremely inconvenient to close Grosvenor Strathmore, and render parking at the adjacent stations nightmarish--as well as the effect of making it much harder for people to reach Strathmore Concert Hall by Metro. Closing Judiciary Square would close the best Metro stop for the area of the Mall near the National Gallery (an important destination for me).

Proceed with caution considering your riders with disabilities. Longer travel from station to destination inconveniences all, but could be detrimental to your special needs populations.

We chose where to live based on where the metro station is located (and paid a premium for it). We are within walking distance of East Falls Church metro.

I live near Clarendon, and Metro is how I commute to work. I also am glad that the subway is there for access to the restaurants and bars - the last thing the neighborhood needs is more people trying to drive there, and worse, park there.

I often walk to the grosvenor station. I can't walk to medical center or white flint and there simply is not enough parking at those stations to accommodate riders from grosvenor

Absolutely NOT! Closer of the above station would mean a threat to a hard working people who use metro. Please DO NOT CLOSE the above stations !!

AWFUL!!!!!! I would never ride Metro again if the Grosvenor-Strathmore station is closed. There is NO other "close-by" metro station to me. This closure means I would be paying through taxes for a Metro system that I cannot use. Very stupid idea, unless you want to ensure that a lot more people never use Metro. Metro would become irrelevant to thousands of suburban residents, and I would encourage Maryland to decrease funding spent on Metro.

The Grosvenor-Strathmore closing would be a terrible idea. DURING THE PANDEMIC SUSPENSION I HAVE HAD TO USE MY SAVINGS TO GET TO WORK AND RETURN. I DID IT WITH THE FULL EXPECTATION THAT ONCE THERE WAS SOME RETURN TO NORMALCY THE STATION WOULD BE OPEN

I moved to the Grosvenor Park complex specifically because it is convenient to the Grosvenor-Strathmore Metro. If the station closes, I can't really use Metrorail; i.e., living close to a Metro station doesn't really do me any good.

My home station is Grosvenor. I can't ride if Grosvenor is closed. This would be a disaster for me.

I often used to take metro with tourist groups I worked with and used many of those stations. I anticipate doing that post-pandemic again

There is no other walkable station near East Falls Church.

What is the point of having Metro if it is not in your neighborhood and you have to drive to park? I would probably drive the entire trip and not use Metro. Why would you close a station (East Falls Church) that you just spent a lot of money upgrading. If you close East Falls Church, I will not use Metro at all.

Why not just shut the whole system down?

Closing stations before we even know their ridership is stupid. Its also really frustrating as I have many friends who have paid a premium to live near the reston town center metro and now I cannot even use metro to get there to see them

Proposal to close 22 Metrorail stations

| |
|--|
| We use the Cleveland Park stop a lot - especially my teenage son. He goes to the the synagogue located near that stop, many times per week. It would be irresponsible to close the VERY BUSY Cleveland Park station. |
| I live closest to East Falls Church so that stop closing would really affect me. |
| I live near and use Greensboro and paying high dollar rent for the convenience of this station. |
| So many major destinations, for residents and tourists. Hard to believe. |
| This list includes the Metro stop where I work, McLean. Although I am not currently working there, I planned to take the metro every day. This would disrupt my plans. Additionally, the list includes metro stops in NOVA, where I plan to live and this would severely limit my options |
| I live near cheverly station, so that mean, i will have to pay for an uber to the next station; which i find inconvenient. |
| Expecting people to use either Ballston or Rosslyn only to get to Clarendon or VA Square areas is a big stretch. Closing both of those stations will impact employee commutes to vital business areas and result in loss of jobs and closing of businesses. |
| Some of these specific stations are crucial to my travel and I have no way to getting between now closed stations |
| EFC station has parking. Any station with parking should remain open. |
| Outrageous. Worst idea in the survey so far. Live in the city without a car and it would add a one mile walk to any Metro trip I take. |
| Certain stations on this list would definitely be an inconvenience. Also, on the map it said Smithsonian as proposed closed station. I think Smithsonian is an important station to keep open once the museums open back up. |
| most problematic is closing both Virginia Square and Clarendon. I could get to Ballston for outbound trips, but getting to and using Courthouse is problematic. Theres a LONG walk from the elevator to the metro platform. No good way for me to get directly to Courthouse. Close Virginia Square, keep Clarendon. Mt Vernon Sq is also problematic. If I cant get on there, I have to go to Gallery Place and that metro station is too big and complicated. Its too long to IEnfant Plaza. |
| Our main stop is West Falls Church. If East Falls Church stop is closed, more people will need to park at the WFC stop. The mayor/town council of Falls Church City have had conversations about the under utilized parking garage at WFC. Since they seem to operate in a vacuum I would not be surprised if the EFC stop is closed at the same time that parking at WFC is reduced by half. |
| This would be devastating for this region thats already struggling with restaurants closures and, apartments unable to full units |
| Many of these stations are near major tourist attractions (such as archives) and serve to lessen commuter congestion to major downtown areas. The stops in the suburbs are vital for commuters to the city as well. This again will only further hurt metro's ridership numbers, hurt tourism and hurt the local economy. These proposed changes are unacceptable and not livable in our city. |
| UMD- College Park expects to return to a more dense residential model beginning Fall 2021. Students have jobs and internships in DC for which they use metro. Other students will commute to campus using public transportation. Many faculty and staff use public transportation to get to work. Reduce the frequency, maybe. Close the station? Please do not! |
| I rely on Metro for transportation. I recently bought a home near Grosvenor Strathmore DELIBERATELY. |
| Not sure what this data is based on; it seems unreliable to me. Plenty of tourists and workers get off at the Smithsonian Station including me. The Mall is a big attraction in DC so many visitors take the Metro to the Smithsonian station. Also the College Park station brings UMD students, faculty, and employees to and from areas across the DMV. |
| This is an awful proposal and would make the service near-useless. This cuts down dramatically of the accessibility of the system. Are you trying to run the wmata system into the ground until the whole thing is shut down? And what a disproportionate impact on the ridership. How much money can shutting down a station save vs. the number of people who will be pushed to buy a car because of this change? |
| Grosvenor is an important station with lots of parking. if a station on the Red line has to close, White Flint would seem a likely choice. |
| I use East Fall Church, Clarendon and Ballston regularly. High retail traffic and apartment and condo locations which rely heavily on metro transportation. |
| Id have to walk 1+ mile just to get groceries if this happens. |
| This makes absolutely no sense. Clarendon and Virginia Square shutting down means only 3 stops will be in Arlington, which is an extremely dense area of ridership. Instead of using the existing stations, people will uber or drive instead of using Metro, and therefore Metro will lose even more money. Closing Clarendon, East Falls Church, Federal Triangle, McLean, Virginia Square, Smithsonian are extremely bad ideas. |
| This would be devastating and cause a lot of transportation issues for myself and many people I know. |
| Ridership will return as virus declines â€” don't punish jurisdictions with selective closings. |
| Too many stations that serve as alternates for my commute would be closed, leaving me with no alternate stations in the event of delays, closures or other disruptions |

Proposal to close 22 Metrorail stations

I would keep Grosvenor-and close either White Flint or Twinbrook. Grosvenor is vital to the area. White Flint only services primarily Metro employees. With the vaccine coming out, Fed Ctr SW, Mt Vernon SQ, and the Smithsonian will be much more used than they are currently. I plan to be using the Smithsonian station much more this year -- from the Grosvenor station

I have ridden the Orange Line for close to 25 years, first at Ballston and now at Virginia Square. I dont believe Metro should be closing any stations along the Orange Line in Arlington given the amount of density that continues to grow in the area, especially Virginia Square and Clarendon. Large new high rises are being built near Virginia Square. Once the pandemic passes ridership will definitely increase. Closing the stations along the Orange and Silver Lines will push people into their cars. I guarantee you that I will drive to work if the Virginia Square Station is closed. You will certainly lose significant ridership by closing the Clarendon and Virginia Square stations - people in Clarendon and Virginia Square are not going to walk to Courthouse or Ballston. It just wont happen. Your proposed closures defeat the D.C.-VA-MD regional plan to keep people out of their cars and on public transit.

I need these locations to get to where I'm going

Huge cost savings but parking and traffic will increase dramatically. Parking at stations, and traffic into the city.

Grosvenor-Strathmore is a critical station for area artists and music appreciators. I would make similar arguments in favor of keeping Archives or Smithsonian, Cleveland Park, Virginia Square or Clarendon, College Park, and potentially other stations open for the sake of folks frequenting those locations for work, school, culture, or commerce -- persons with disabilities in particular.

I used mt Vernon all the time since I live near. I never walk to gallery place if I have to transfer.

I live near the East Falls Church Metro and would likely not use Metro at all if the station closed. Going to another nearby station would be inconvenient enough that I would just drive. I mostly take the metro within Va, going to other Arlington stations and out to Reston. I also anticipate taking the train to new silver line stations once they open.

This proposal is incredibly short-sighted. These stations are important commuter locations, and will be increasingly needed as pre-pandemic movement around the region resumes. Closing these stations will further divert ridership away from Metro, and doom the already sinking ship of the system. Metro must offer more appealing options to entice additional riders, and work alongside other local transit authorities to incentivize public transit usage, rather than cut offerings and make the system wholly unusable.

Mt Vernon Sq? Clarendon? Are you kidding me?

You risk overcrowding the neighboring stations and drastically altering the commutes of many.

I don't use these stations.

Many of these stations are not near other stations! Many people live within walking distance of Grosvenor-Strathmore but would have no option for another station. Are they supposed to drive up to Shady Grove? That is the nearest station with any parking. Shady Grove parking lots already routinely fill up. Tens of thousands of employees use some of the other stations listed every day, Federal Triangle is always very busy on a normal day. You cant use COVID ridership numbers to make decisions about 2022 when we will all be forced back into the city.

Those metro stations arent that close to other stations if you dont have a car. In particular the Clarendon and Cleveland Park metros are important for people without cars.

Sometimes I use the Clarendon metro

My position is that access to national museums and Arlington Cemetery must be readily accessible by Metro for everyone.

Please do not close the Clarendon station, I rely on this to get to and from work. I already change from bus to rail at Ballston and would like to be able to take the train to Clarendon without needing to switch to another bus or walk home alone at night after work. Please keep Clarendon open!

Fine for me for work and my commute but I know it would impact others

Virginia Square and Clarendon metros are crucial to the surrounding areas and even more so when people are going to work.

For visitors to city Arlington and smithsonian were key stops.

This is the worst idea ever. Whoever developed this idea should be fired. Our lives in Reston Town Center have been turned upside down to build a station and now you won't open our station? HOW DARE YOU stop making us pawns. We dealt with the construction noise and debris and have been forced to pay for neighborhood parking for 4 years in advance, you're late and this is hurting my property value while inconveniencing my commute. I hate you!!!

College Park has bike facilities that Greenbelt does not for multi-modal travelers.

What about patrons coming to concerts at Strathmore Music Center? What about all the money that went into expanding parking at the Grosvenor-Strathmore parking garage? What about the fact that the parking at the White Flint Station is quite a walk from the trains?

I am a senior citizen who will use the metro often once the pandemic subsides. A hike to another metro stop will make that very difficult.

Proposal to close 22 Metrorail stations

More stations means more riders, period. Closure of stops will only lead to further decreases in ridership over the long term and a greater reliance on personal vehicles. It would be shortsighted to close any stops. The point of improving metrorail is to make it MORE accessible to MORE people.

Terrible idea. Grosvenor-Strathmore is in the heart of a major residential area. Metro is projecting further residential units with FourSquare right on top of the station. Medical Center is not walkable -- there are no sidewalks to cross I-495 / I-270 and connect; you must walk in the road on MD 355. White Flint is likely to become inaccessible with rebuilding of what was White Flint Mall and the rebuilding of the SW corner of Nicholson / Rockville Pike. You're simply cutting off thousands of people. No, bridge buses DO NOT WORK -- the idea that people will take multiple modes of transit is ridiculous. You might be able to close some of the downtown stations, but G-S is not located near another station and you would cut off many riders (voters). Terrible idea.

I have a student that relies heavily on Archives station to go to school daily. I also have a condo that I rent out that is walking distance to Grosvenor metro. If this station is removed, the value of the condo would be reduced significantly. PLEASE DON'T DO THIS!

It seems premature to target stations to close in 2022 using 2020 usage. If we reopen fully in 2022 we will need at least some of those stations. Def use Smithsonian Judiciary Square Cleveland Park and Grosvenor Strathmore

Closing both Clarendon and the Virginia Square stations would be devastating. My husband and I are nearly 70, do not drive, and depend on the Metro for medical appointments, access to hospitals (e.g. GWU a Foggy Bottom), access to the airports, shopping and visiting all the wonderful places in the DC area. The Metro is a key reason why we purchased our home here in 2007 with the intention of "living in place" for the remainder of our lives. And closure of these stations would decimate the real estate value for homeowners of all ages.

Please don't close Grosvenor or Federal Center SW. I use both for my normal commute

Please keep Archives open. There are 4 large residential buildings in this area and Archives is our gateway to the metro. Please!

The transfer between bus & rail should be considered for any closures. Even a nearby station may not be able to make a bus/rail transfer in time. Especially with the trains running only every 30 minutes, this will lead to many more people missing the train or bus and having to wait for 30+ minutes.

I assume life will be back to normal activities in 2022 so ridership will return at these stations

Smithsonian, Cheverly, East Falls Church, and Clarendon are common stops and more convenient.

I use several of these stations, and the increased walking distance to near stations would be extremely difficult to work with.

This could help improve timing, but be sure there are busses, bikes, and good sidewalks for people to get where they are going.

I use metro by walking to the Grosvenor station. If it were close, I would completely stop using metro.

Clarendon is a must-have station for my family's needs. The proximity of the Clarendon station is one reason we moved to Clarendon. The next stop (Virginia Square) should not be closed because that means 2 stations in a row will be closed. Therefore, the distance from Courthouse to Ballston will require alternative transportation. The walk is short from Rosslyn to Courthouse, but very LONG from Courthouse to Ballston so this is unfair. Also, the residential neighborhoods around Clarendon are densely populated, and where there are many residents, the need for Metro is obvious. Moreover, since there are so many residents, there are also many businesses (shopping, professional services, entertainment, restaurants) and without Metro, it will be harder for the staff who work in these places to get to work. Less Metro service = more cars, more pollution, more global warming, more wasted resources on parking enforcement and more traffic accidents. Keep Clarendon and Orange Line stations open - this is an important reason why people moved here!

See previous question. A disaster of epic proportion. Simply adding more cars on the road and cutting off access to DC.

This proposal is completely contradictory to your other proposals regarding the red line. Closing Grosvenor and all the parking it has would be a huge loss to metro as people would not drive to other stations but would drive instead. Myself included.

Some of those stations (Arlington Cemetery, Federal Triangle, Archives, Smithsonian, East Falls Church) are used by commuters already in the system to transfer to another line ahead of the transfer point. Closing these stations will cause mass congestion in other stations. Might be the worse at Lenfant Plaza transferring to or from the Green Line and Metro Center transferring from Red to Silver/Blue/Orange. East Falls Church may be used to transfer to or from Orange to Silver.

Are you crazy? Closing these stations would increase traffic thereby causing people to drive more, increasing greenhouse gases. Don't you care about global warming and the environment? The air quality in the DMV area has increased dramatically due to fewer people in cars. Very bad idea.

Reduced service frequency far better than eliminating many riders access to the system

Can affect many that have their jobs around these areas.

But unfortunate

Closing both Clarendon and Virginia Square stations would leave a huge gap for this high density population area. Suggest closing one but not the other.

Proposal to close 22 Metrorail stations

I believe closing this many stations will not help improve usability of Metro, in particular I believe Arlington Cemetery and Smithsonian would significantly impact Metro use.

I rely on the Cleveland Park station

Total closures would create severe handicaps for nearby residents, would disrupt property values and planning, and be an inefficient waste of installed infrastructure.

I use the Cleveland Park Station a lot.... my bank is in that neighborhood. Yes, it is about a 15 minute walk from where I live, but not a good idea in the cold or the extreme heat of the summer. Not to mention what closing the station would do to all the businesses there. A VERY BAD IDEA!!!!

This is a really bad idea. You will never have the budget to reopen the closed stations. This will devalue lots of property. This will force more people to drive to get to a metro station, increasing traffic and decreasing the value of the metro. This would probably be the beginning of the end of the metro. DO NOT DO THIS!

This is a terrible idea. Many of us live within walking distance to Grosvenor because we want to use Metro. Also, when Strathmore Hall has events with a large influx of visitors more vehicle traffic would make it a mess.

Closing stations is NOT the answer. It would be a great inconvenience for the elderly.

Grosvenor is the station closest to my home and I used it frequently (before COVID). Medical center is not a good substitute because of lack of parking and overcrowding.

Many of these stations are not near another station as stated above. The difference in distance between my home and Van Dorn Metro compared with my home and another station is several miles and with traffic 15 to 20 minutes. Having more stations allows for people to live near them without living congested on top of one another, and to easily commute from VA to DC.

As an Orange or silver line rider going from Ballston to Farragut West, this would work for me in terms of travel, but I would be concerned about crowding at stations. Closing this station would mean that mean that Ballston would be the only metro Station from mid-Fairfax County to Courthouse. However, since there would be limited ways to get to Ballston, overall ridership may fall severely.

Removes access to metro for me

One of the reasons I live where I do is because its walking distance to metro (Grosvenor-Strathmore). Additionally, there are plans to build residential and commercial areas around that metro station - between that, and Strathmore, closing this station could negatively impact business in the area.

I do not agree with closing the Clarendon station. My wife and I use the metro every day for work and for getting around the city for meetings, as well as for social. This would have many negative impacts both on us personally and for our work environment, but also for the area as well.

It would make commute to D.C. difficult.

My preferred Metro station is East Falls Church and Smithsonian is the metro stop I use to get to work.

My work is relocating right next to federal triangle. I expect ridership to this station to increase and if it closed I would probably switch to bus service to DC, rather than metro (from Snnapolis)

We use East Falls Church quite often and this metro was a factor in our home buying decision. Also, would not want to backtrack to Ballston to get on the silver line. Especially once it opens all the way to IAD

My commute may be changing by then to Bethesda-Grosvenor Strathmore.

This plan would have a serious impact on me. I live near East Falls Church and work at Federal Center SW. I know from the time before the COVID-19 pandemic that both stations are very busy during rush hour. Funneling all Metro Riders through West Falls Church under a normal ridership time would result in serious overcrowding. I could see keeping these stations open only during the week. It wouldnt be ideal, but would be a better solution than closing them completely.

You have to be kidding.

i could probably live with this.

I don't understand the desire to close EFC. That is the first transfer point for the Orange and Silver lines. In the morning and evenings, the "Orange Crush" is already a problem (Ballston to Rosslyn) with dangerous overcrowding on both the platforms and trains occurring. Why would you take a step that exacerbates the problem? How is EFC such a low-use station, as your construction projects made the station difficult to access? That wasn't due to rider demand. And, the metro station access from the west is so bad, especially for one who is handicapped.

However, I dont think Cleveland Park is a low ridership station, based on previous experience. Also, it is a highly residential area--I am sure residents, who chose their living arrangements based on public transportation would not appreciate their station being closed.

I live near Virginia Square, but I can also walk to Ballston. I wouldnt like to see Virginia Square closed, but I could live with it if Ballston didnt get dangerously crowded.

Proposal to close 22 Metrorail stations

This is very problematic for riders that rely on the metro to get to service jobs in falls church, Arlington,McLean etc. Shutting down these stations is not a viable option as it hurts the working class who have already been adversely impacted by this pandemic as it is. Cutting riders off from public transportation at these stations should not be an option for WMATA to save money!

Im commuting to GMU-Arlington from courthouse with life-threatening medical history, and visiting Georgetown frequently. Both disconnection of clarendon and GMU-virginia square metro/38B and 4B buses significantly block my mobility and force me to buy a car to drive. I strongly urge to keep 38B bus line at least...

Madness. The entire plan would do so much harm in the long run and force more and more people into cars who might have chosen public transportation. Climate change will then surely hasten.

I walk to the Grosvenor station. Please do NOT close it. Dont you see all the condos and apartment buildings around the station? This too will possibly bring down the value of my condo if Grosvenor is closed. Please do NOT close this station.

Clarendon must remain open. Too much night life & apts. Close Court House & VA Square. People can walk from Rosslyn, Clarendon & Ballston.

East Falls Church is within walking distance for me. I will use it again when there is somewhere to go.

I live in an area where the closest station is on the Red Line at Cleveland Park. Closure of the station would force me to find alternative methods of travel, resulting in a loss of ridership for the Metro. Additionally, the listed stations are some that during tourist seasons have stops nearest to the main attractions like the National Mall. Tourists typically dont try to use the buses so this would only further harm the Metro

One of the reasons I moved here is so I would be in walking distance of a metro stop. Grosvenor is a crucial stop. What about the Music center it serves?

Many of these stations are not that close to other stations (e.g., College Park), and are major routes to get people from the suburbs into the city for work, shopping, school, etc. This will result in much higher levels of car traffic in a city that does not have parking space. And many of the stations that are proposed for closure that ARE close to other stations are not on the same lines, requiring people to go out of their way to transfer, or walk markedly further

Arlington Cemetery should remain open. A national shrine should not be bypassed

Grosvenor Strathmore is the station I most use. I also use the attached garage to park when I go to Strathmore Hall for concerts. My friends in DC come to Strathmore by Metro and park in the garage. This station is very important. If it is gone, I may no longer be using Metro at all.

I have been commuting to work for over seven years via metro. As a person with no automobile and limited income, it is essential that I manage my finances very carefully to keep my transportation costs affordable. Forcing me to commute to a different station would put an additional burden on me financially as well as significantly increase my travel time to and from work.

Seriously? Clarendon is in the heart of the entertainment district.

Eliminating two Arlington stations in a row between Rosslyn and Ballston?? This leaves us without a station in walking distance to the heavily populated Clarendon, Lyon Park, Lyon Village neighborhoods. Even in good weather for those up for a long walk, the closest, Courthouse, involves hills and therefore is an uphill climb in both directions. This would cut my use of metro by 80-90%. Thousands of us live and/or work in these neighborhoods in part due to the close metro access. Eliminating Clarendon (and VA Square) metro stations is not the answer.

No!!! These stations are critical to the local economy and providing affordable and accessible transportation for people of all ages. Please do not limit our options by closing these stations! This is horrifying and will significantly and negatively impact people with jobs or school dependent upon local metro stations access and it limits future property value or local neighborhoods who will die due to closed stations! This is terrible!

I ride the metro to McLean to Capital One and will be traveling even more frequently with the new facilities built on the Capital One campus. groceries and many other things would be impossible to use without a car if I cant take the nearby metro station.

Some of these make sense because other stations are walkable distances away or have parking lots so people can drive. Others are too far away from other stations and busing can add too much time.

There are many multistoried condominium buildings near Grosvenor-Strathmore metro station. Many people here rely on the metro as the only way of transportation. Closing this station would seriously harm many people.

For people with mobility differences and for safety (women at night for instance) closing stations and decreasing availability of a station nearer to home could be detrimental .

Smithsonian is the closest station to the monuments on the mall and the only reasonably walkable one. Arlington Cemetery has very little parking available making the metro essential for visiting or volunteering at the cemetery. College Park is the only station accessible on foot to students and faculty on UMDs campus.

Proposal to close 22 Metrorail stations

So we are going to complete the Silver Line and then close new stations for low ridership? Please help the public understand that. Additionally, define near other stations with respect to Arlington Cemetery and Van Dorn (and probably others). They are nowhere near any other stations.

College Park was the nearest station to me when i was commuting, definitely would make things harder for me if it closed

Archives, Arlington Cemetery, Clarendon, College Park, East Falls Church, Federal Center SW, Federal Triangle, Smithsonian, Van Dorn St., Virginia Square are all stops I and numerous other people used frequently before the pandemic. I understand how these stops are not being utilized to their full potential right now, but it would definitely be an inconvenience for work, students, and leisure if these stops were closed.

These are stations we often use when entertaining in DC!

ANC As a tour guide, I often meet or leave guests at Arlington Cemetery. Metro is critical to my transportation needs. As for tourists, metro is essential to many in order to access cemetery. Eisenhower The Carlyle/Eisenhower neighborhood is growing...Residential, commercial, etc. Closing this station would inhibit further growth and investment. Smithsonian How will visitors access Mall, museums, memorials if no metro.

East Falls Church and McLean are high needs stations for my commute.

Van Dorn needs to stay open at least during rush hour for workers.

I use Van Dorn station extensively and another station would not work.

I live near one of the stations that would close and would strongly discourage this approach. While I am mobile and active, for those who aren't it would be a hardship to get between Ballston and Courthouse (if Clarendon and VA Square are closed). Closing stations will likely drive down ridership further, creating a perpetuating cycle of low ridership.

Particularly Clarendon and Virginia Square--these stations are often fairly empty, and the platforms are so narrow so they are sometimes dangerous. Virginia Square is essentially a backup station and is so close to Ballston. Close them. Reston on the other hand should be left open as more businesses move out West.

Closing of the College Park metro station would preclude me from using metro in the future. This is the only station that actually serves me. I can walk to this station. If I were to have to driving to PG Plaza or to Greenbelt in order to access metro, I would simply opt out of using metro and instead drive the rest of the way to my intended destination. This would be a huge blow.

This seems insane. Cannot believe that this is being considered as an option. Once people return to work, you will be forcing more car ridership. Think about the impact to peoples commutes, cars on the road, environment, and climate. Also, why is a station like East Falls Church being considered when it is an intersection point for orange and silver.

I feel like a few of those could be closed, but not all of them

1. Closing the Arlington Cemetery stop is just disrespectful. That is potentially cutting off someones only way to get there to visit their late loved ones. 2. I work at GMU in Arlington and use the Virginia Square station daily, as do many of our students, staff, and faculty. Closing this station would make commuting to work and classes infinitely more difficult.

I use Clarendon and Smithsonian

No, please do not close Grosvenor Strathmore station!

The Grosvenor-Strathmore station serves many communities because of the available parking. Close White Flint or any other station that has no parking. I would not be able to use metro if there wasn't parking available.

The whole point of living or working near a metro station is to decrease dependence on car travel. Why would you close stations? A better plan might be to close stations or entrances on weekends or late at night as is done on other cities. Please be specific about what you mean by closing stations.

Although Virginia Square is my station, I would strongly oppose closure of the Clarendon station even more. Many businesses in the area would be badly affected. Also, if I am commuting to DC again in 2022, I would much rather walk toward DC to catch the train from Clarendon (assuming Va Square is closed) than away from DC to take the train from Ballston.

I would probably move to a lower priced area outside DC metro if metro is reduced to the point that its not useful to me.

Closing these stations would make metro more or less unusable for me and I probably would stop riding the metro entirely if this happened and just buy a car.

No!!! Less frequent trains and fewer open stations will cause overcrowding at stations that remain open and will only hurt metro revenue in the long run

Dont think you should close both Clarendon AND Virginia Square. Arlington has developed around these stations and people who live near them are depending on them to get around without a car.

By concentrating all riders to a few stations you increase the risk of dangerous platform overcrowding, especially during rush hour and events. For example, by closing Archives and Federal Triangle, you are increasing use of Gallery Place, which has a major chokepoint when transferring between lines. By directing all traffic to this station rather than mainly transferring riders, you are increasing the likelihood of regular platform overcrowding and risk of injury.

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| Proposal to close 22 Metrorail stations |
| Grosvenor is a critical station for me |
| I will need to find alternative transportation if Grosvenor closes. More broadly, extensive investments have been made relying on this station and closure would have significant adverse economic consequences. |
| No. Terrible idea. |
| This is far too many stations to close. Northern Virginia seems particularly badly impacted with these proposed changes. |
| Terrible idea for the Silver Line passengers waiting for new service! |
| Many of the stations mentioned here are very important to me since I look to the metro as the primary means of getting there. Several communities in that area also depend on the metro to get to where they need to go. Limiting stations will make the metro even less desirable as a means of transport |
| This will affect tourism in DC greatly. Not only will tourists be funneled into a few stations near the Mall, greatly impacting those who use these stations for commuting and other business, but the area around the National Zoo will be affected the same way. |
| I live at Grosvenor Strathmore, which is currently proposing a new complex for the station, this just seems like a stupid question, how can you anticipate the new levels of parking needed at the stations that are still open? When you sold off your lot at Grosvenor Strathmore which during no pandemic was one of the busiest stations on the red line, hence why every train ended there. If you are going to close a station on the Red Line it should be NIH, because it is the most skipped station when the trains are delayed. |
| I often use Grovenor/Strathmore station to get to work. |
| closing close together station works an extreme hardship on those of us who have difficulty walking. I use Archives and Virginia Square because they are closer to the places I want to go than are Gallery Place and Ballston. |
| This would be a hardship for me. I walk to the Grosvenor metro station to get into DC for work and visit friends. |
| No, especially for the Grosvenor-Strathmore station. |
| Closing of the Grosvenor-Strathmore station would impact a large number of individuals that commute from the adjoining neighborhoods. Other metro stations are not within walking distance, and from my experience is it not a lightly utilized station. |
| Absolutely not! This is the worst idea of all the proposals. Metro will create massive bottlenecks for commuters, which will drive more away from using metro, which will only continue this death spiral. Massive cuts to service will also unfairly benefit those lucky enough to live close to an active station, leaving the rest of us to commute to "nearby" stations that will be full by 7am. |
| I use the Clarendon station, and occasionally Virginia Square. |
| I wouldnt mind more walking, within reason |
| I chose my living arrangement years ago near the Clarendon metro station because I dont have a car/drive in connection with my significant disabled veteran status. I have to be able to walk to everything including metro to work. Please dont cut Clarendon. Thank you |
| I use Metro to get to DC for events and meeting friends. I rely on the Orange and Silver lines to get to the Smithsonian to volunteer. That works well. Driving to and trying to park in DC is difficult and not environmentally good. East Falls Church is very convenient for me, I can walk. I would have to drive to West Falls Church, then find and pay for parking. I also used EFC when I worked in DC.. |
| I live at Reston Town Center and was looking forward to being able to walk to the station. |
| Closing stations along with reduced rail service AND elimination of bus lines with so much harm to those who are low-income and transit dependent. It also puts wmata employees such as myself in a hard place since there are many of us who don't own personal vehicles and we cannot afford to use rideshares on a daily basis. |
| Traveling to the Arlington/NoVa area would be hindered a lot from the closures at Clarendon, East Falls Church, and Virginia Square. And, this would especially adversely affect the thousands of people living near those spots dependent on metro to commute to DC. East Falls Church because it is the last stop before the silver line split. And Clarendon because it leaves too big of a gap between Courthouse and Ballston. |
| My children rely on the college park and Cleveland park stations to get to and from their high schools |
| I live in Virginia Square and I work outside the McLean stop. This would mean I wouldnt use the Metro to go to work. |
| I live next to the Clarendon station. I would rather have reduced service at all stations than to close any stations. Closing those stations would force my commuting time to significantly increase to get to another station. Due to that increase I'd be much more likely to not use metro at all, further reducing its revenue. |
| I live 1/2 mile from East Falls Church. My shuttle may not go to the other stations. This would cause expense and time to get to other stations. If others and I decide to use alternate means of transportation, you won't gain revenue. |

Proposal to close 22 Metrorail stations

If Virginia Square and Clarendon Stations are closed, the Metro system would cease to be useful to me, and I would no longer use.

Have you folks lost your mind? These stations are the hubs for commerce and tourism. Closing these stations will close down wmata all together. No, the group that came up with these stations as being candidates for closure are simply ignorant. No, hell no

Most of these are fine except McLean and Federal Center. McCLean is close to Tysons Corner, but only by car or taking an additional bus. That part of the Silver Line is already plenty spread out as it is and lots of people use it to go to the Capitol One building. Federal Center is close to LEfant but I work inbetween 4th and S Capitol St and walking that far everyday would be particularly inconvenient.

If my closest station closes. It doesn't make sense both time wise and financially to drive to another station to ride Metro. I will drive to work. Even with parking and insurance, this is cheaper than riding metro in rush hour

The Cleveland Park Metro Station is essential to the neighborhood here. I see hoards of walkers to the Metro each morning, and again from the station in the evening. many home and apartments dwellers depend on the Metro stop at Cleveland Park. Ridership during the Pandemic is NOT indicative of the usual number of riders.

Absolutely NOT! Both parents are Government employees and work downtown and at the Pentagon. We depend 100% on the East Falls Church Metro station. To close it would be a huge mistake! Prior to the pandemic, The platform was full with riders. There is no way that I am going to travel to another Metro station, pay for parking etc. Way to inconvenient, which means that we will drive, create more traffic etc. Besides, Metro just dumped a ton of \$ into the East Falls Church station between the platform overhaul and the bicycle cage. This is a ridiculous idea!

Grosvenor has excellent public parking and is near a lot of high density residential housing which would then require those individuals to use automobiles with its negative impact on air quality and traffic congestion. Also near Strathmore Hall and would prevent people from using the Metro system to attend events at that location.

University of Maryland students without cars rely on the college park metro stop. I was one! Closing that would be a great burden. Tourists rely on the Arlington and Smithsonian stops. People have made their homes based on access to the Grosvenor station. This is way too many stops to close. Closing stops bc there aren't enough wealthy able bodied adults making them super busy is a terrible thing to do to public transportation.

Pre Covid times. East Falls Church is a very busy station. It provides access to the orange and silver lines. Many people have bought homes in the area because of the proximity to East Falls Church metro. This metro stop also provides the closest station for many living in the 7 Corners area of Falls Church.

Greensboro station is one of the few stations near my residence along with many apartment complexes. If this station were taken away the walk to the next station is pretty far especially in inclement weather. The walk would also not be feasible for those that use the metro for tasks such as getting groceries. It would also be too far of a walk for many who suffer from physical disabilities or the elderly. Near other stations is a very relative term and is not a great representation of what makes a feasible walking distance for many.

East Falls Church is in a walking distance from my home, no other station is. I do not drive.

This would only work if you increase bus service to get to the non closed stations. One mile plus is to much to walk

Closing 2 out of the 5 stops on the Rosslyn-Ballston corridor is ridiculous. That would leave over a mile and half between Courthouse and Ballston that is not covered by a metro stop, which would lead to more crowding on already crowded trains, pre-pandemic. Additionally, closing East Falls Church and McLean would create a huge gap between Ballston and Tysons Corner that would inconvenience many in that area. Why you would choose to close two stations that are consecutive is beyond me, but is a bad idea and a slap in the face to riders - particularly since many have made life choices and plans based on the opening of the silver line. Closing a station that opened so recently is also ridiculous. I mean if all of the above stations are closed, what would even be left of the silver line? The closing of the above stations would disproportionately be felt in Virginia as well.

We have ten years to drastically reduce emissions or our planet with be absolutely screwed. Please do not make things worse by cutting service and putting cars on the road. If anything we should be adding stations, not closing them! Why would we want Virginia workers to commute into DC on the highway instead of using public transit? No one wants to choke on smog or sit in traffic.

East Falls Church is key transfer point.

We are senior citizens and depend on the Virginia Square metro station, using it for transportation to medical appointments close to DC metro stops as well as for our access to any DC museums and activities. Closing this station would greatly impinge on our already limited freedom of movement. Please consider the needs of our aging and/or handicapped riders.

I think station closure is a very bad idea. That said, if some stations absolutely had to close, I would make the list much smaller and more targeted. (So, for example, closing Virginia Square might be OK, but do not close either Clarendon or E. Falls Church. Generally, do not close the closer-in, more urban stations.

This does not work - I frequently use clarendon and virginia square metro stations and chose to live in the area due to close proximity to metro

That station will not go closed because people needed to get off of any destination without making confused or taking too long anywhere.

Proposal to close 22 Metrorail stations

I anticipate using college park

I am opposed wholeheartedly against closing any Metro stops especially the Eisenhower Ave Metro stop. Although, COVID-19 may have changed ridership in the past year, I do not find this to be a viable path way forward and serves not benefit to allow the area to continue to grow. We should be applauding and encouraging ridership rather than decreasing stops, unless you do a hybrid approach and study to analyze the affect on the public. Do not close Metro stops where residences are located, nor popular tourist locations.

I need Eisenhower Metro station to be running. This is my mode of transportation to and from work.

I have used most of these stations many times and do not support hamstringing the network and potentially causing crowding or declining ridership by closing them.

While I'm not personally affected by this, this would severely inconvenience A LOT of people

The stations we use most frequently would remain open

I specifically got my house 2 blocks from the Clarendon metro station to get to my work just off Smithsonian stop. I don't have a car and this is my only mode of transport.

At least three of these stations are essential to my commute and social activities. Grosvenor, East Falls Church, and College Park.

I live in the Calvert Hills neighborhood and use the Metro for work and pleasure. I am able to walk to the metro, and it was one of the main factors we considered when purchasing our home. This access is vital to me for work, but its also something that links this community to DC. This proposal would have a substantially negative effect on my life as well as my property value.

Would you close them permanently or just during weekends/holidays?

This is absolutely not acceptable. The people who use these stations would be unfairly impacted. Those who have purchased homes near the stations will watch their property values drop significantly. Ridership will come back. This s not a viable option.

No I work right next to Clarendon Station and have projects at a few of these other stations

Silver line extension stations need to be opened. Metro is losing credibility and relevance in fairfax-Loudon counties and will loose political and fiscal support from a vocal and articulate electorate if they don't deliver on prior service promises

I live within walking distance of the Grosvenor-Strathmore station, and used the system many times before the virus shut things down. I would likely not use Metro to a great degree if my local station is closed.

With the COVID vaccine roll-out anticipated by Fall of 2021, WMATA should be anticipating that federal offices in DC should go back to more of a normal work week & commuting by 2022. Closing stations near federal offices will further disincentivize workers to return back to work full time, further exacerbating Metro budget shortfalls. This would impact stations such as Archives, Federal Center SW, Federal Triangle, Judiciary Square, & Federal Triangle.

Would last how long?? Also consider: closing the stations for a month on/off, or for "one quarter of pain"

Absolutely not. How would I get to any of the museums since I usually go to Federal Triangle and Smithsonian? How are you helping workers who commute via those stations?

You simply cannot close the Grosvenor-Strathmore station. Before Covid you could not get a parking space there if you arrived after 7:30 am, that's how popular and critical a lifeline it is. This is the most outrageous, ridiculous thing I've ever heard of.

What are you thinking? Closing the Smithsonian stop? Ridiculous! How do you think people get to the mall? Also Cleveland park is a super busy stop!

I live near within walking distance of Grosvenor-Strathmore. It is *my* Metro station. If it closes, I probably wont use Metro at all. And youre getting rid of Silver Line stations before theyve even opened??? If you dont get suburbanites to use Metro, how are you ever going to keep it funded long-term???

This would be terrible particularly for tourism and traversing to work especially with cuts to the metro bus lines.

How will people get around with so many stops closed. Clarendon specifically!!

Grosvenor has parking unlike the next station on the Red Line - Medical Center. White Flint, the next station on the Red Line in the other direction, has parking but would be completely inadequate if former Grosvenor station users were forced to go there to get on the system.

I cannot stress enough the need to keep all stations open. As mentioned, I live near Grosvenor-Strathmore and have relied on this train for years. I cannot afford a car and the trains have allowed me the freedoms to access all major parts of the DMV area. Please do not close the stations. Ridership will increase once vaccination rates are high and we approach herd immunity

I regularly rely on a number of these stations. I commute from EFC daily, and there is not another reasonable route to my work that would not add significant time or expense to my commute. I use stations like Archives/ Smithsonian/ Federal Triangle and Clarendon weekly as well.

I'm surprised to see Clarendon on this list. My impression is it's quite busy. If you shut Virginia Square and Clarendon you're leaving people with a long walk

Proposal to close 22 Metrorail stations

I commute daily between Grosvenor Strathmore and Smithsonian stations. For work. The proposed closures would cause me to no longer use the metro system during the week as well as the weekend. Using one of the other adjacent stations would significantly add to my commute time and stress. I currently purchase a monthly metro pass and pay the daily parking fee.

Closure of many of the identified stations at locations that are seeing burgeoning new residential development only further dissuades people from using METRO, and thus reducing revenue stream. Also closing consecutive stations such as Clarendon and Virginia Square will drive people using those stations to Courthouse or Ballston. They will look to other alternatives (e.g. a car, scooter, etc.). This is the least acceptable of the alternatives provided.

There are too many stops slated for closure that are near either major areas of employment or major areas for non-DC residents who have no other way to commute to DC.

We need stations

I live only a few minutes walk from East Falls Church, so that is the station I use whenever I take the metro. There are no other stations even close to walking distance.

Seriously? None of these stations are close to other stations in terms of people who use public transportation. You're forcing people to drive or take taxis or Uber, which is also encouraging more driving. Clarendon was built around that metro station. You're going backwards when climate change requires going forwards. You can't solve a budget problem by decreasing your revenue base. You can't solve a budget problem by killing off local businesses. What you need is more money now, I get it, and that's going to be very hard to get, but it's hard to see an alternative. Destroying the system won't help. It might be that some of these stations are underutilized, but some of them are quite busy and central to the business and work life of those who moved nearby because these stations were there. This isn't a serious proposal, it's surrender.

Closing the metro stations will not work. We purchased a place specifically because it was walking distance to the East Falls Church Metro. Closing that station will severely affect our commute and lifestyle in general.

Apparently those who say the essential stations are near others do not use the system nor walk much.

Except that I would really miss the Smithsonian station and given all the tourists that come to DC to see the Smithsonian, I think it would be best to keep it open.

Will further erode metros functionality as a public transport service.

PLEASE do not close Clarendon Station

I think it is critical to leave all stations open, especially since the money has been spent to build them. Many old people live in the high rise apartments near Grosvenor-Strathmore and a number are completely dependent on Metro for transportation. We can adjust to time changes but loss of our Metro-stop altogether would have a huge impact. Believe me, you don't want us all back on the roads!

I am not in favor of this proposal.. Period. You are clearly punishing federal workers and also discouraging tourism (seriously you want to close the Smithsonian stop?). This is a dramatic step in light of the prospect of reopening and potential tourism in the area and really only should be a last resort.

How close to each other are these stations? Are you considering that this could/would lead to further drops in ridership because the remaining open stations are too far from commuters? What, if anything, would Metro do to offset these closures?

East Falls Church station is the only one within walking distance of my house. Bishop O'Connell High School's students only have this station as an option to get to school. This is also the only station near by that has parking available. Given the upgrades to EFC it doesn't make sense to close the station. Ballston is not convenient for commuting to the Pentagon because by the time I get a bus there I'm almost at work and wouldn't need the metro. WFC station is going backwards for anyone who lives near EFC. Also EFC is the easy transfer point going out the silver line and when it eventually gets to Dulles it will be the best way for Arlington residents to get to the airport.

ABSOLUTELY NOT! What's the point of having these stations close to home if they are closed? Go figure out how to raise funds. Low ridership is due to the pandemic. You have NO DATA on the new stations where populations are exploding. This is not being climate sensitive to force everyone back onto their cars.

Please do not close Grosvenor-Strathmore or College Park!

Closing Grosvenor-Strathmore would be catastrophic for organizations, like the National Philharmonic, that perform at the Strathmore.

While I recognize that ridership is down due to COVID-19, public faith in WMATA has been sub-zero for several years now. The Back 2 Good campaign was a clear indication of this. If WMATA is ever going to gain and more importantly maintain public trust again, it must stop looking for ways to cut service and offer MORE options to residents. DC is the most gentrified city in the country and the influx of new residents demands that MORE transportation options be available. If WMATA does not fulfill its role as the public transportation options, you will continue to see ridership decline as more residents buy and use their cars to move around. This damages the environment and increases traffic on the roads. Trains arriving every 30 minutes i.e. TWICE AN HOUR is unconscionable. Not only does this explicitly prevent any social distancing for COVID-19, it sends a clear message that folks looking to move around should pursue other more efficient options. No other major city in the country is running trains on its rail system TWICE AN HOUR. This is the capital of the US and the system is an embarrassment. Trains need to run at least four times an hour and ideally every ten minutes.

Proposal to close 22 Metrorail stations

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| Grosvenor-Strathmore is an essential transportation hub with expanded Metro parking capacity on the way. I imagine ridership will increase substantially to accommodate other closures. |
| Absolutely unacceptable. How are people supposed to get to these nearby stations? These are not nearby at all and parking there is already a major problem. Of course during COVID, things are different, but that is an aberration and should not affect long-term planning. |
| Do not close Grosvenor Strathmore station. I don't understand why this station is considered low traffic. It is one of the highly used station and a terminal point just like Silver Spring station. It must be a mistake. |
| Cleveland Park and Virginia Square Station need to be open |
| This would work for me because I would not drive to the Metro. But for those who do drive, the burden on the existing parking facilities would be considerable. And what about the investment in improving/enlarging the Grosvenor/Strathmore parking facility? Would Metro just eat that cost? |
| That seems like a big capacity challenge |
| Several Seniors in the family and mobility issues have made the Grosvenor-Strathmore Stn. wonderful. Closure would be a terrible blow to all residents in these Grosvenor buildings |
| Losing grosvenor would dramatically impact my commute and likely result in stopping my regular use of metro. |
| If you close Clarendon, that would be very inconvenient. |
| Many of these stations (Archives, Smithsonian, Judiciary Square) are near the National Mall and can be additional egress routes when the Mall is crowded. The College Park station is near a major university in the area and would affect people who rely on the metro to get the campus. |
| The stations I primarily use are Clarendon, Virginia Square, East Falls Church, Archives, Federal Triangle, Smithsonian, Navy Yard, and Judiciary Square. All of these except Navy Yard are being considered for closure. This will make it extremely difficult to park in Arlington to take the metro, and will make it harder to get to my destinations once I am on the metro. I will be much more likely to drive. Closing the three Virginia stations would make it unlikely that my daughters would take the metro, as they walk to get to the metro from within those neighborhoods. |
| After living in Herndon for 5 years and eagerly awaiting opening of metro, don't waste the money by never opening the stations!! This is so short sighted and you need to be planning for the additions and expansions, not removing already constructed stations. |
| Closing both Clarendon and Virginia Square makes it so metro is not a reasonable option for my commute. I used to go to Federal Triangle but am okay walking from metro center. |
| How can you close the College Park station if it is the only mainline connection to the new Purple Line? If you do this, the Greenbelt station will be overcrowded with people from the UMD area and anywhere else that uses Purple. |
| This question is unfair, because it never defines the basis of low ridership. Many of these areas, such as Virginia Square and Clarendon, have growing residential populations based on new construction underway within walking distance of the station. Also, at Virginia Square, more daytime demand is anticipated with the expansion of GMUs new campus to support the expansion of Amazon. |
| This is fair given there is a very close metro station around the corner of each of the ones listed above. |
| Many people depend on those stations to get to work or get into and out of DC |
| You need to take College Park off this list. UMD Students!!!! And Smithsonian also needs to be taken off this list. Visitors to our nations capital!!!! |
| Taking away service to the College Park station just hurts students and staff at UMD. Shuttle UM has a route specifically for metro commuters who rely on that station to get to and from campus. Furthermore, it cuts off students access to DC for work, internships, and entertainment. Otherwise, the nearest station to UMD is PG Plaza, and the only UMD shuttle that could get students there is the Hyattsville route, which doesnt run during the weekend and only operates once an hour until 9pm Monday through Friday. |
| Metrorail Proposal 5 probably would not work for me given my expected travel needs in January 2022. This is a long list of proposed station closures. E.g. Closing Clarendon and Virginia Square leaves a gap between Ballston and Courthouse. Reston Town Center Silver Line hasnt opened yet but would then close... I would want to see this proposal in the form of a map to visually see the proposed impact of service and connectivity. |
| Many of these are not near other stations. People rely on these and it doesn't make sense to close them. |
| I dont use any of these stations to get to and from work, but without them I would be less likely to use Metro for non-work travel. |
| Closing Grosvenor-Strathmore is not possible, it would then mean service every 30 minutes for the rest of the line. 2022 should see the return of people commuting to work if you have to wait 30 minutes for a train it will put cars back on the road since nobody will wait that long for a train. |
| This would be devastating to work commute. Would require lots of extra time to get anywhere and would only reduce metro service even more. No point to wait on metro and walking to where you want to go. When an uber would take a few minutes vs potential hour on metro to get anywhere. |

Proposal to close 22 Metrorail stations

How would Arlington Cemetery accommodate parking for visitors? I am strongly opposed to closing Arlington Cemetery and Clarendon metro stations.

We use the Metro that is just blocks from our home. That is one of the reasons we moved where we did. Closing two consecutive stations like Clarendon and Virginia Square is not feasible for those relying on the Metro and a short walk to the station.

All these metro stops are in very convenient areas.

One of the above metro stations is the only station walking distance from my residence providing access to the DC area. Parking in nearby metro stations is limited and driving would increase my carbon footprint to enter the city. Biking to the closest station is not a safe option. Single passenger car traffic entering and leaving DC would increase significantly.

Not at all - the Grosvenor-Strathmore station is right outside my apartment, and closing it down will disrupt not only my commute, but also my wives.

The Virginia Square station is an essential connection for our rapidly growing and thriving neighborhood. Its important not just for residents to commute into D.C., but those coming into Virginia Square for work and for school. If you close the station, then youll hamstring the growth of the neighborhood and the development of northern Virginia.

If you want to close stations, how about the ones next to each other like McPhearson Square and Farragut West? There are others I'm sure that are only a couple of blocks away from each other, which are in business areas and not residential ones. On the other hand there are swaths of residential areas between Courthouse and Ballston that will lose their metro access, or people living at Grosvenor who don't have any other ways of getting around.

If it helps speed things up at other stations.

Most - if not all - stations listed should experience growing ridership as the year progresses. If they are closed, the stations somewhat close will experience higher volume, and chances of congested volume, over the course of this year and beyond.

Closing Clarendon would be a huge mistake and a serious burden for thousands of riders. Clarendon has a lot of ridership in normal times and is central to many businesses, Drs offices, 2 grocery stores, schools, etc.

Multiple stations that I use on a regular basis would be closed under this proposal, including the stations closest to my home and closest to my office.

Consider closing White Flint instead of Grosvenor-Strathmore. .

Given that cities will re open after Covid has passed, the need for these stations will come back. This causes problems if these stations are shut down. For example Eisenhower metro station accommodates people traveling to NSF. When employees come back there will be a HUGE need for this station. I don't believe this proposal is the right plan.

It seems you want to shut down the system rather than operate it

Over a thousand new apartments were constructed within walking distance of the Clarendon metro since commuting numbers plummeted to the pandemic, and more new apartments are planned. So ridership will greatly increase at the Clarendon metro by this Summer.

Depends when you close them.

I live in the Grosvenor area and it is my primary station!

It's a terrible idea to close any stations!!

I usually do not use these stations

Arlington Cemetery as the least used station could be closed as it is the one that could be satisfied by bus service. Closing others would defeat the purpose of Metro-rail. T

This sounds like the death knell of the metro, at least for us. We depend on east falls church metro and would start using our car again when we're back online re Covid (should be soon!).

Also seems almost dangerous to close stations down like clarendon where young people go and drink.

Grosvenor- Strathmore is essential for my work commute and lifestyle. Please keep this station open

My travel needs are unlikely to be affected by these closures.

If Strathmore Music Center is able to re-open, this absolutely does not work for me.

Please consider all other proposals before resorting to closing stations! Not only will it affect access, but property values and local businesses will also suffer.

A few of these may be closed but not so many. This is way too many stations to close if you want Metro to recover in the coming years.

Reston, Herndon and Loudon County need the Phase II stations to open given the repeated delays.

This is just wrong. I dont know how other subway systems around the world operate without having to close stations to save money, but Metro has to find a way to keep these stations open. Smithsonian CLOSED? This cannot be a serious consideration. The overcrowding at other stations in the vicinity would be a nightmare, especially during tourist season and high profile events.

Grosvenor-Strathmore is the last station before Bethesda and DC with a decent size parking in a highly build living density unlike White Flint, which is largely office/commercial.

Proposal to close 22 Metrorail stations

When visitors come i take them to Arlington National Cemetery. This is so convenient. I like the Clarendon stop as there are great bars restaurants and shopping.

I will be commuting downtown every day, and Grosvenor-Strathmore is the only station that I can walk to. Also, the stations on either side (White Flint and Medical Center) do not have parking. The parking lot is desperately needed at Grosvenor to accommodate all of the commuters coming from this area.

My station closing would make it harder to get to work, adding a half hour to my already too-long trip if I had to catch a bus to get to a neighboring station. I think the result is that I would have to start driving to work, and metro would reduce its ridership even further if others are in a similar position to myself.

I take College Park to get to and from work. I know that students rely on this station too, and probably more so as the pandemic eases.

I do not personally use any of these stations regularly, but please consider the communities that might be directly affected and ensure that accessible alternatives, such as expanded bus routes, are available.

I know people at Virginia square, Clarendon and Cleveland park who I visit via metro

Many of these stations are used by tourists so where are they supposed to go now? Stations will be overcrowded. It will also make commuting difficult especially during the hot summer months and rainy weather. Why can't the closures be limited to closing early or limited hours on weekends? They shouldn't happen at all since many of these stations are vital and will have a negative effect on those who rely on them for commuting and other purposes.

I don't use these stations, but there are a lot of people who do.

There are a lot of professionals who live near the Virginia Square metro who live there based on the convenience for transportation. We pay higher rents for that luxury too. Closing the Virginia Square metro is inconvenient for those who work. This applies to several other stops.

I walk to the metro and closing these stations would almost double the on-foot travel distance that I would have to cover.

Clarendon is my closest station. Next closest is Virginia Square. Both would be closed.

Closing stations will negatively spiral the budget issues.

I need Cleveland Park. And I know my neighbors require rail access too.

Please do not close Grovesnor-Strathmore for the following reasons. (1) It is not close to any other stations. (2) People depend on that to go to concert at Stathmore Hall and other places. (3) It serves an area with high population density. For example, there are lots of high-rises near the metro station. Many people rely on the metro to commute to work.

I have no plans to go to any of those locations. I note, however, that the proposal of closing so many stations, including those not yet built, does demonstrate that WMATA is poorly managed. It is also quite frankly unclear to me how this would save money, as WMATA does little to staff or clean its open stations.

I depend on the Grovesnor-Strathmore station for my commute and frequently use it to get into the city. It would be devastating to the community to lose the station as it's a lifeline for many of us. Please, reconsider!

Not only would this close the station I use to commute it also would close many of the stations that I arrive to during the work day (to visit other offices or businesses) this would cripple the options for commuters and would effectively make metro useless. This would drive ridership further down.

Prefer to have Clarendon kept open

I take metro from West Falls Church station to Farragut West station. Even if East Falls Church metro closes, it shouldn't impact my commute. That's how I understand this proposal.

Would eliminate Metro use from East Falls Church to points west for shopping and East for entertainment. These trips allow us to travel from Tysons for shopping to DC for dining and entertainment, eliminating them would eliminate as much as \$10,000 from local economies.

I generally use Virginia Square. Ballston is only a block further though requires crossing a busy intersection with no traffic signals. I'm concerned with some of the handicapped people I've seen who use the Virginia Square station.

The three stations that will have the most impact to me but also to the National Mall traffic will be Archives, Federal Triangle, and Smithsonian. Closing these would push traffic to L'Enfant, which is already nightmarish during normal times despite the multiple entrances. Smithsonian is also a landmark station for tourists. Clarendon may not get enough traffic but thats the closest station to many major retail/restaurants. Having to haul your groceries from Whole Foods to Court House cant be desirable for many.

I moved to Clarendon because of metro access. I havent ridden Metrorail since March 2020, but intend to resume regular ridership in Fall 2021 when most people are vaccinated. I STRONGLY oppose closing BOTH Clarendon and Virginia Square. I understand that Virginia Square is close to Ballston, but Clarendon is much further from Ballston or Rosslyn. If both Clarendon and Virginia Square were closed then I wouldnt ever ride metro. I also dont see the value in closing Arlington Cemetary as that is such a tourist destination.

This would add at least 30 minutes to my commute in each direction as my home and work metro station are both on this list. At that point it would be faster to drive.

I don;t use those particular station much if at all. This wouldnlt impact me.

Proposal to close 22 Metrorail stations

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| Unacceptable level of service. In addition to eliminating my station would eliminate major tourist destinations of Smithsonian, Federal Triangle, Federal Center SW, and Arlington Cemetery, among others. Access also needs to be provided for Federal employees. |
| I rely on Cleveland Park station. Just because there are other nearby stations doesnt mean it makes sense for people to have to use those other trains. What is the definition of nearby? Is there a certain distance thats qualifying? |
| Closing Clarendon would not work for my schedule |
| I currently use some of these stations. Instead of closing them, perhaps some stations could be skipped on some routes |
| I understand closing a few smaller stations but its going to crowd the other stations. |
| I work very near the Greensboro stop. |
| If the pandemic ends and offices reopen, Silver Line stations around Tysons (Greensboro, McLean etc) will be heavily used, as it was before pandemic. And if close these stations will significantly worsen the traffic since those people used to ride metro has to drive. |
| I work in a Federal Emergency Operation Center 24/7 I will need to get to work on time |
| Cleveland Park is the closest station to Cathedral Heights which is still a 20 minute walk away. |
| What station is college park near? This would markedly underserve the University of Maryland community. |
| Grovesnor-Strathmore is a massive station, in which Metro just built another massive parking garage. Closing this station would be terrible for the community. |
| I use the Grosvenor-Strathmore station on days when I need to drive and park. My other nearest metro, Medical Center, doesnt offer parking. Please keep Grosvenor open. |
| The Grosvenor-Strathmore station is very important to the large number of people who live in adjoining Grosvenor properties and along Tuckerman lane. This is a fairly highly-populated area and once government agencies fully open will again provide a very convenient means of transportation for them. |
| Why? Rules and unpredictability will hurt business. If there is a station, it should be open for all operating hours |
| Federal Triangle and Archives are the 2 closest stations to my workplace. Walking from Metro Center and from Gallery Place would add time and distance to my commute, especially bad during inclement weather. |
| A lot of people relocated to homes along the new Silver Line - some secure in the Metro pledge to open stations west of Wiehle-Reston. Entire apartment buildings and condos have gone up along the Tysons corridor and now you say youll close McLean and Greensboro? This is beyond ridiculous. Furthermore, if you close EFC, how will anyone west of there transfer to the silver line to go west to Tysons, which is apparently all that will be left? Absolutely the dumbest idea of the lot. Furthermore, visitors to DC count on Metro to help them avoid the cost and hassle of a rental car. Closing Smithsonian??? Arlington Cemetery? Our areas top destinations need Metro access. |
| These station closures combined with certain bus route eliminations would strand riders and make it nearly impossible to get around. |
| I go to so many of these stations, and when you can claim they are near other stations, you are discriminating against people with mobility problems. The whole point is that metro stops are offered at many locations so folks do not have to walk so far. To take these stops away would be to close off these communities from those who cannot drive. |
| I think it is shortsighted to be making these decisions at this time. The pandemic has changed everyones schedules but hopefully not for the long term. If my station, which is on the proposed list, is closed I will not travel to a less convenient station. If metro isnt convenient, I wont use it. |
| Some of these metro stations are widely used during "normal" times. I would not make this decision to close stations prior to 2022. |
| i cant fathom how youd say that clarendon has low ridership. theres a constant stream of people every rush hour. clarendon is walkable from my house. if you close it my walk will be 1.5 miles to courthouse. thats absurd. thats going to screw thousands of people who own and rent in the area surrounding clarendon. arlington was BUILT on having ALL these metro stations. its ridiculous to close them out of the blue. it would be like closing 66 or the beltway after a hundred thousand homes have been built around those commuting patterns. |
| I use Ballston, but I think this would affect me as more people would be coming in from other areas of Arlington to use Ballston. |
| The closing of these stations would affect the commute for a great number of people in the DMV. I live in Clarendon and used this station every day to commute into the city prior to the pandemic. I would use it again regularly |
| How does even save money? You're just turning more people away and making WMATA obsolete. Forcing people to find something other than PUBLIC transit. Public meaning people can actually use it... |
| My wife's sole location for transit into DC is East Falls Church metro. This is a very active transit hub under nine COVID conditions. Use of cars to commute in this area is financial infeasible because of outrageous pricing on 66. Not to mention ridiculously high parking costs in DC. |

Proposal to close 22 Metrorail stations

Soy usuaria de las estaciones de Mclean ya que resido cerca y de East Falls Church ya que trabajo cerca. Me afectaria negativamente el cierre, no cuento con vehiculo y el metro es mi unico transporte.

First of all, determining what stations have low ridership after a year of pandemic, and anytime in the near future, is ridiculous. Second of all, having a few not-so-busy stations instead of packing everyone into one busy station is a good thing. Third of all, do you want this city to be accessible or not? Nearby is a completely arbitrary measurement, especially in areas where its impossible to walk safely between stations, like on the Virginia end of the Silver Line. Once again, cutting service instead of expanding it is not what we should be working toward.

People attending concerts at Strathmore would suffer and have problems in getting to and from the concert hall at Strathmore.

If the stations are already there, seems like operational savings would be minimal compared to cost to build and open. Many of these stations are important civic centers and particularly in the Roslynn Balston corridor have seen incredible MDU housing developments come on line during the COVID Pandemic. I dont think you can accurately predict what the post pandemic ride levels will be in 2023 (will take a year to get out of pandemic mindset in best case). For me personally, Clarendon is one of the stations I can walk to and it would dramatically decrease metro usefulness and likely force me to drive more than I would otherwise.

I will be commuting daily to College Park and regularly use the Archives station for work as well. This would have a truly devastating impact on my life. I honestly dont know how I could get to work without the College Park station in particular, and I know many colleagues are equally concerned.

I use these to go to work!

Grosvenor station is critical for me.

East Falls Church station is not even near any other metro station that's why it shouldn't close at all! East Falls Church, Clarendon, and Smithsonian are very important stations for my commute and hence shouldn't close.

How would this work? W/ busing to the closed stations from the nearby stations? Is that why the proposal only includes stations w/ other station nearby? How does closing the station and busing save any money over just keeping the station open?

I walk to the East Falls Church metro every day. My home value is at least \$100,000 higher because of walkability to the metro. Entire neighborhoods will lose millions in property values if they lose proximity to metro stations. These closures would dramatically increase crowding and danger on platforms during rush hours. Perhaps they could close fom 10am- 4pm during the week. Study ridership patterns and create options to maximize ridership, not turn people away from metro.

As senior citizens , docents at the downtown museums and frequent users of the Orange line to go and come back from downtown DC or to connect with other lines , closing the VA Sq station would be a huge inconvenience. We rely on public transportation as a way to avoid using our car and bought our house 10 years ago because it is only a few blocks from the VA Square station. Absolutely an unacceptable proposal for my husband and I .

On a normal day it takes me one hour to get to work. If the metro close to my house (Mclean) is closed, I would need to take a bus to Tysons, thereby adding to the commute time.

Need these important stops

There are many retail stores, restaurants, and other service providers in the Clarendon area that would all suffer if the Clarendon metro was permanently closed. It would also be very difficult for people who want to use these services or live in the area. Additionally, closing both Virginia Square and Clarendon makes it a stretch for people to get through the orange line corridor.

If museums open which they most likely will in the next three months ridership will greatly increase. Also college park should continue to have service. It services lots of federal buildings that will most likely open in the next few months.

This proposal would negatively impact the neighborhoods surrounding the closed stations. If we are back to normal in 2022, this will also impact tourism as many of these stops are for attractions.

Ive depend on the Grosvenor-Strathmore station on a regular basis, and losing access to this location would affect my life negatively. This is my first choice of transportation to the Washington, DC and to the Maryland suburbs. The walk to the Grosvenor station enables me and others to access jobs, doctors appointments, and social activities and I respectfully request that the Grosvenor-Strathmore Metro Station remain open.

We need East Falls Church station to stay open for commuting to work.

I work in the Tysons area and have McLean as my stop. Tysons is not walkable. At. All. The Tysons Corner metro is not a suitable substitute for McLean. Similarly in Arlington, Clarendon or VA Sq should be open and Court House should close. Ballston - Courthouse is a pretty long tract with many residents and metro commuters who should expect to be using the system by January. Alternatively operate express trains with less stops while still maintaining service to some stations.

Grovensor- Strathmore stop is in a residential community, and allows commuters to get right off ear there home, plus it has a bus depot.

Proposal to close 22 Metrorail stations

Isn't Grovesner-Strathmore a higher density station than its nearer station?

No, stations are not close

This will not impact my work commute, which is most important. However Clarendon is a lifestyle hub that I use frequently. I recognize it is within walking distance of Courthouse, but Clarendon has a Trader Joes and a Whole Foods and people grocery shopping without cars rely on the Metro. Courthouse has important government buildings, but it will be easier for people there to walk to Clarendon than for people getting groceries in Clarendon to get to Courthouse. Clarendon also has way more businesses and restaurants than Courthouse. I would rather you closed Courthouse (I live in Rosslyn). Cleveland Park also seems like an odd closure given the number of restaurants and businesses that have located directly by the Metro. Judiciary Sq and Smithsonian are also the easiest ways to get to the National Mall via the red line and blue line respectively, and several important DC government buildings and the US Department of Labor are at Judiciary Square.

This would be awful. This kind of service cut would force me into a car. It just takes too much time to get to a nearby rail station via bus. For others, who don't have cars and are pressed for time (e.g., need to pick up kids at school or daycare), they would be severely adversely impacted if their commutes were extended by station closure.

College park is a very useful stop for UoM students and people in the Surrounding areas. This is really not a good idea!

No no no!!! The whole point of Metro is to provide convenient access to the District. This is a huge list of stations, some of which I use very frequently.

Nope. Just nope. Plus it looks like metro wants to discourage tourists from riding based on even thinking about closing Smithsonian and Arlington Cemetery.

Clarendon is a major residential, retail, office, and restaurant location on the Orange Line, perhaps the most popular location. Also a higher education institution is served by this metro stop as well as multiple churches and preschools. Closing this station could possibly result in more intoxicated persons driving as the area is a hotspot for bars.

No! No! No! Grosvenor is the stop closest to my house and it is totally inconvenient to use another stop. I actually purchased my house in large part because of the proximity to the Grosvenor station. If the station closes not only would it be inconvenient for me to take Metro to work, it would also vastly decrease the value of my property. It is a HUGE selling feature to live in a neighborhood that is within easy walking distance to a metro station. I would view it almost like a governmental taking if the Grosvenor metro station were shut down.

I cannot believe East Falls Church Metro station has low ridership.

East Falls Church is a pretty critical station as it is a transfer stop for the Silver/Orange line. This is the stop I most frequently use so it would be a major inconvenience - I guess Ballston is supposed to be the option?

[Sigh] I can go back to walking to the Van Ness station every day, I guess. But it sucks.

This includes the station near my house and my workplace making metro useless for my commute.

Arlington Cemetery and Smithsonian should be open on weekends and holidays to promote local tourism. You will destroy property values of homes, apartments and the like built within convenient walking distance to certain proposed closed stations.

I use Cleveland Park, Clarendon and Virginia Square.

Judiciary Sq, Smithsonian and Mt Vernon Sq and Federal Triangle needed for seniors

We need Grosvenor-Strathmore to stay open.

Many of these stations have been leading the way on transit-oriented development and their closure would be a significant setback to future TOD.

I use several of these stations and would be less likely to use metro if these stations were closed (Virginia Square, Clarendon, Federal Triangle, Federal Center SW, and Smithsonian)

I have a special needs daughter who relies on the Grosvenor station.

The Clarendon Station is a major destination.

Why close Strathmore when it is adjacent The Music Center at Strathmore? I think you need to see how ridership plays out when theaters, restaurants, museums, and other businesses are opened back after the pandemic. You seem to want to cut your ridership down to commuters only.

I am baffled by the inclusion of EFC on this list given the ridership I've seen there historically. It's also a major transfer station between the rail and buses. Not a clear case I can see economically.

George Mason University plans to have 75% of classes back on its campuses as of Fall 2021, and increased occupancy in Spring 2022. If both Virginia Square and Clarendon stations closed, that would be a hardship for Mason students.

I will be starting a new job in 2022 and so am unsure if this will be fine or incredibly problematic. I do have concerns about closure of some of the further outside DC stations, as parking availability for commuters at those stations is already a problem.

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| Proposal to close 22 Metrorail stations |
| Montgomery County has new development planned that is predicated on the Grosvenor-Strathmore metro entrance in operation. Closing this station would be a disaster. |
| Need Grosvenor open for travel and parking |
| Please do not close Grosvenor-Strathmore |
| I have friends who live in Reston that I see often, and I was looking forward to the Reston Town Center station. The other station closures do not affect me much, but I would generally prefer increased time waiting for a train at some stations to fewer locations available at all. |
| Please do not close these train station. We rely on metro services and you planning all these station will cause extreme inconvenience and we will have to spend a tremendous amount of money on uber. |
| I moved from DC to Reston a few years ago. Our choice to move to Reston Town Center was in part because of walkable metro when the Silver Line expansion was completed. Pre pandemic drove or took the bus to Whiele. I can walk to the new Reston station. |
| Grosvenor is the easiest station from the beltway to get on the metro into dc. Closing this would create an incredible strain on rockville pike and the beltway for people having to go even further than they already do to commute into DC. There is no good parking options at NIH and getting to Bethesda adds at least 20 min drive considering the construction there. And further up the line youre just adding further traffic on the beltway trying to head up the road. |
| Not ideal but could work with it. |
| This is a terrible idea! |
| Although there are other nearby stations, they are not within reasonable commuting walking distance for individuals commuting to work. Healthcare workers at Medical Center typically need to commute early, arriving by 6:30am. This would be especially difficult in the winter. |
| This is the most infuriating and concerning of the proposals. I am going to be living in DC and commuting to the University of Maryland, College Park. I do not have a car and I cannot afford one. I am a PhD student and a teaching assistant for the university, so I will be using the College Park station on a weekly, if not daily basis. My livelihood is predicated upon there being a station open in College Park from which I will take the UMD shuttle to campus. The distance from other shuttles would also lengthen my commute and be an undue burden. My ability to be a contributing member of both communities is dependent on having access to the College Park station. |
| Grosvenor station is not near another station. It is 2.5 miles from Medical Center and 3.6 miles from white flint. That is too much of a walk for most people! |
| Living across the street from a metro station is very convenient to commute to the DC area without having to drive to the metro station or drive into DC or another metro station. It is also why I chose the apartment location I did. |
| We need those stations. We need the parking. Housing built near some stations. Some stations near work places. Metro would be too crowded and people have to walk farther. R I dership will pick up in 2021 and 2022. Of course ridership in down now for stations near Federal buildings and Smithsonian and monuments. |
| Clarendon and Virginia Square are our most walkable stations and have had a lot of traffic when I have ridden it, particularly at rush hour times. As between the two, Clarendon is the busiest so if you had to close one, Virginia Square would be the one to close. You should also think of the future in making your decisions. Lots of potential riders will be living in the new Apts and condos being built in the metro corridor hear and many residents don't have cars. You will lose many potential riders and more Apts will not be built if Metro access is cut off. |
| huge inconvenience closing existing stations. Many of which dictate which apartment I would choose such as Va Sq and Clarendon |
| Might not work for many people. I would note that tourists would have less access to some sites. |
| One of the reasons why my husband and I bought this specific home was because it is a walkable distance from the Mclean metro station. My husband, as with many other Mclean residents, rely on this station to get into DC. Also, there is a lot of construction going on here, like https://www.fairfaxcounty.gov/tysons/scotts-run-north-rz-2011-pr-009 , https://www.fairfaxcounty.gov/tysons/highland-district-rz-2014-pr-021 , https://www.fairfaxcounty.gov/tysons/scotts-run-station-south-rz-2011-pr-010011 , that I imagine would bring a lot of traffic and people to the area. It would be a shame to take away a way for people to easily get to Mclean. The Tysons Corner metro is nearby but Tysons Corner Mall is very adamant about not allowing people to use their parking for the metro. Also Tysons is not like DC, in that its not easily walkable from station to station. |
| We often use Grosvenor-Strathmore station. This would be very bad for those who attend Strathmore Hall events. |
| The stations outside of DC lack sufficient road and parking infrastructure to make this viable as ridership increases. |
| Are you really going to cut service to UMD and/or Strathmore Arts Center? Much too severe! |
| I live near Cleveland Park. I moved to my house to be near metro. I have challenges walking so making me walk to Van Ness does not seem ideal. I could take the bus but those will be crowded with folks like me who do not want (or cannot) walk. |
| I'm walkable to East Falls Church, not W falls Church or Ballston |

Proposal to close 22 Metrorail stations

Closing stations with major parking garages like Grosvenor seems like a bad idea. Stations that are near each other in the city are probably fine to reduce.

Plan is not acceptable and would impact my commute significantly as my place of work is directly adjacent to Clarendon at 3101 Wilson Blvd. Transfer to a bus adds additional time to commute which already includes a bus transfer to West Falls Church Metro Station.

I am suspicious of the impact of this on folks with low incomes. Many of these do not have a walkable alternative. It would also nuke property values.

Please don't close Grosvenor-strathmore as is a really important station. Not only for the people who live around but also for the people who come to Strathmore from other locations in the DMV.

I use the Smithsonian stop a lot when the museums are open and walking is more difficult for me than it used to be. While I don't use the Arlington Cemetery station, I think it would be a shame to close it when it's so important for tourists, particularly military tourists.

The whole purpose of the metro stations is for convenience of transit. This idea completely contradicts the purpose of a public transit system by further inconveniencing commuters/riders and disincentivizing its use. People will stop using metro entirely if we have to use bus transfers all the time due to closed stations everywhere.

While this would not directly effect my normal commute, I do think it should be taken into account how it would effect the disabled and others who would have difficulty getting where they need to be with certain stops closed, especially those who live near these closed stops. Including during inclement weather.

East falls church is a well used station. As is Smithsonian.

I am a Senior and would find it very hard to get to Metro if Cleveland Park station is closed

Clarendon and Virginia Square have a vibrant restaurant scene and this would impact businesses in the area (and my visiting them) very unlikely. Similarly the Smithsonian is an important metro station for cultural reasons and its closure would impact me

Yikes, we were thinking about moving to Mt. Vernon Sq. Maybe not, if there won't be reliable metro access.

As the region struggles to re-open and life starts to return to normal, and the demand for the subway grows from workers and tourists alike, closing the metro stops in DC will adversely affect ridership, and Metro does not have the parking capacity or bus routes to support the increased demand at the other stations outside of DC. In addition, closure of Cleveland Park adversely affects access to the zoo (especially a level, wide sidewalk for strollers and wheelchairs); closure of Judiciary Square will adversely affect the operation of the courts and the hundreds of jurors who need to travel there; closure of Arlington Cemetery is a disservice to all of us who have family members buried there; closure of Grosvenor Strathmore reduces access to the arts; and so on. ALL of those stations were put there for a reason.

If the East Falls Church station was closed, I would not opt to drive to another station. I would drive to work. So, this would result in lost ridership and revenue, making the deficit worse.

With Strathmore Music Center serviced by Grosvenor Strathmore and recent investment in parking garage, etc., would make more sense to consider White Flint or Twinbrook for closure.

Closing the College Park station would significantly reduce my use of the Metro. Also, current usage at the UMD is likely highly influenced by COVID.

would leave handicapped riders stranded and leave regular riders with no safe options for the distance between station and destination

Close 22 Station while you spending huge amounts of money on new escalators doesn't make any sense. Furthermore, you are not spending on energy efficient escalators which is just wasteful. You need to get your priorities straight. You close 22 stations will cause congestion and ultimately reduce ridership. You need to cut from within not penalize riders or you will never get them back on metro. You aren't enforcing mask requirements, I have seen many people without masks. I have seen many people jump the turnstiles, resulting in loss revenue. You need more metro police on duty. You need to reduce your overhead. You are making repairs to the silver line which is only a few years old. These repairs should be taken care and paid for by the crappy contractors hired to do the work. What are you thinking???

What's the point of having Metro if half the stations aren't serviced? What would Metro do with all that current infrastructure? How are you supposed to get to Arlington Cemetery?

I live at Grosvenor and do not drive so depend on metro

I live at Clarendon metro and this would be a horrible detriment to the neighborhood. The success of the Ballston-VASquare-Clarendon-Courthouse-Rosslyn corridor is due to the orange line servicing this region. It is a major positive to living in the area being in walking distance to mass transportation like the Metro. This would have a negative effect on residents, commercial properties, and residential rental spaces.

Closing EFC station would totally change my commute, adding bus transfer or requiring a car.

I have submitted testimony against the proposed closure of the Grosvenor-Strathmore station. This would be detrimental to the partnership WMATA and Strathmore have built, to the potential of jointly developed Strathmore Square, and to the residents of the arts-infused community we have created.

Proposal to close 22 Metrorail stations

Grovesnor is a centrally places stop on 355 near homes and private schools that kids commute to... Also, it has ample parking not available at the stations surrounding it Critical to the Kensington/North Bethesda area.

Though the stations are close, the walk, particularly in inclement weather, is prohibitively long. Not everyone can afford to take a cab after taking the subway.

Getting from Silver Spring to DC and to Bethesda would work for me. However, I am an advocate of the Strathmore Square preliminary plan, already approved by the Montgomery County Planning Board. It envisions residences for 1400 households (15% moderately priced units). We are in very desperate need of more housing in Montgomery County (real estate prices keep rising given the increased demand). This project is to break ground in the next couple of years, but if Grosvenor-Strathmore is closed, I fear that the critical final funding may not materialize and thus a huge housing boost will be lost.

I would think by 2022 ridership will be back up almost to where it was prior to the onset of Covid 19. A lot will change in the next 10 months and I don't think it's prudent to make these changes until it's definitely necessary. Perhaps you can put this on the table for the future, but still amass the necessary information.

East Falls Church is my metro and where I park; Judiciary Square is my work exit. The Metro would no longer be viable for me.

This would impact my ability to get to work and may change whether I drive to work instead of take metro

No, I chose to live in the Parc Meridan at Eisenhower Parkway solely because of its proximity to the Eisenhower Station. Please do not close it. I am a Disabled wheelchair user and need that station to remain open.

THIS WOULD AFFECT OUR ENTIRE COMMUNITY RIDERSHIP AND LIFE OF LIVING.

East Falls church has had low ridership because it was CLOSED FOR CONSTRUCTION! Additionally, it is the break off point for the silver line so it should remain open as a look to the future when we can get to Dulles from Arlington. Many future Amazon employees will look to live in Arlington because of schools and quality of life - they will want to ride in from home to work. Arlington stations should remain OPEN!

Reduces convenience but seems reasonable especially for the downtown stations.

I feel some of these closings may be needed but not all of the above. Clarendon I feel is a needed stop because of so many restaurants and businesses located here.

At least if silver line runs between Reston and east falls church would be helpful. I solely rely on silver line.

This would decrease the convenience of the metro, I would definitely use the metro less without these stations.

We use the Strathmore/Grosvenor most frequently and also Smithsonian.

Clearly, no one has calculated how saturated are these areas and commute to the DC and beyond, you would know what eliminating public transport from the areas that. so far still provide decent education and affordable housing will throw big parts of the population further down the poverty line increasing the gap between the rich and the poor (which already was quite noticeable). How does this support federal employees and the contractors commuting to their jobs? Health workers and other essential workers reaching hospitals, teachers getting to schools, etc? Do we realize how bad is the economic situation for these jobs (and even worse ones that have barely any income), to restrict their movement via already overpriced metro services? How does anyone imagine this will diffuse traffic or not create further shift in how this drives housing inequities ?

Instead of closing stations why not have local and express service like other large cities do. Express service would bypass the less traveled stations. The local would stop at all and run at different times.

Certain stations like Virginia Square are very close (walkable) to another station, and should be closed. However, other stations like East Falls Church are miles from the next station and not walkable. Instead of closing these stations, is it possible to look at other proposals to increase ridership from those stations? For example, If East Fall Church had more parking available would the park and ride increase ridership? Could these stations be opened just during rush hour to help people use Metro for their daily commute, or for special events, but then closed the rest of the time? Could these stations be fully unmanned, so automated purchases only, to help MWATA save expenses, but still provide riders the convenience?

I work at Federal Triangle and am planning to use that station again when I return to the office. I live at Ballston and closing Virginia Square, East Falls Church, and Clarendon could make our station exceptionally crowded. Closing all these stations would have a huge negative impact on the system, particularly the loss of the more centrally located stations. This is the worst of the proposals and I hope Metro will avoid it.

Sometimes I have work and college park is the best stop for me. Instead of having to get off at pg and then taking the bus that I hope is running to make it on time. This could add another hour to my commute

As long as you keep open Ashburn station. We need options for parking at this end of silver line. Keep airport station open too.

I wouldn't be pleased if I lived in Leesburg.

I walk to East Falls Church to commute to work!

Proposal to close 22 Metrorail stations

We need to keep Grosvenor-Strathmore open!!!!

This is outrageous that metro is planning to close Grosvenor-Strathmore Metro because of low ridership within the last year due to the pandemic. Things are starting to open up again, people are getting vaccinated. I use the metro to get to work everyday. I use the metro to go to DC on days off. I live in an apartment by the metro because I frequently use the metro. Taking away the metro defeats the purpose of the property that were built for commuters who take public transit in the area.

East Falls Church is not walking distance to other stations like many of the others on this list. While Virginia Square riders can walk a few more blocks to Ballston, EFC riders do not have an alternative option that does not require a car.

Several of these stations serve major and growing residential areas. Would be terrible to shut them down. Especially bad - Clarendon, College Park, McLean, Reston Town Center. Overall this plan undermines years of regional planning. If implemented at any level, time limits must be placed on how long the closures would be and regularly reconsidered..

This is too drastic. Perhaps close certain stations on weekends, etc.

I would not recommend closing Grosvenor. This would greatly impact me. That is the station I use for commuting to work in DC. If you need to close a line on the red line I think closing White Flint makes more sense.

Cleaveland park is an easier walk to and from the zoo. It is not upHill

East Falls Church should remain open due to train changing between orange and silver. Smithsonian should be open. Tourist rider traffic should return after pandemic. Same for Arlington Cemetery.

Nonono! This would be very bad for me as I use East Falls Church to go to DC, to go to GMU campus at Virginia Square and when I visit the museums in DC (I go to Smithsonian station) Please, please do not close any of these stations!

It would be madness to close stations which are changing points for multiple lines, such as E. Falls Church. It would destroy the systems utility!

Thousands of people and DC Tour Guides will again visit Arlington Cemetery

Closing stations introduces confusion and takes away from the public transit mission to serve people where they live. This introduces a burden on commuters and people who rely solely on metrorail and metrobus for transportation (i.e., do not have a car).

My family uses Grosvenor-Strathmore to get to work, school and everywhere else. The closure would severely restrict our ability to get to and from work, pick up the kids and every other aspect of our lives. It is not just about finding other modes of transportation which would be inconvenient but also the added time. Keeping adequate hours at work and still getting to picking up the kids will be impossible.

Near other stations, in a system with such long interstations, is a stretch for many of these, and expresses a seriously car-oriented mindset. For those who choose, or by necessity, to live without depending on a car, closing the only Metro station for a mile in either direction will seriously impact ones mobility.

Even though I only ride occasionally, these closures would represent a major disruption.

Closing either Clarendon OR Virginia Square might work, but not both, the gap between Courthouse and Ballston is too far.

Inconvenience!!! If I cannot take metro, I will take the Marc train and NEVER come back to metro.

A lot of government employees use the rail to commute to work. Closing Federal Triangle and Judiciary Square will inconvenience a lot of workers.

I do not stop at any of these stations.

As I stated in a prior section, I believe businesses in Clarendon would suffer with no Metro service.

Grosvenor-Strathmore Should not be closed. This provides transportation to many locals heading into DC.

Closing stations is absolutely not acceptable

Must keep Federal Triangle, not smart to remove the downtown DC ones, would request better Bus service to Arlington Cemetery

I use the Clarendon metro station every day to get to work. It was a very crowded station prior to Covid and will likely return to that once people return to the office. Courthouse is a significant walk. Virginia Square is slightly closer but is not realistic for a woman commuting with a small child. If Clarendon were to close I would not be realistically be able to use public transportation.

This is absolutely unacceptable. I am elderly and live within walking distance of East Falls church. I moved here 3 years ago to be close to a Metro Station. I cannot walk to Ballston. Also, for everyone near this station, our property values will go down if you close this station. In the next year people will be going back to jobs in DC. They need Metro. Closing East Falls Church is a terrible idea.

Judiciary Square is a key metro station for my work needs; Clarendon is regularly used as it is near my residence.

Proposal to close 22 Metrorail stations

This is monumentally wrong. This system has too few stops as it is. There is very little parking, the trains take too long and the entire system doesn't meet public needs. This is NO time to make the system even worse. You might as well shutdown entirely.

This would be catastrophic and will result in me never riding Metro again, after 21 years of riding the red line. It will no longer be more convenient than driving to work or teleworking. Youve already invested in the infrastructure, now you propose to not use it?! It cant be that expensive to keep a station running.

The viability of using nearby stations is highly dependent on the weather. In heavy rain, snow, or the oppressive heat of august, walking to the next station is often not viable...

As we open up after the pandemic, this would further reduce ridership on Metro and make Metros problems worse.

My office is directly connected to the Clarendon Metro and really makes a difference in my commute. I would be forced to take a train only part of the way (to Rosslyn, Court House or Ballston) and walk/bike/scooter the rest of the way. At that point, I would stop using Metro altogether and opt to work at home full time. There would be no purpose for me to take a train most of the way; I need to go the full distance and Ballston or Court House to Clarendon is a very long walk, especially in 30 degree winds.

The action of closing Grosvenor-Strathmore would force me to move. I dont have a personal car and depend on public transportation for all my travel needs.

I rely on the Grosvenor-Strathmore station to get to work.

The VA Square and Clarendon Stations are close together. Close one, but not both. While The VA Square station is better for me (senior citizen) I suspect the Clarendon Station would be better to keep open.

I bought my house last year because it's close to Grosvenor-Stratore metro, since after that, my commute time to work has reduce from 2 hours (one way) to 1.5 hours. Closing the metro station will increase my commute time again and I've spent all my money to buy the house, and it caused the waste of money.

Many of these stations are at popular tourist destinations. As riders bail due to wait times, tourist traffic will be more important. Our guests ALWAYS wanted to ride the Metro to the sites like Arlington Cemetery, Smithsonian and Museums.

Metro is the only way I can get to work in downtown DC. Once my employer allows me to return to the office, I will and will take metro. Cutting back hours would be more preferable than shutting down the station. EFC station was recently upgraded and is a key aspect of our community travel. I am concerned about how this would impact my ability to maintain my employment. It is unclear if this is a permanent or temporary proposal and if temporary for how long.

This proposal would greatly reduce ridership because people would not be able to use the station closest to them, and would take their cars all of the way to work. This would also hurt the environment due to increased cars on the road.

Closing any station is ridiculous!!! You might as well just shut down the entire system!

Grosvenor has lots of parking which is needed

Keep Cheverly and College Park stations open. It maybe very difficult to get parking at the New Carrollton Metro once the Purple Line opens. Commuters may want to drive and park at Cheverly and ride the train into DC.Regarding College Park Metro, that station is critical to connecting with Red, Green and Yellow lines. This is a vital transportation option for UMD students.

Museums and businesses are suffering this will make more of a burden on them.

It makes sense to adjust the times that certain stations are open, due to ridership. Closing stations all together will waste funds already spent on improved infrastructure (garages, etc) and result in long term decline of ridership. People seek to live and work near metro. If that is permanently stopped, they will drive. Nobody wants to ride to the next nearest station, then have to take another step to reach their destination. Theyll just stop using metro altogether.

The low ridership is likely due to the pandemic and work-from-home mandates for many. What happens when employers open back up and employees go back to work in the office?

Is the option to re-open the stations once ridership increases available? If so Id agree to this.

I understand closing stations that are close together like Clarendon and Virginia Square but places Arlington cemetery that are harder to get to would be better to keep that open especially so that families can visit their loved ones at the cemetery

Closing the newly planned silver line phase would cause substantial problems in travel in 2022. Due to the covid pandemic, many of us have relocated to areas like Ashburn, Loudoun county with hopes that the silver line was almost complete and by 2021 it would be up and running which would save a considerable amount of time for families with kids who might need to be in time to pick from daycare etc, please do not close these lines. Also I am sure a lot of time and money would have already been invested in such efforts. Its only a matter of time when the workforce gets back to travel you might actually see a lot of rides from these areas.

I could understand closing Virginia Square (although Its my closest station) but NOT Clarendon or East Falls Church, given the distance between Courthouse and Ballston, and Ballston and West Falls Church. Closing Smithsonian seems unreasonable too, since it looks as though LEnfant Plaza would offer the only access to museums on the Mall.

Proposal to close 22 Metrorail stations

Grosvenor-Strathmore station is totally necessary since it provides car parking and access to those who work in downtown DC/ Bethesda/Silver Spring/Maryland University

I live in college Park. This will totally ruin my commute and I would have to find either a new place to live or work

I am near Grosvenor -Strathmore (1.2 mi) , so it is my station. I walk or bike there and back sometimes. Strathmore music facility was designed with Metro access in mind, and considerable development is happening in this area, designed with access to Grosvenor-Strathmore Station. If it is absolutely necessary to close for a short period to shore up finances, maybe that would make sense, but given all the developmental planning, and the booming development in this area, it seems very unfortunate timing.

I live next to the Clarendon metro and starting in March 2021, will start commuting to work via metro. I will utilize the Clarendon metro station most days of the week. Not only that, but there are businesses close to the metro that have been struggling because of low ridership of the metro. As workers start going back to office buildings in 2021 and 2022, the Clarendon metro station and adjacent businesses will start to recover and be used/visited more often. Closing the Clarendon metro station will not only hurt ridership because the other stations wont be convenient for travelers, but local businesses will struggle and possibly fail. That doesnt have to happen if the Clarendon metro station stays open.

I just moved last month to a place for its convenience - it is 0.5 mile walk from East Falls Church metro. This will definitely disrupt my daily travel plans when my office reopens.

Closure of most of the DC stations listed will result in longer walking times. Closing Eisenhower Ave station is different- you can't walk from King St or Huntington to get there - there are major office complexes there - no Metro access will greatly increase traffic congestion in that area. Keep Eisenhower open if station closures are the plan

This will make my commute via Metro unworkable, and Ill get in a car instead, ending 30+ years of daily ridership during the week. I rode Metro every weekday from EFC to various stations in DC for work, and I expect to do so again as soon as my team returns to the office. Now youre talking closing my station, so Ill have to go to Ballston. But in another proposal, youre killing the 2A, so I have no way to get there. The combination means Ill never ride Metro again.

That defeats the purpose of the metro lines. Customers want easy access to areas, not restricted access.

If a nearby station doesnt have working elevators you would need to allow access to the elevators you would need to open the closed stations..for instance if Van ness elevator us closed I would use Cleveland parks.

This plan does seem to hobble VA more than MD, which doesnt seem equitable. Especially most of the orange/silver line between Rosslyn and Ballston would be closed, then again as you move into the suburbs. I dont live on those lines so it works for me, but again, I think life in those areas would be significantly hobbled with all those stations closed.

Getting to work would take even longer during weekday rush hours and rush hour travel times are already too long. Driving would become more of an option which would crowd the roads further.

This will work if the Tysons Metro Station get a train every 15 mins

McLean station is essential for my needs

Did you use usage from the past year for your decisions? Closing the downtown stations near the Mall is a huge mistake. When Covid lifts, this is a primary use of Metro in off hours. Also, closing stations that in areas that rely on Metro for commuting is ill-advised. We need to find a way to get increased revenue. In my area - East Falls Church is a huge commuter location. The lot has been closed for a long time, but closing that, Va Square, and Clarendon would be disastrous to Arlington.

Absolutely not!

Limit stations would decrease ridership and ease of use for the metro

Im a single mom of teenagers who lives in a condo near the Cleveland Park station--closing that station would have a tremendous impact on our lives, as well as the ability of my 83-year-old dad to visit us from Friendship Heights.

You are closing some of the most used metro stations. Your ridership will significantly decrease further if you close these stations. This seems like a hasty fix given the fact that people will begin going to work once the vaccine is more widely disseminated.

The metro station in Cheverly is the reason that I purchased a home in Cheverly. This metro station is critically important to my work and leisure travel. It reduces dependence on private vehicles and enables access to DC that is otherwise not available to my family due to my income.

Again just concerned about over crowding on trains

My job is close to Cleveland Park Station and then I leave from Grosvenor Strathmore. I rely on the metrorail to get around and commute to work. This is unfair especially during a pandemic when ppl may not have extra money to pay for ubers or have their own car

Locals use McLean a lot to drop off, but we would just go to Tysons. The expansion of the Silver line being put on hold hurts. My store caters to teens (Traveling Players Studio for theatre training). The teens being able to hop on the metro from anywhere in DC has increased our enrollment. Parents love not driving. Kids love being independent. The mall loves that the kids linger after rehearsal and shop or eat.

Proposal to close 22 Metrorail stations

Closing Clarendon and Virginia Square makes it extremely hard to get to that area. Additionally, closing other stations like Federal Center, Federal Triangle, and Smithsonian would negatively impact the city and cause disruptions for people who work in the areas and also to tourism which will likely be starting to pick back up at this time.

As a DC tour guide for student groups to DC, the closure of the Arlington Cemetery station would cause extreme hardship for meeting tour groups there. Arlington Cemetery is included on every student tour to DC. At a minimum, the station should be open during tour season from March-October. Similar issues with the closure of Federal Triangle and Smithsonian stops.

Would Grosvenor station closer negatively impact Strathmore Arts center? Also, there are many condo and apartment residences within walking distance of Grosvenor.

College Park is a critical metro station for University of Maryland students seeking internships in DC. Additionally closing Mt Vernon Square will underserve the local community. Shaw/Howard is convenient for many millennials and Gallery Pl/Chinatown is good for tourists, but Mt Vernon Sq serves a community of DC residents, rather than transient visitors.

I usually travel to Foggy Bottom, DuPont Circle, Rhode Island Ave, Brookland and Silver Spring and sometimes Navy Yard.

My daily commute does not involve those stations, so I should not be affected. These closures would affect trips into DC for social and sporting events, but work-arounds could be made of just walking a few more blocks.

Fed triangle is a major hub for people who work downtown. Why would you close Fed Triangle?

Why close Grosvenor when all this money was just poured into extending their parking garage? Additionally, when things start to reopen Grosvenor is a major commuting station for the surrounding area due to its parking availability and location. I understand White Flint and Twinbrook are "nearby" but it seems to make more sense closing one of those stations (with less parking) than a commuter station such as Grosvenor that services Kensington, Garret Park, and other surrounding towns.

Worst plan so far

College Park is essential for students to be able to have their internships and jobs. Cleveland Park is a major use station for people going downtown and up to Bethesda and is highly trafficked. Federal Center SW serves both the U.S. Department of Education and the U.S. Health and Human Services agencies - thousands of people work there and need that station. If you close Judiciary square, how will older people and people with disabilities manage as jurors, defendants or plaintiffs to get to court? Is there another station within easy walking distance to Arlington Cemetery that disabled vets could manage - probably not.

NO!!! This is a terrible idea. We rely on Grovesnor-Strathmore. If it closes, the parking garage at White Flint will fill up early. The result would be to effectively deny us access to Metro.

Losing access to Mclean would mean having to drive to work or try to find another stop on the silver line that has parking. Another option would be East Falls church but that is also on the list. Closing stations will just lead to more congestion at other stops so I don't see the point of closing all of these.

Absolutely not. This limits the accessibility of the metro system. This will cause the bus system to be overwhelmed and more people will drive individual cars (if they have the means to even own a car) instead of taking the metro. This causes injustice for people that rely on the metro. In some of the proposed locations, there is no alternative metro stop. More cars on the road will also result in more GHG emissions.

Is it really that much of a savings to close a station? Why not consider simply having stations unattended? Is a station manager really needed? They sure don't seem to do anything helpful...

Some service either bus or rail must be maintained for these location.

Grosvenor station serves a lot of people in my community. Should not be closed.

I need Grosvenor-Strathmore to be open to get to work.

This change would cause great disruption to employees like myself that need access to the redline from Grosvenor-Strathmore. There are also many people with disabilities that live in the apartments/condos near Grosvenor Station whose physical access to transportation would be greatly limited if they were forced to use another station.

I could deal with it, although I use Federal Triangle for commuting. How about having some stations close earlier than others. For example, Federal Triangle is mainly a commuting station, and Arlington Cemetery closes early. Perhaps some stations should just close earlier than others.

Grosvenor/Strathmore has significant use during normal times and is valued because of parking available. There is no parking at Medical Center. Getting to another station w/ parking during normal times would mean driving further during rush hour, decreasing convenience and/or going a fair distance in the opposite direction to travel into the city. This would decrease convenience and make mass transit less attractive for people in this area. We should be encouraging mass transit and make it more convenient. Please make temporary decisions for a temporary crisis.

Proposal to close 22 Metrorail stations

Closing both Virginia Square and Clarendon would be very inconvenient for me; need to keep one open, preferably Clarendon; having two stations next to each other closed seems wrong; close just one of them and due to the predominance of businesses and dwellings in Clarendon, would recommend keeping that open vice Virginia Square. DO NOT Close two adjacent stations on any line, close the one with less ridership of any two and take into consideration density of housing, entertainment venues and other business within close proximity of the station. Virginia Square is much closer to Ballston then Clarendon is to Courthouse, keep Clarendon open.

This would negatively impact surrounding property values, people with disabilities and public safety for those walking home after dark. Not to mention all of these empty metro stations would be a creepy eyesore.

Clarendon stop is adjacent to many restaurants and shops which would've adversely affected if it is closed. Walking from the courthouse station to those venues would be a deterrent for many people.

The Smithsonian station should not be closed because that is a frequently used station for both tourists and locals going to the National Mall. I frequently use the Smithsonian station on the weekends. If tourists cannot easily travel around the city, the tourism industry will be negatively impacted.

This doesnt work for me because McLean is closest to my work, and closing the station would make the metro almost useless to me.

I believe such a proposal can cause certain Metro stations to become overcrowded.

East Falls Church is the station where the Silver line comes into the Orange line. This station needs to remain open. Ridership at this station would likely increase if one or more Arlington stations were closed

Clarendon and Virginia square are close to each other and should not be closed at the same time. Perhaps Clarendon should be closed and Virginia Square should be open for a variety of reasons. Clarendon is mostly business related, and folks who hang around there are mostly restaurant patrons. They are NOT regular commuters. However, the area in Virginia Square is mostly condo owners and renters, and therefore, they need a steady source of transportation. It is true that these condos and apartments have parking, but they are also mostly permanent residents who need public transportation, unlike restaurant goers.

For the orange/silver/blue lines, skipping federal triangle and Smithsonian creates a huge gap in service. Once January 2022 hits, tourism would have returned and folks would be going back to work. These are very important stations for that aspect. Also, my favorite Mexican restaurant is in Cleveland park, and I'd appreciate not having to walk too far after a few margaritas

I currently walk or bike to Grosvenor strathmore. I would have to drive to other stations and I don't have a car. I moved near the metro for exactly that reason.

Federal Center SW is my stop for work

It defeats the purpose of the metro being convenient if stations are closed. It also seems foolish to choose successive stations such as clarendon and Virginia square. Im surprised clarendon has low ridership since its in the midst of retail and restaurants. And how can you consider closing Arlington cemetery when thats the only way to get there by public transportation?

Arlington Cemetery and the Smithsonian stops should never be shut down.

Must have college park station. The next station is too far away to make it in a reasonable time. Many college students, including myself, do not have a car, which would make it very difficult to travel to DC. There is no easy way that college students would be able to get into DC without the use of the metro

Need clarendon metro for work! Will move out of state if closed!

EFC is a vital commuter hub and should not be closed

The fact that Smithsonian is included on this list is a pretty clear sign that this was poorly thought out. This makes Metro already not a robust enough system for a city this size fundamentally useless.

My family lives in a walking distance to the Grosvenor station. My children, who are of high school/college age rely on the Metrorail system exclusively for their transportation needs. My mother-in-law, an active senior citizen, does not own a car and relies on Metrorail exclusively for her commute.

We need all of these stations. Closing them down impacts hundreds of people who cannot get to work or to go to places of entertainment such as restaurants, theaters, large venues, etc. This does not help anyone. For all of the reasons mentioned earlier, closing any Metro station has enormous, negative impact on our population . PLEASE do not harm our citizens as well as the environment by closing stations instead of keeping the open and adding Metro stops to places that do not have them.

I would probably wind up driving.

The silver line stations should not be closed, including the new phase 2 stations that are pending.

People who will be using metro to get to Strathmore concerts and the 2000 condo/apartments here in Grosvenor Park will have a major transportation hub taken away. People who have purchased their units based on this station may have no other options open to them.

Proposal to close 22 Metrorail stations

Archives is the ONLY my family tolerates your inept, corrupt, inefficient system. With the money we will save not using your system anymore, we ought to just buy everyone a moped.

Grosvenor seems important as it is rather distant from Bethesda or NIH.

This will ensure that I would cease to use metro and I expect several co-workers, friends and colleagues would also switch to driving in. In addition, I think this decision would undermine and reverse efforts to encourage development around stations intended to support numerous policy goals including expanding affordable housing, reducing urban sprawl and reducing carbon emissions by encouraging use of mass transit.

This negatively impacts the disable community in those areas, forcing them to use a further stop. It also negatively impacts community value. Residents move to areas with metro access, if their area no longer has metro access or increasingly limited access, they will move elsewhere.

This will negatively affect tourism, those dependant on Metro, and goal to increase ridership. Should be trying to increase ridership at these stations, not cut it off. Will destroy Metro

I think youre going to see DC opening back up by January 2022 so its pretty short sighted to close some of these stations, like Smithsonian, when tourists would presumably start coming back to the museums. While these specific station closures wont impact my commuting route directly, they will encourage more people to drive cars into the city. More cars brings more danger for pedestrians/bikers, more air pollution, and goes against the main goal of having a public transit infrastructure in the first place. We need more people to use public transit. Closing stations is going to keep revenue down because people wont see a need to use the service.

I used to go from Ballston to Clarendon grocery shopping.

This is a terribly sad and frightening forecast for our Nations Capital, very grim. And of course, where will we park. I suspect developers will buy the land and build up yet more insanely overpriced apartments and stores. Bringing more residents in, putting more and more cars on the street all for the profit of Arlington County. Disgraceful!

Some of those stations I never use but some of those stations i use frequently

I frequently use the Virginia Square Metro I live one block away from it. I also use the Clarendon stop for the shopping and restaurants. I work near the Eisenhower Ave Stop that would be devastating to me to not have the ability to use the metro in those three locations. Please do not close those stops.

I'm not sure how Federal Center SW has low ridership when there are numerous federal agencies there that use the station daily.

I live at one of these stations as do tens of thousands of other residents. I can understand not wanting to staff stations if they are less crowded but I cannot understand any reason to actually prevent access to the station. The New York City subway system has hundreds of stations that do not require any staff member, it should not be difficult to keep it open and just maybe clean it once a week on weekends. This would also just further crowd buses since you would be requiring people to commute to a different station. You simply cannot both cut service and cut open stations and cut available buses and expect things to work at all.

I live across the Grosvenor-Strathmore station and closing it would be terrible for us.

As noted, I can adjust my travel to meet metros need during this crisis time. I appreciate that there are not funds to support as many trains servicing as many stations. We all need to adjust - i love metro and want it to continue even if at reduced service.

Towns and counties have built vibrant communities around the metro stops listed above. It makes the DC metro region feel borderless and has been a success story for mixing living, entertainment and work. We love the metro and use it as much as we can. Closing the metros listed above will make it virtually impossible for us to take the metro - because it wouldnt be cost effective or time efficient.

These lines have been busy and will be again. Arlington has reduced parking excessively and now proposes removing alternative transport. Outrageous! Property taxes will need to be reduced SIGNIFICANTLY. Home values will drop along with tax revenue. Arlington has shown extremely poor judgment in its spending priorities.

Many of us use Cheverly metro station for work. As more vaccinations are given there will be more riders you must hold on.

Clarendon and Virginia Square closing means that people would have to either go to Ballston or Courthouse which are about 2 miles apart. Clarendon station is absolutely pivotal to the community.

Closing stations will only fuel the death spiral of low ridership

Grosvenor-Strathmore is a hub station drawing riders from close-by and further away Montgomery County neighborhoods.

My station is East Falls Church. Walking to Ballston is too far for me.

NO!!! Grosvenor-Strathmore is not, repeat NOT! close to another station! Going to school, going to work!! Traveling safely and serving the community! We need this station!!!

every owner in my condo building works in DC and totally relies on Metro for their daily commutes.It would be terrible to have to instead drive into the city - since there is no reliable bus serviceavailable.

As a resident near the Grosvenor-Strathmore metro station I utilize the metro daily to go into work and depend on it for all transportations

Proposal to close 22 Metrorail stations

absolutely crazy idea. Many of above mentioned station are very popular - Smithsonian??? Cleveland park??? Federal Center SW???Thia ias against all common sense

This would be absolutely devastating. I moved to my East Falls Church neighborhood because of walkability to metro -- as a New Yorker who values walking and public transportation, it was very hard to get my head around NOT living in the center of DC, but the nearby metro station is what has kept me ok with it. In Jan 2020 I vowed to use the metro more, and would be mostly taking it from East Falls Church to Virginia Square --both listed as potential stations to be closed! When I go to DC for work, it is usually by metro to the Smithsonian museums or to Kennedy Center. East Falls Church, Virginia Square, and Clarendon are vital stops on this important line. Before COVID, I know many DC folk take the metro to Arlington Arts Center to see exhibitions - not having the Virginia Square metro would be so damaging to a vital contemporary art center in the DC area. Before COVID, in the 7 years we have lived here, we have had regular visitors from out of state, and they all would use the metro regularly from East Falls Church into DC. This would be a devastating loss for us.

Grosvenor-Strathmore station is the only station near my home. I would no longer be able to utilize the Metro if this station was eliminated. The next closest station, White Flint, is more than a 30 minute walk from Grosvenor-Strathmore and it is not feasible to add an hour roundtrip to my travel time.

Absolutely not a feasible option. This HURTS many many people, employees, and businesses that rely on metro for accessibility to work and businesses. It also hurts real estate values for people who own homes and apartments within walking distance of the metro station. First priority should be keeping these stations open. This plan would reduce ridership considerably. Metro appears to be trying to discourage people from riding rather than encouraging ridership. Metro is shooting itself in the foot.

Grosvenor is a metro station that serves several apartment buildings and not just single family homes. It also serves nearby areas from where people can drive or bike to the metro station. Closing this station would also be detrimental to the business districts around the area as it provides a great connection with residential areas and people without cars can use it to go shopping as well.

Alternate stops to Strathmore would be too far to walk from my current residence

Grosvenor has parking; parking options at Medical Center are severely constrained. Close White Flint - Twinbrook is nearby.

Grosvenor is my local. Can walk to it or quick bus ride or car ride. Reason I rented here for 10 years and just bought my condo. Closing station worst scenario for me and residents. For our work-life balance, safety, quality of life, resale values and rent values.

I purposely bought my home to be within walking distance of a Metro station. Neither Ballston nor WFC stations are walking distance. I also use Virginia Square and Clarendon as destinations. This proposal closes too many stops on the Orange Line. Also, if closed, when would these stations reopen?

Federal Triangle, Smithsonian and others in central Washington are vital stations for government commuters, very important to keep open

I am extremely against closing Clarendon, East Falls, Church, Federal Center SW, Federal Triangle, Mt. Vernon Square (for convention center). Smithsonian (really - this is a major tourist station), and Virginia Square. I use all of these stations and having them closed would make the metro far less useful.

I need to get on the train at the Grosvenor metro. Also, what about people going to the Strathmore?

This is the WORST idea. Closing these stations would reduce the access to metro, availability to parking, increase commuting times and drive down overall ridership. Increase rates during the commuting hours of you must!

Nearby stations are not near enough to provide replacement service for elderly, disabled and other customers where a long walk and/or bus service is not feasible

This would add noticeable time to my train commute, because I would either have to go backwards up the line to get to Greenbelt or more than double my bike route to get all the way to PG Plaza.

This would absolutely not work for me. I work at the National Science Foundation. A FEDERAL AGENCY! Closing a stop that drops me off right in front of my office would be the worst thing you could do. You should not close the other stations either. Just because a station has low ridership doesnt mean someone doesnt use it.

Do not close Grosvenor!!!!

Grosvenor-Strathmore Has over ten different apartments complexes around the station. I know that during this pandemic it hasn't been used as much but once every is back to normal and people start going to work at their offices again then how else are they going to get there? They have to walk or drive to the nearest station which is also "closing" then look for the next nearest which is twenty minutes away. NO THANK YOU PLEASE KEEP THIS STATION

Although during COVID I have not been using the Metro to commute, my work schedule will entail commuting starting fall 2021. I am a heavy metro user during normal times and moved near the Clarendon metro specifically for this reason. I believe that the increased revenues through increased ridership will be seen in upcoming months (from others, not just myself) so that closing a station at such a central location as Clarendon would not be warranted. I STRONGLY oppose this proposal.

Some stations could be closed if they did not have the ridership sufficient pre-pandemic but a rule of thumb for all good public transit is to allow for easy access to it within half a mile of any given destination. Be it through bus or rail

Proposal to close 22 Metrorail stations

Spending tons of money on a new line to Dulles, taking way longer to complete it than it should (still not finished. And now we are permanently closing the brand new stations before they even open. What a complete waste of taxpayer dollars

This includes key stops that I use in, out and around DC

I hate this plan, although ridership may be low, lots of people require it, particularly in the east side of DC near College Park. Please do not go forward with this proposal

East Falls Church metro is vital! Pre-pandemic, I've used EFC every working day, an on weekends as well. CLOSING EFC WOULD BE ABSOLUTELY UNACCEPTABLE !!!

I think it would be fine to close some of that really are other stations- Virginia square is a good example. But my closest stop is EFC and there are no other stops nearby- why would that stop be on this list? Plus it is a hub for silver and orange lines. If a stop like this was removed it would put huge pressure on Ballston which is already typically too busy (pre COVID). I think closing some of these stops permanently makes sense anyway, others not at all. Maybe some could be closed temporarily - is that the idea?

We need more and more accessible public transportation for all, as an anti-poverty and anti-climate change measure.

As someone who doesn't have a car, closing these stations would seriously increase my commute time and require me to walk further in the wrong direction to a different station that would likely be way more packed because of the closure of the other surrounding stations.

I'll move out of the DC area if this is done. It would kill Kensington. That station does not have low ridership once people go back to work.

I live in Grosvenor Park and it would be very inconvenient

East Falls Church is the only station I can walk to, or easily take only one bus. Please do not close it

Closing down stations coupled with cuts in bus routes means more walking for your customers. When you make your customers walk so much, what is public transportation good for?

Closing Arlington Cemetery and Virginia Square make sense but closing Clarendon would be a hassle. Trader Joes is too far from Courthouse Station

Foolish to close Clarendon (restaurants, nightlife, lots of apts and condos), Smithsonian (tourists), Federal Triangle (lots of commuters).

How low is ridership in these areas? Would you be offering other transportation for people who live here? What constitutes as near other stations?

I live next to Innovation Center Metro - and moved here because of the convenience of getting into DC. to see friends and do activities. WMATA needs to get the Silver Line open. and operating - even if service is limited. I have to think the impact of leaving the station ready, but not used, will still cost money when Metro's funding issue starts to get better. Finish the Silver Line - get it open! This has taken too long to build, it just needs to get opened - come Hell or high water!

You've got to be kidding. WMATA has invested a gazillion dollars in fabrication of a new bike cage at East Falls Church. The distance between Ballston and East Falls Church is one of the longest segments. It's still further to West Falls Church which, relative to the neighborhoods served by East Falls Church, is in boon docks. You have extensive parking at East Falls Church. You have created a robust bus transfer system at East Falls Church for both ART and MetroBus. Close Virginia Square. Leave open Clarendon -- it's a combination of retail, apartment, neighborhood residential, and evening dining and drinking service. Virginia Square is a nothing burger by comparison. Anyone who resides near Virginia Square easily can walk to Clarendon or Ballston. Virginia Square has no real bus service. I ride Metro from East Falls Church to Clarendon to shop and dine. I've never gotten off at Virginia Square. This is nonsensical.

Many of these locations rely on having a Metro station nearby to sustain the businesses as there is not ample parking available for customers to drive to the location.

You can't be serious.

It makes sense to close stations where you could easily walk from an open one to one that is closed. But it defeats the purpose of having Metro stations in some places if you'd have to take the Metrorail then take a bus to a particular closed station. If shuttles were provided at regular intervals, that may work.

College park station is needed and every other metro is a far distance away. I use this metro and to use the next closest would force me to walk an extra hour each way.

Cheverly & college park are not near any other stations, particularly not within walking distance!

I need Grosvenor-Strathmore station because no other station is close enough.

So many of these stations (EFC and Smithsonian to name a couple) are well used and serve as hubs. Closing down these stations would be extremely short sighted and inconvenient. Many of us have deliberately bought homes near these stations so that we can take the metro to work and for recreation.

Me nuevo en Virginia y no me conviene que cierren estaciones en esta parte

East Falls Church is not within walking distance of any other station, it is also a transfer station

This could reduce ridership even further

Proposal to close 22 Metrorail stations

I moved to my current place of living due to proximity to the Grosvenor-Strathmore metro station. If this station closes, the closest station to me will be over 1.5 miles away. A commute I personally could make walking, but I would be along a very busy road and during many months would have to walk in the dark, which could be dangerous. Additionally, others living near me have disabilities that would not allow them to make the commute to another metro station, severely limiting their mobility and quality of life.

We are retired and depend on the metro to get us into and out of the city. It would be a financial burden to find other transportation given our fixed income.

Closing both College Park and Grosvenor-Strathmore would mean I would never ride metro again and would greatly impact both my personal life and my professional life. It would also greatly impact the ability of the people who work in my condo building to perform their jobs. This would effectively make the Metro pointless and absolutely ruin life in and around DC. This is completely unacceptable. College Park is the only reasonable stop to use for the University of Maryland, and Grosvenor-Strathmore is the only stop nearby that is within walking distance of MANY high-occupancy residences and the only one with reasonable parking anywhere nearby.

What a travesty!

I think more information must be shared with the public on the selection of these stations for closure. While I would not be personally affected, it is concerning that this could further limit transportation access among those who have no other options but to ride the Metro. Closure of some of these high-destination tourist sites also seems counter-intuitive if there is interest in re-gaining revenue as travel increases with access to the vaccine.

I used several of these stations frequently before the pandemic and intend to once again when the pandemic is over. Closing them would massively curtail my usage of the metro.

I moved to my current location to be in walking distance to McLean Metro station. With that station closed I would be unable to use Metro at all.

Virginia Square is the station I used to get to my job in downtown DC every week day before the pandemic. I also used Clarendon periodically.

Keep Grosvenor Strathmore open.

Some downtown stations might be closed because of their proximity to others, but suburban stations are not close at all. Gosvenor-Strathmore -- in the heart of a residential area where Metro is actually leasing its land for construction of more residential units -- is not close to anything; its at least a mile to either White Flint or Medical Center. A bridge bus is not an option - multi-modal DOES NOT WORK. People will not take multiple units to reach a destination -- theyll sooner drive. Cleveland Park is a commercial center surrounded by residential and Van Ness and Woodley Park are significant hikes. DO NOT DO THIS -- YOU'LL LOSE RIDERS PERMANENTLY.

Possible if augmented with a frequent convenient shuttle from the closed station to nearby station.

I live at Grosvenor Strathmore and utilize the metro regularly to travel to work (parking at work is limited due to having a metro stop.) Closing the station would also cause a huge decline in property values.

Closing both Virginia Square and Clarendon would have a significant negative impact on the orange line going into DC in the morning. There is already overcrowding at Ballston and Courthouse in normal times - closing CLARENDON would cause a lot of problems for riders on the Orange line.

This would make the subway too inconvenient. I would drive instead.

this is a ridiculously bad proposal. it would devastate the whole system.

If stations have to close, keep open ones like college park and cleveland park and Smithsonian. College park has many students. Cleveland park has amenities and Smithsonian is iconic.

Grosvenor-Strathmore will be busy again once the pandemic closures end. It has a bigger parking lot, so many metro riders drive there. Smithsonian stop needs to be maintained for public access to the museums & events, including field trips for schools and other organizations!!

Me and many of my colleagues take metro from grosvenor strathmore station to medical center and this is one of the very frequent route taken by the people living in the area. It is basic necessity for people like me who dont own vehicle or know driving.

If your going to close this many stations that I use I think the whole metro system should be shut down as a bad idea and a waste of money and I intend to communicate that to my local, state and federal representatives.

Closure of the Virginia Square and Clarendon stations would significantly disrupt access to key locations in the Arlington I-66 corridor neighborhoods, leading to additional traffic congestions and overloading service demands at the Ballston and Courthouse stations.

I live in East Falls Church. This proposal could adversely impact our home values. If I have to drive to Ballston to pick up Metro to get into DC, I likely wont use Metro. In the past I was a very active Metro rider. I will support the transportation system again if the East Falls Church station remains.

Closure of East Falls Church station coupled with the proposed modification of bus route 28A (reducing service on E. Broad Street) further limits my access to METRO services.

I do not make stops there frequently

Proposal to close 22 Metrorail stations

I use the East Falls Church metro station every time I commute into the city for work or anything else for that matter. I would likely have to consider moving if the station was closed, or my commute would be extended drastically in time. For people like me who walk to the metro, having other stations nearby isn't really applicable the other closest stations are 2.5 miles away, which is not feasible to walk to.

This is beyond unacceptable. Such a change would be devastating for the local economy here in Clarendon, and would deprive me of not one, but both of the metro stations within walking distance of where I live. This proximity to the Clarendon and Virginia Square stations is one of the reasons why I chose to move here recently (despite the incredibly high property taxes), as did many of my neighbors, and I am alarmed that this is even being considered as a possibility. And as someone who will still need to take the metro to work there is no way this plan could conceivably work.

Clarendon is co-located with my place of business and closing it would add 30 mins (potentially in weather) to my commute. You have no idea the ridership on the new silver line Ph2 stations until you open them... Building them, and then not using them, is non-sensical.

I live in Arlington and having access to the metro stations in Arlington is important to my travel needs

I use Strathmore Station! Plus it has a big parking lot so it is very convenient. Do NOT close Strathmore-Grosvenor!

You would close stations that haven't even opened yet? Closing stations that have other stations near them will cause those stations that remain open to become flooded with parking and people wanting to be dropped off and picked up. Closing some of the stations would be okay, but this is too many too close to each other.

Why not automate some stations and keep them open without staff?

I frequently utilize the stations at East Falls Church, Federal Triangle, Van Dorn St, and McLean. It would be a huge disservice to have them close.

College Park is convenient to get downtown from Northern Prince Georges County. Construction at the station is probably also contributing to low ridership

I will have to walk 2 miles each way to get to the nearest station with my baby

Cleveland Park is my nearest station - this will be inconvenient by increasing my travel time and expenses if I have to take Metrobus to a train station. Also bad for our economy because it will be bad for tourists - Arlington? Smithsonian? Really?

You are going to close silver line stations that were just recently built? College Park, you mean one of the areas largest university stops? I went there and Metro was one of the main reasons so I could get to DC or Baltimore via one of the stations. I live near Grovesnor now and do you know how many people use the metro when things are non covid times and normal? I think shutting down most of these stations would be a bad idea.

I live where I live because of metro access for work. There IS NO nearby location to stations like College Park. So many downtown stations are not on this list yet convenient to other stations. You make it this will actually STOP me from using metro that I use now. Foggy Bottom, McPherson, Farragut West and Farragut North are all so close, but didn't see them on the list?? Or Capitol Hill, Eastern Market and Potomac are near enough. Much more so than College Park is to other stations...

I live at Virginia Square. If you close this station and Clarendon, I will need to go to Ballston. No huge deal, but think how much more crowded Ballston will become. You will get extra riders from E. Falls Church, plus literally hundreds of new residents from ongoing apartment houses being constructed in VA Square and Ballston area. Perhaps some of the residents in new Clarendon buildings now going up as well. Plus, you plan to eliminate buses also!

Grosvenor-Strathmore has extensive parking while the others on the red line do not except for Shady Grove. Also this station is the most convenient for those who reside in Potomac and other areas in the western part of Montgomery County.

I live next to one of these metro stations, and will take the train for two daily commutes - one to work (and back) and one to night school (and back) - post-COVID (nominally January 2022 or earlier). Instead, the closest metro stop to me (outside of the one that I live right next to) is a 10-minute walk away. The reason I chose my current apartment is because of its proximity to the metro given the frequency that I'll be riding it post-COVID.

Many of these stations are on busy neighborhoods (residential and business). Eliminating will have an impact on the value the metro service provides and reduce the ridership on metro.

Expecting by January 2022 we will have museums available again - having so many stations closed near the National Mall seems like it would be a barrier not only to me, but also to any tourists, as that is a major part of a trip to DC. A modification of this would NOT be ideal, but might be a reasonable worst-case solution.

If these stations are close together, it would make sense to close them.

Don't close stations. A lot of people, including myself, depend on metro and don't have cars. These are heavily used stations, and I go to Smithsonian, Clarendon, etc., often.

I understand that *temporary* closures of stations might be necessary. But there's a huge amount of infrastructure and nearby land development that will be completely wasted if stations close permanently. The longer a station remains closed, the bigger the disincentive to ridership. It's a vicious cycle, and not a sustainable strategy for WAMTA.

Proposal to close 22 Metrorail stations

Clarendon? Cleveland Park? East Falls Church? Smithsonian? Judiciary? Fed Triangle? WHOA. Good luck. Arent these some backbone, inner-ring stations ?? So w/out Cleveland Park I go to Woodley or Van Ness? What abt Smithsonian if you cancel Fed Triangle too?

Smithsonian seems like an important station to keep open.

I and thousands of other commuters would be greatly and negatively affected. Many people have bought or rented to be near these stations for the convenience of commuting and for access to other parts of the metropolitan area and closing would be a catastrophic betrayal of the transportation system promised and promoted and improved over the last 40 years. This is particularly a hardship on stations serving promarily residential areas that have been built specifically to be near Metro access.

College Park is integral to commuters to reach the UMD campus.

How on earth can you claim Grosvenor-Strathmore had low ridership pre-Covid? It was always busy.

The Grosvenor-Strathmore station is within walking distance of our home as well as with many others in our immediate area. Closing this station would result in much lower ridership since the other nearby stations are not convenient. The whole neighborhoods were designed and built around the metro station. Now you want to take it from us.

I live close to grosvenor-startmore and really on walk distance to metro to get to work

I think some of those in general in dont need to exist, mostly the ones in the city that are <15m walk away from another stop, but College Park or East Falls Church the next closest isnt in walking distance or even close to it.

Closing stations will impact both businesses and residents located near those locations. Businesses would get fewer customers. This plan could even impact property values for homes and condos that can currently boast that the nearby Metro station is an amenity.

From Clarendon I have more bus options home than from Courthouse or Ballston. I would prefer Clarendon stay open.

I volunteer regularly at Smithsonian Museums (when open). Closure of Federal Triangle and Smithsonian stops will make it difficult to reach there. I am sure it will effect tourism too.

There are extensive plans for new additional residential housing planned for Grosvenor/Strathmore and near White Flint. Closing Grosvenor/Strathmore would negatively impact local traffic, commuting downtown, housing values, access to Strathmore Concert Hall etc.It conflicts with long standing Montgomery County smart growth plans for denser development near Metro stations.

Arlington Cemetery will need to remain open. This is the closet metro stop to the the main front entrance to enter the cemetery for security checks, attendance, and an important entrance for visitors and family members to gather information to navigate the cemetery (that spans over 600 acres). Not all family members and visitors drive their POVs, take tour buses, and/or taxis/Ubbers to the cemetery. Highly recommend any propose to this be discussed with not only the public, but with Arlington National Cemetery, the National Park Service, and the Department of the Army (who oversees/manages the cemetery).

Some of these stations are necessary when closures happen downtown. Do you have the option to quickly reopen them (15 min) if theres an accident on a line or a protest, etc.?

If you close both Clarendon and Virginia Square, you will force tons of people to Ballston and Courthouse. Courthouse is not a big station. There are so many people living in this specific area in order to take the train to work, I think it would be crazy in the mornings.

It would be a disaster to close these stations, particularly GROSVENOR!

Closing College Park Station would devastate the local and student community.

Your definition of close seems questionable. If all of these stations are closed, the distance between stations will materially increase. This may itself make use of metro inconvenient and drive ridership down. Also, closing stations seems wasteful, especially since some have just been built

One of the stations is near my office and I, employees and visitors (1,000+ daily) must have accessible metro line service. This plan will potentially damage the federal workforce.

Grosvenor is a great station, convenient and good parking. No station close by with such easy access.

Devastating impact. With Clarendon and Virginia Square closed, Courthouse Station would be completely overrun, with dangerous overcrowding, and often unusable. This might have worked during Covid, but not when things are more normal. Ever been on the Courthouse platform at 8 am on a weekday? People often have to wait for several trains to board. With less frequent trains, oh my God. People will be injured or worse.

Think of people with handicaps - the distance is so much greater when one is on crutches or a wheelchair. And Arlington? Thats the main way to get even close to the entrance without driving.

Purchased property with sole purpose of being able to take metro to work and into the city. Closure of my station is not an option.

Please keep grosvenor station

While this might work for my specific travel needs, long term faith in the system would take a hit if parts of the Silver line extension was closed right after they opened and station closures generally feel like a slippery slope.

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| Proposal to close 22 Metrorail stations |
| Need Grosvenor-Strathmore to commute to work |
| This is stupid. Colleges will open and stations will need the riders by 2022. You have a 1960s designed railway system and you are making it harder to use. Penny wise pound foolish. You will kill Metro with these proposals. |
| You talk about originating trains at Grosvenor and making it an endpoint for 15-minute frequencies, yet are saying you will close the station. They seem to be at odds with another. Keep Grosvenor open no matter what! Friends of White Flint does not speak for everyone. |
| WMATA should consider leaving College Park station open to serve students, faculty, staff, and guests of the University of Maryland at College Park. |
| It is far better to make trains come less often than to close a station altogether. Also, it does not make sense to close a station like Clarendon, in a growth area with increased business and high-rises being built + walkable surroundings. |
| My business is on the Silver Line, specifically the Greensboro Station metro stop, which is walking distance. Prior to the pandemic, we had an influx of visitors to our building, many of whom would use Metro. We actually encouraged folks to use Metro as its much easier to navigate than driving in the area due to construction. The entire Boro area has been built up with part of the appeal being its so close to a metro station. Closing the McLean and Greensboro stations decreases the walkability of the Tysons Corner area. |
| Why would you strand people who have to work at restaurants in those areas and make their trip longer. I know multiple people who use several of those stations regularly, including myself. |
| This would eliminate many of the stations that I travel to and from on a recurring basis. |
| This would significantly affect my ability to use public transportation. I would need to use some other method, other than the METRO system, to commute to work and get into DC. |
| East Falls Church is an essential hub. This station offers a connection to the Silver Line that would eventually go to Dulles Airport. Although there are air travel restrictions, this is an alternate route from Washington DC and Virginia. Otherwise we have to rely on other transportation means ie Taxi, limited chartered bus service. If using a private vehicle the cost parking is next to ridiculous. Lets not forget the I-66 toll rates if you were headed to or from DC. |
| You mention closing such high volume operating stations such as the Federal Triangle, Smithsonian and future stations with unknown ridership such as Loudoun Gateway and partially known ridership for Reston Town Center. The plan does not see to make sense. |
| Clarendon is a hugely important metro stop and supports so many shops and businesses, as well as many of us commuters. I know many folks in East falls church who commute in regularly as well. These are very important stops. Charge more if you must, but don't close the metro stops!! |
| This would absolutely not work for me. I would have no way of getting to work, and I find it unacceptable that metro would close so many stations in a highly populated corridor of Arlington. |
| Closing all the listed stations will have a tremendous impact on tourism for the DC economy when the city reopens after covid. For instance, ridership is probably down at Arlington Cemetery due to the cemetery covid closure and should take into account historical averages for the stations and not just 2020 ridership numbers. |
| Daily transit on the yellow from Eisenhower into DC for work is expected to resume shortly, lack of a stop at Eisenhower would force me to drive |
| Due to the pandemic, there has been a decrease in the amount of people visiting and going to work. Once the majority of people have become vaccinated, DC will see an increase of tourists and citizens returning to work. Taking away some of these stations will affect tourists and people returning to work and will increase car traffic |
| I use Grosvenor Strathmore station every day. The nearest station is one mile away. Thats too far. |
| I live at Grosvenor-Strathmore, and many NIH employees live there as well. I would have to buy a car, and would no longer use metro for any travel whatsoever. |
| Closing the East Falls Church Station renders the 3A Bus line unable to get Virginia commuters into DC. |
| This is a ridiculous, embarrassing proposal. Run service at your stations. |
| Considering The pop density and lack of parking (Arlington has actively been trying to wean its community off of a car diet) between Courthouse and Ballston, it doesn't make sense to close both Clarendon and Virginia Square. East Falls Church has already established parking for commuters further afield. Closing that station would be a major inconvenience for thousands and might further discourage people to use public transportation. |
| I normally take train from Twinbrook, but there are time when I need to take train from Grosvenor |
| Metro stops where there is now or potential transit-oriented development should NOT be closed. Such development will generate future riders and stimulate local economic development. Grosvenor-Strathmore should not be closed, among others. |
| Closing Clarendon and Va Sq would leave people walking 2 miles between Courthouse and Ballston, that is unacceptable. Also Clarendon has the only metro accessible grocery store on the corridor. If these stations were to close I would move, not only out of Arlington but possibly the whole region. |
| Grosvenor Strathmore is my stop. I will not be able to get to another stop to get the train. That will be very very inconvenient and a hardship |

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| Proposal to close 22 Metrorail stations |
| Cleveland park is essential to me as I often travel north to Bethesda AND south to downtown |
| It would be much harder for me to use Metro for my commute if the East Falls Church Station closes. |
| Clarendon and Virginia square are the closest stops to a major elementary school in Arlington. This would cut off parent access to schools for functions, emergencies, and volunteering. Additionally with the elimination of 38B this further isolated the school and neighborhood. |
| Some (not all) of those stations might be closed during off-hours or weekends, but not between 7am-9pm weekdays. |
| I would be concerned about getting to Strathmore for concerts if there were no Metro service. Can stops on concert nights be scheduled? |
| I live in one of these stations . I need the train to get home in Grosvenor. |
| Most of these subway stations are either the main departure points or the destinations of Federal employees and workers that support the Federal government. Most of these people do not own personal vehicles so they completely depend on nearby subway stations for their work commute. These closures would significantly accelerate climate change as CO2 emissions surge from the sudden increase of daily automobile traffic in the Beltway. |
| This is the proposal I disagree with the most. Closing of these metro stations would have a huge impact on peoples ability to get to their job, and the property values around the closed station. Increasing the time between trains is definitely preferable to closing stations. |
| This is the most outrageous proposal metro has ever proposed. You just spent millions of dollars renovating East Falls Church station. This would force me to stop taking metro. I strongly oppose any closure of East Falls Church. This would also reduce property values which would also reduce support for metro. Stupid proposal that sounds more designed to try and get more government subsidies. Shameful. |
| I agree that stations in DC that are close to others should be closed. Eisenhower station is essential. If Eisenhower station were closed, I would likely stop taking metro altogether. Once offices and nearby shopping centers open, the station will return to higher ridership. |
| This is a disaster.. Im not in for this operation. |
| I rely on the Grosvenor-Strathmore Metro stop for visiting my children, going to the doctor, and when things open up attending ballgames, theater, socializing at restaurants, arts and cultural events. |
| All of these have unique situations, but to just choose one: Federal Triangle is one of the busiest stations for federal workers. With the Federal governments plan to consolidate many of its campuses to federal triangle in the next couple of years, this plan would basically disrupt that plan and make it extremely hard for federal workers to get to their places of duty. |
| Arlington Cemetery closure would affecting people needing to go into the District. working class, students seniors, medical appointments and more... ..with the changing of trains. |
| Closing stations should not even be part of a discussion. Each station may be near another station, but not always close enough. Specifically I am concerned about the closing of College Park; while Greenbelt is close, the area between the campus and Greenbelt already has an unreasonable amount of traffic. Adding buses (specifically Shuttle UM buses) would make it worse. |
| What would happen to these closed stations? They would presumably still exist. I dont use the Clarendon station but is the low ridership for it (among others) mostly due to COVID-19 or was that the case before? Clarendon, at least when I pass through both in the morning and in the afternoon, has many people and that neighborhood has a lot of commercial property, bars, restaurants, etc. So, keeping it open will also bring in revenue to Metro. Same goes for Mt. Vernon and Virginia Square, in my many years of experience. |
| This makes no sense, when covid goes we need to be back to work and without these stations people will beed to drive and that itself will have huge environmental and traffic impact on the area |
| Should suggest in the event that these stations close the recommended plan for riders who rely on those stations should be |
| It works except closing Smithsonian b/c a lot tourists use that stop |
| This is a problem for older riders and anyone with small children or physical disabilities. |
| Makes sense if the distance between stations is less than 1 mile and can walk. |
| As a single woman, walking alone after dark, which comes early in the winter, raises safety concerns if I have to go farther. Cleveland Park is my home station. |
| In early 2022 my office will be near 12th and D St SW. Closing of Smithsonian station would significantly impact me getting to work and make me reconsider using metro. |
| No me afectarÁ-a porque uso Bethesda a farragut north o alguna estaci3n en washington dc |
| Requesting for Innovation Center, Loudoun Gateway, and Reston Town Center to remain open. |
| This plan is a terrible idea. It would mean I would no longer use Metro since the station that is walking distance from my residence would be closed. |

Proposal to close 22 Metrorail stations

Grosvenor-Strathmore Station should stay open. It provides service into DC for citizens in surrounding neighborhoods as well as brings people out to North Bethesda area for work, shop, going to Strathmore Hall for events, or to go to school.

Closing SL Phase II stations after just constructing the extension seems like terrible optics. Closing downtown stations like MVC, Judiciary and Archives defeats the purpose of having a rapid transit rail system downtown

Painful, but doable - I would particularly miss the Smithsonian station that I use often.

There isn't a good alternative to Van Dorn. The only train station with Metro commuter parking on the Blue line in VA is outside the beltway. Eliminating Van Dorn renders public transportation inaccessible/impractical for a significant part of Alexandria. The city of Alexandria is more than Old Town.

Grosvenor Metro has very high ridership and isn't close to other stations. Most of these stations are necessary and not near other stations. Some of those in DC are within 2 blocks of another metro, but most are not. There are accessibility issues too. This is a ridiculous proposal and insulting to people who need to use those stations. It is a major metro area and suburbs that need trains because traffic is awful.

Why bother to have a Metro at all based on the above plan?

A station doesn't need to always be busy to be needed. I don't see a benefit of closing these stops.

Archives is my station for work, as well as frequent stops of mine: Clarendon, Eisenhower Ave, and Smithsonian. I believe that more people are using stations such as Archives, as the vaccines are rolling out. Life is on the cusp of returning to semi-normativity - this is ridiculous that you all want to close these stations. Not only that, I think it is unfair for those who are disabled, and under-privileged to make them extend to further stations because they are closer to each other. This is ableist.

This is insane. Why did metro build silver line and add all these new stations if the plan is to close existing stations? I hate this proposal

Only reason we aren't using Metro (EFC) frequently is we work from home right now but that WILL change once vaccines are prevalent and will need Metro again. We are only close to EFC and would have a longer drive/very long bus ride to another station and we choose to have only 1 vehicle. Once vaccines are prevalent we will NEED EFC Metro

First, on what basis is low ridership calculated? East Falls Church has been closed, or open limited hours, for long time, which could make it look as though people are not using it. Secondly, being close to another station does not mean it's close enough to avoid greater use of cars, buses, time, etc. IE, Metro is supposed to facilitate transportation and reduced use of fossil fuels.

For Grosvenor Strathmore, there is no other station nearby.

How the hell are you going to propose closing stations that haven't even opened yet on the Silver Line!? This proposal is pathetic and undermines the very reason we have metro service. If we don't use the whole network, there is no reason to have it. This proposal would be the worst option to consider and a failure of thorough thought from WMATA.

NO with a capital N!! As I commented earlier, I moved to Parkside to be near Metro! Please don't close stations!!

Closing these stations permanently would cause a severe hardship. In particular, please do not close Clarendon, Virginia Square, and East Falls Church because doing so would impact the businesses and individuals living in these areas. Again, is there a way to work out a shifts or schedules so that perhaps you run less trains or on alternative days, instead of simply closing all of these lines. Closing the Clarendon line alone would cause a hardship upon the largest Child Development Center in Arlington County. Over half of its employees use this line daily for work. If you closed VA Square as well, it would mean a much longer commute for these individuals and many others. Thank you for your consideration.

Cleveland and College park

I do not think that any stations should be closed. This is a terrible idea.

Wherever there is a venue specifically sited at a Metro station, that station must remain open.

Although I could likely make a commute or trip into DC via metro work with these stations closed, you will overpack the metro and cause long lines and very crowded stations at those that are still open....which is probably not a good idea following the covid pandemic. I had issues with overcrowding on the metro and people being too close to me before the pandemic....imagine how people's anxiety will be after the pandemic. I think by closing certain stations (such as Federal Triangle), you will inadvertently lead to overcrowding and make people less comfortable riding the metro with prolonged covid fears.

This is absurd.

With the high ridership and central location of Grosvenor-Strathmore, this would be devastating as passengers would be left stranded.

I do not depend on Metrorail to get to work. I am commenting as an occasional rider.

College Park Station needs to remain open for commuting needs.

It wouldn't be great, but I could potentially work with it

Proposal to close 22 Metrorail stations

Most people who live in our neighborhood who take the metro walk to the metro station, including myself. The other stations are not close enough to walk to -the metro bus is not as convenient, if having to take it to another station. There has been quite an increase in development in and around Grosvenor Metro station for the big benefit of being accessible to the metro.

Keep Clarendon

This is really the best option so far. Not only will it minimize impact for anyone not directly benefitting from those low use stations, it will actually make the system as a whole more valuable to the high use stations as commute times decrease which could help revenue recover more quickly as it become comparable with highway commuting. I estimate 2-3 minutes per station bypassed.

Grosvenor-Strathmore station is my home station for my commute. That stations closing, and that of its parking garage, would add a significant amount of time to my commute as I would need to drive farther out on the Red Line to park, or add an additional, time consuming bus ride to get to any other Red Line station. Further, station closures of any kind are a short-sighted solution that would inconvenience many riders at both ends of their respective commutes.

Metro should not be closing stations, period. And it is certainly not the case that these stations are "close" to other stations.

I live less than 1 block from the Clarendon Metro for a reason. The next closest metro would then be Virginia Square (which is also on the closure list). Closing these would be completely unacceptable. I would not feel safe walking to the Courthouse metro (opposite direction of Va Square) due to the homeless shelter nearby.

This would be a great hardship for me, as both my current home Metro stop and my work stop are proposed to close. I am a daily commuter to and from DC (to Maryland).

I live walking distance to the Grosvenor-Strathmore station. In addition to no longer being able to walk to a Metro station, the property value of houses within walking distance will go down.

Horrible. The trains and parking garages are already overcrowded. This will make the situation worse once everyone returns to working in offices if everyone is forced to converge on the nearest station that cannot accommodate the riders and their cars in the parking garages. Is Grosvenor, including that large parking garage, just going to sit idle? Ridiculous.

NO!!! I cannot commute without using these stations.

I live by Grosvenor-Strathmore and walk to the metro station to go to work. I rely on metro every day.

I use multiple stations listed in my daily or weekly life. Closing Judiciary Square & Archives leaves me no way to get to work once we transition back to in-office work. Closing Clarendon & East Falls Church lowers my access to medical offices, which I still need to get to even during the pandemic. Closing Arlington Cemetery & Smithsonian drastically lowers access to historic and outdoor locales (lower risk places to walk around while pandemic continues, healthy and interesting places to explore during any time). This is the proposal I'd least want to see. It would drastically impact many peoples abilities to get around in a largely commuting city (many people don't even own a car), limit access to historic public outdoor spaces when walking outdoors is an especially valuable activity for health & mental health, and change the appeal of living in or near DC overall. No thanks!

This would be a disaster for me. I would have no way to get to work. The garage is at Grosvenor Strathmore, not White Flint. I suggest that you consider closing White Flint instead of Grosvenor Strathmore station. If Grosvenor can remain open, people can park there for the Metro.

I live in Falls Church and one of the reasons I moved to my apartment is due to the proximity to the metro. I would still pay if the fare increased and would be okay if the frequency of trains decreased given the low ridership. Both those options would be much better than closure.

I work in Clarendon and access to that station is important to me and my staff. That station is one of the main reasons people choose to live and work in the Clarendon neighborhood. I'm sure ridership will resume post-pandemic.

Many of these are not remotely close to another station. Closing college park would leave people in that area 3 - 5 miles away from the nearest stop.

Ridership has been low due to the pandemic. Once people are vaccinated and offices are open, trains will be full again. We bought our house in part to have a Metro stop within walking distance. Closing Grosvenor Metro will negatively impact real estate values. There has been a lot of housing construction near the Grosvenor Metro. I'm sure people who are buying condos next to the Metro are doing so to be near Metro.

Important to keep Grosvenor station open -- fantastic new TOD housing planned there -- bad precedent to close this station.

This is crazy. I regularly use at least half of those stations to get to medical appointments, business meetings, and local businesses. Are you trying to make metro completely useless?

What additional mobility services will be initiated to support these closures? Are these temporary or permanent closures? Specifically, Arlington Cemetery will cause an uproar. The metro provides the most direct access for the public and isn't walkable from Rosslyn or Pentagon. This closure seems unreasonable and should be replaced with express or reduced service. Additionally what methods of transport will WMATA provide to get patrons to the closed station areas, specifically outside the district? The walkability from West Falls Church or Ballston to East Falls Church is not pedestrian friendly in either direction.

Proposal to close 22 Metrorail stations

I use the East Falls Church Metro and if this gets closed...I wouldn't be able to get to work on time. Please keep East Falls Church Open

I get the concept, but this list seems too long.

Virginia Square has over 5 large condo buildings that need access to the metro. While ridership is down NOW in 1/2022, all may be back to work. This is the same for Clarendon which is a booming area! Also, Federal Center SW is near many government agencies and when reopened station is needed. Same with Smithsonian. The number of condos near a station must be considered!

My elderly parents live within walking distance of Virginia Square. Walking to another station would not be feasible for them and this loss of access would significantly diminish their quality of life. There are many retirees living in this area of Arlington who will be adversely affected by the closure of stations there.

Closing Grosvenor Strathmore would be devastating. It would ruin my career and make me unable to get basics like food and medicine.

Some stations are not near each other and can be dangerous to walk to other stations due traffic or poorly lit areas. It would be dangerous to close so many stations.

Clarendon is my station. Its one mile to Ballston. Im still young enough for it to be doable but I dont like it. Your train schedules become more important than ever (usually they are very accurate).

I live next to the Grosvenor-Strathmore station- and use this stop frequently. Its a significant benefit to our large condo community. Closure of this station will have significant negative impact on property values, and as a new owner here that would be incredibly frustrating. Please consider alternatives to this closure, it will impact a very large community of people. In addition to the property value impact, we are not within walking distance of nearby stations as we live adjacent to major highways with sidewalks in only one direction.

People who commute from these stations rely on Metro and would have no alternative. For example, Clarendon and Virginia Square are located next to each other, and if they are closed, the surrounding stations would be too far away to walk to. Other stations like Smithsonian and Federal Triangle are important for tourism purposes.

I live within walking distance of Grosvenor-Strathmore, and would either move or stop using Metro Rail if the station is closed.

how is loweridership defined? between when and when? pre pandemic? post pandemic? How much lower does ridership have to be to qualify as one of these low ridership stations? Will bus service increase to pick up the slack? What will happen to the closed stations? How much does it cost to keep a station open compared to the ridership levels? there are many questions surrounding this

These stations I use on Orange line are always busy in Arlington when I need them. Blue line Arlington Cemetery -people take that to see and honor dead heroes - many relatives; this is a very callous and stupid idea . .

It is absurd to close Clarendon and Virginia Square on the orange line. These continue to be growing areas. Many riders are working remotely now. Closing these 2 stations will guarantee that these area DRIVE to DC - how is that forward looking on mass transportation. ALL stops on orange line MUST remain open.

Absolutely not! How can you say that Arlington Cemetery is near another station???? Did you even review the number of visitors ANC has each year? Smithsonian??? What about the millions of tourist who rely on that station? Also, Archives- it is in the middle of one of the biggest tourist areas- including sporting venues. What is METRO thinking????

This is an absolutely misinformed and wrong idea. In a few months expectation is that we will start moving back to normal activity. Thats when people need the service and of course thats when you can start collect fares. With these closures you are just depriving metro from collecting a good portion of its revenues just when metro needs it most. Horrible idea!!

My mother uses the Judiciary Sq station for work and I used it for an internship and it's necessary for federal workers

iWork at my Vernon sq and judiciary sq

This proposal would eliminate any incentive that currently exists to use the metro for commuting. Decreased service to a station can be mitigated with careful planning. Eliminating stations would depress ridership, as too much time would be added to a commute. Many would result to driving instead. We made the biggest decision of our life, to purchase a house, based on proximity to a station. Closing that station would engender animosity that WMATA likely would be unable to overcome in the future.

No. Some of these stations I take often.

I voted for our state to increase funding to Metro and yet the thought that Metro would still close a large number of stations is very disheartening. Sad to see this happening after having commuted to DC for five years. I would be ok with reduced hours but not all the station closures.

I live near the Cleveland Park station and it would be very inconvenient.

I live around Grosvenor-Strathmore station and I need to take the train to work in DC. Without this train service it would cause me great inconvenience and much longer commuting as I would need to walk almost two miles each way to the next station, which would be White Flint.

There are several stations on the list that are NOT close to other open stations, and would make some of my trips impossible. I would singularly oppose closing: Van Dorn; Grosvenor; Cleveland Park; Fed Ctr SW; Smithsonian; Clarendon! Many of these stations have significant Residential Development built uniquely for close access to Metro!!!!

Proposal to close 22 Metrorail stations

I live near Clarendon and Virginia Square. This arrangement will severely reduce my use of the system as a whole having to bus or bikeshare to the nearest station.

Clarendon is the nightlife heart of Arlington, and businesses would suffer if the Clarendon station is closed.

There's nothing close to Smithsonian Metro station or Grosvenor-Strathmore Metro station!

I am especially affected by Grosvenor-Strathmore. This area has many apartment buildings and the Strathmore concert venue. Its regularly impossible to get parking there - and you say it has low ridership? A very strange definition of low ridership!

Closing this station would be a major inconvenience. I am currently able to walk to this station. I would now need to incur increased additional expenses to go to the next station. I bought my house to be within walking distance of this station!! My tax paying dollars built this station! Keep it open!! This is not right to close this station.

The impact of these closures is significant, while these stations are close to others, the walk/ride to them is significant, and it would just create a lot of people on the road trying to navigate to the other lines, which would become overburdened and full of riders who may then be pushed to a later train.

Clarendon and Virginia Square are on my commuting line and would make me consider more convenient methods of transport

I sometimes use the Clarendon Station. Because of the pandemic, I am not now using Metro (and have not ridden in the past year). I have received the first of two shots and expect to resume normal activities after the second shot (and waiting period), which should be in early April. I expect that many other riders will return and expect the same service we were used to pre-pandemic.

I travel specifically through a number of these stations, particularly East Falls Church, and plan to use Loudoun Gateway as soon as it opens which I thought would be wayyyyy sooner!

Although I personally don't currently live or work near any of the stations listed, most of my work colleagues do. My family and I were also considering moving towards one of the stations listed as a possible closure, and this would definitely stop us from doing so. This will have a massive negative impact on property values, rental occupancy and lease rates, the viability of businesses locating in these neighborhoods, and the general livability of the area.

College Park would be a serious loss, even if the Purple line ever opens

This would make it untenable for me to continue living in College Park, where rent is more affordable, and working in DC, where all the jobs are. Having to add 30 min to drive to the next closest station during a high-traffic commute time and then park (added to a commute that is already 45 min + 15 min walking) and adding \$5 a day, 5 days a week every week for parking to my annual budget will present a potentially prohibitive hardship. The UMD students will also be unable to conveniently access all of the DC resources that make their college experience so enriching. Ridership will resume after the pandemic and closing important stations adds undue hardship to what will already be a difficult transition back to business as usual. Ridership statistics from during the pandemic (when a certain percentage of people can work from home) cannot be used to close metro stations - these do not represent future usage and needs

As I return to work I would be using the Clarendon station which is the closest to my office.

This would NOT work for me. I hope to buy a home near College Park in 2021, and commute to White Flint and into the city. If these stations are closed, it severely limits the places where I could buy a home.

Closing stations should not be an option for metro. Funds allocated to the purple line should be redistributed to existing metro lines.

How would this affect crowd conditions at nearby stations? Would there be buses from the closed station to nearby ones, or from nearby ones to that one, even if its closed?

Absolutely not. The inclusion of this question makes it seem like this whole survey is just to drum up drama and get VA to pay more to metro. Anyways, you list two stations that are next to each other. Also this proposes my work stop be closed. This will absolutely force me to drive.

This would Severely impact me. I work at Clarendon. When we are allowed to go back to the office, this plan would provide no way to get there. In addition, the next closest station (Virginia Square) would also be closed. This would require a 15 min walk to the court house station. This would also increase crowds at the remaining stops, which pre-covid were already crowded during rush hour. This plan would require me to buy a car or find a way to work from home in the future, which is not a sustainable option.

This would significantly impact a regular commute and expectations are that by fall 2021 many will be commuting again to the office (in my case downtown). Also Arlington Cemetery station closure would be a blow to tourism.

I don't use those stations on a regular basis, however I used Reston Town Center as I was working there at some point and I know other people get to work and take train to Reston frequently. I use Archives, Clarendon, College Park, Grosvenor-Strathmore occasionally.

Closing BOTH Clarendon and Virginia Square makes the GMU Arlington Campus pretty inaccessible.

At some point very soon, tourism will return. This doesn't seem to recognize that at all.

Proposal to close 22 Metrorail stations

My brother in law relies on metro train from grosvenor to get to work. He is autistic and metro is one of the few modes of transportation that allows him to safely get to and from work. It also allows him to be self sufficient.

Create express trains that skip these stations during rush hour rather than close the stations.

All stations are important to someone

Would result in lower ridership!

This would close both of my commuting stations. Also extremely concerned about both Clarendon and Virginia Square being on the list as these are contiguous stations. Also concerned closing Clarendon would increase drunk dining potential considering number of restaurants and bars in the area (again assuming relatively back to normal)

Grosvenor-Strathmore is essential for North Bethesda community. There are a lot of high rises and high occupancy apartment complexes within walking distance and residents relying on Grosvenor-Strathmore station for their work commute to DC and Bethesda

We just moved into our new house in Yarrow BECAUSE it was so close to College Park. PLEASE do not close this station. With increased vaccinations, we will be able to report to work again as well as fly out of Baltimore. We NEED this station to remain open

The savings gained by closing these stations cannot be comparable to the inconvenience inflicted upon the general ridership of Metro.

This plan would disenfranchise customers with disabilities who rely on accessible transportation in their neighborhoods. Housing decisions for disabled people are often made by considering proximity to accessible transportation. This plan would force customers with disabilities to traverse often inaccessible or unsafe streets and sidewalks, often in inclement weather to access an accessible station. Wheelchair users cannot simply call an Uber or hail a cab to reach the next station as these vehicles are often not equipped with wheelchair ramps. The plan is also problematic for homeowners who will be left paying mortgages on properties whose value has plummeted because they are no longer located near public transportation. This option is simply unacceptable.

I depend on the Clarendon stop to get home.

Closing Grosvenor-Strathmore would be devastating for me personally, and for the Strathmore Performing Arts Center.

PLEASE DO NOT CLOSE

This works for me personally, but would hugely impact other DMV residents who may have chosen to live near these stations specifically to have access to Metro

Grosvenor-Strathmore makes riding the metro work due to limitations in walking distance.

I catch the Green line from Suitland Station to Archives. Closing the Archives station would strongly affect my commute. When the station was closed earlier last year it was very hard to work to/from the Gallery Place station.

Possibly if the trains are running frequently

These are some stops I have used.

I have used College Park station for over 20 years. Greenbelt station has too many conflicts with parking. If the parking is free this would work. Otherwise Metro needs to lift parking restrictions at Greenbelt and not overcharge because of nearby distance train station. The station is near but the parking situation is funky and cumbersome.

I believe that Clarendon, Federal Triangle, and Smithsonian in particular are essential stops, integral to the local community, and cannot under any circumstances be closed.

Clarendon Station is vital to residents and businesses in the area. Closing it would be economically devastating.

East Falls Church serves the neighborhood I live in and is walkable from my house. It would be a MAJOR problem if this station were closed completely! At some point, COVID will be more controlled, people will be vaccinated, and be back on the Metro. And--Metro just spent big bucks over a period of several years to provide a state-of-the-art bike rack facility and also just re-did the platform. A large swath of people would be negatively impacted if East Falls Church were to close. Their options would be to 1) drive to Ballston and try to find parking; 2) drive to East Falls Church and try to find parking. NOPE, closing East Falls Church is not a good idea. And--speaking of the others: why close Smithsonian or Federal Triangle? These are hot spots for tourists. If you close all the stops listed above, why not just close Metro completely, shut the door and go home? NOT a good idea!!!!

Grosvenor is my main station. I purchased a property near this station because the access to the Metro. Closing this station will not work for me.

I need Grosvenor Station to be open

Judiciary square needed as Courts are there. Grosvenor Strathmore needed to get to and from Grosvenor apts and condos as well as Strathmore theater.

I live at Grosvenor Strathmore and the metro is how i commute to work.

I ride from Grosvenor

Need access for my job

Proposal to close 22 Metrorail stations

While I dont use these stations very often, I do occasionally use them. Without these stations I would have to walk further to/from my destination. This could really impact with physical disabilities.

I think this makes sense if it was a temporary plan but once people start going back to the office, this would not work because based in my experience, there are so many riders from these stations - especially east falls church and McLean.

Rarely do I stop at Morgan Blvd station.

I am a Federal employee, my building is located at Federal Triangle the station before is Smithsonian. I get on from home at Morgan Boulevard. So you are making my commute worse on both ends. Not good! How am I supposed to get to and from work.

Near is relative While some of these might be workable, others create long walks (e.g. Ballston-Courthouse) or are in areas not really walkable. Not to mention the damage to communities built up around easy access to Metro (e.g. Clarendon, Virginia Square). Some of the these stations are almost brand-new too. Really what are we saving here, the stations still exist and must be maintained, a (relatively) small operating savings on the station staff?

Remove Reston Town Center from list and you got it. Thats a major mall and shopping station area. With restaurants and hotels too. One thing I hate about MetroRail is no express service skipping bs stations no one uses during rush hour. This takes it to the extreme but I like. I've never had a need to use the vast majority of those. Except the one I mentioned to remove

For many people, the only reasonable way to access Metrorail is by using one of these stations. If people are required to take a car, bus, or shuttle to another Metrorail station, significant time will be added to trips and arrival times will be unreliable.

Keep Clarendon station open. If there are plans to close both Clarendon AND Virginia Square, it would be better to keep Clarendon open since there are a lot of young professionals and older adults that rely on using these in-between stops due to the location of their apartment or home.

I plan to utilize Metro more beginning in 2021

We live in Cleveland Park and paid a premium for its access to public transport so that as we age we could use public transport and give up our car. This proposal will both hurt our property values and those of the shops and restaurants there. It also will make it more difficult for us to go to the Smithsonian, or to visit the restaurants in Chevy Chase.

Closing stations will make it harder for the system to ever recover when this crisis ends. People will have developed alternate transportation arrangements and not return to metro.

How can you have the yellow line end at MT. Vernon if it wont be open?

I rely very heavily on the Grosvenor-Strathmore station to get to my workplace in DC. The station is a reasonable 17-minute walk from my house. The White Flint station is farther away, and is harder to get to. Closing Grosvenor-Strathmore would pose a hardship for me. Please do not close it!

Hell no

Not sure how you think Grosvenor-Strathmore is the one to close! Its the only one around with close parking and is surrounded by schools, housing and Strathmore Hall that RELY ON the metro for transportation. And now exactly would tourists get to Arlington Cemetery??? this is the only stop that allows you to access the cemetery directly... this is all VERY SHORT-SIGHTED! And youll confuse tourists even more by closing Smithsonian! How would you propose people get around these closed stations? Shuttles?

As you well know, the transit system is vital to the economy of the DMV. The DMV in many parts of the city operates with employees required 24 hours a day. i.e. Shipping, loading platforms, hospitality, healthcare, Housekeeping staff within healthcare such as hospitals. Most of these employees can not afford the daily costs of Uber/Lyft from the affordable housing areas into the city. We also need to be prepared for the return of ridership. The best way to cut costs without harming employment, especially to that of low income riders/workers is just to reduce the frequency of the trains. The transit system as a whole should remain a 7 day a week operating system.

A lot of federal employees use these stations frequently: Federal Center SW, Federal Triangle, Judiciary Sq, Mt Vernon Sq, Smithsonian, Van Dorn St, Virginia Square. Closing them means more traffic and there is already limited parking in the city during the day. Getting to meetings would require a lot more time and expense.

Well, if you close the Smithsonian station, you basically kill any chance of encouraging tourism or allowing the broader region to enjoy the various public treasures (museums etc.) along the Smithsonian. This seems unusually draconian and counterproductive. Not to mention Smithsonian is also a heavily used station by many employees who work in the Southwest federal district who didnt commute in via L'Enfant Plaza.

What does "near" other stations mean? Arlington Cemetery isn't near another station in any practical sense. If you want or need to take the Metro to the Cemetery, that station is your only option.

people need access to metro stations

We pay a premium for housing near one of these metro stations. This proposal is unconscionable.

Proposal to close 22 Metrorail stations

I use the east Falls Church station to commute to work, so closing it would not work for me. Also I believe the low ridership at East Falls Church over the last year is due to the fact that the station was closed for refurbishment in addition to the Covid impact.

As a resident of the Grosvenor neighborhood, closing the stations noted above, particularly the Grosvenor-Strathmore Station, would increase and adversely alter my daily work commute into downtown DC. I and many others in the area heavily rely on the convenient accessibility of the Grosvenor-Strathmore Station in order to commute throughout the region.

Life will return to normal in 2022. Pre-covid, Grosvenor-Strathmore station parking lot was filled by 10am. Same with White Flint. That demonstrates significant riders from our area. Closing G-S will leave no alternative but to find a way other than metro to work. White flint metro parking will fill up too early and will be too crowded. This option does not take into account rider needs or experience.

I don't use any of these stations, however, a large percentage of my coworkers do, and they will be forced to find alternate means of transportation.

Eliminating the Cleveland Park Station would be a problem for me.

Metro is basing the future needs on the past.

I would keep Smithsonian open, particularly if Federal Triangle is closed.

I really and sincerely hope that they DO NOT shut the Bethesda station down as I go there in order to get to work everyday. I hope BETHESDA station stays open and fully operational.

I bought my residence because of the proximity to the metro station, which is in this list of stations to be closed. I don't have a car so this would be a significant impact to me, not only because of the hours that I work but also for things like grocery shopping.

Closing stations is a terrible idea and would particularly burden anyone with mobility challenges who needs to access the areas around these stations. Metro clearly needs emergency federal funding. Any one of these suggestions would result in a death spiral for Metro when it is the critical piece holding our mobility infrastructure in place.

It's limited options. The thing about DC metro is, even if the stops are nearby, having more stops to choose from makes transportation easier. If this proposal means metro can stay open until midnight or 2am though, I may be okay with this.

The Grosvenor-Strathmore metro station is critical to the surrounding community. It currently gets ridership from multiple townhouse, single family homes, and apartment complexes in the surrounding area which are all well populated. It also supports the new Pike and Rose development on Rockville Pike and ensures that the newly developed area remains a vital community. There are also many seniors that live in some of these developments and the metro ensures that they have access to public transportation to go to critical medical appointments while at the same time making sure they stay connected to their communities. The Grosvenor-Strathmore metro station needs to remain open to support the community.

Please don't consider closing East Falls Church so necessary for commuting to people within a 2-mile walking radius of the station. There is no other station within walking distance.

Totally unacceptable - how could closure decisions be based on pandemic ridership levels? Stations closures should be completely avoided.

Again, this plan ultimately hurts DC financially and by extension Metro financially, and also contributes to the vicious cycle of people using metro less because it's inconvenient, which then in turn leaves to even more decreased ridership and revenues.

Particularly for Mt. Vernon Square, Archives, Smithsonian, and Cleveland Park, this change would severely impact tourists' ability to get around the city and see key sights such as the Zoo, the convention center, and the Mall. It would also strain capacity at neighboring stations (Chinatown is already extremely crowded, Woodley and other nearby stations are extremely crowded during the week). And it hurts residents' ability to get around the city, particularly if they are less mobile, disabled, elderly, or have young children and are unable to walk over a mile to a Metro station - many folks live close to stations on purpose, and closing them would make their lives very difficult.

Will depend on the individual station as some are closer to other stations. For example, there's a big gap between Woodley Park and Cabiness such that closing Cleveland Park would be detrimental to getting there as well as usage of the system.

This would severely impact the Orange Line and Arlington.

Closing East Falls Church would not work. For someone without a car, it is not near other stations.

This would kill my commute. I would have to stop using Metro.

The train stations would be crowded

Proposal to close 22 Metrorail stations

I moved from West Alexandria, where my walk to Van Dorn was too far, to live beside Eisenhower Ave Metro station. The King Street Metro is a farther distance to my home than Van Dorn was. To consider closing down these stations for any reason is harmful to communities, particularly ones of color, and should NOT BE CONSIDERED as a solution. WMATA trains are how those of us within the DMV live in this city. We rely on its service and if stations are to be permanently closed or inaccessible, there will be a mass exodus of would-be riders from this area. I am considering moving to another state should Eisenhower Ave be closed down in 2022. Im sure thousands of other riders will have similar plans. Hike fares if need be. But do not cut further service or delete stations from the Metro map altogether. That would be very harmful to this community and ultimately produce further inequities for the people of the Washington Metropolitan Area.

These will be the most needed stops when the pandemic eases, and will bring the highest uptick in revenue when people return to work

People buy houses and condos with the expectation that there is a metro station X distance away. This would hurt property values a LOT. Make some express trains that dont stop at low ridership stations if NEED BE, but dont just close stations!

I would lose the station closest to my home and one with reliable parking â€” Grosvenor. It's a popular station in non-pandemic times as first station with parking on way out of DC on Red Line to Shady Grove. Also, several high rise residential buildings are in easy walking distance to station.

Might as well just close the metro.

I use the stations.

This is an interesting proposal. For cost savings, I think it does make sense to close some stations that are very close to others, especially in downtown DC. However, closing Cleveland Park station seems like a major inconvenience for people who live there. The station is not that close to Woodley Park, for example.

Part of my job requires me to use the Archives station on a routine basis, so this proposal would negatively impact me.

I am ok with these stations closing except for Smithsonian, as that is a quick and easy stop to get to for museums and National mall. Consider opening it only on weekends, or during heavy tourist season

Please keep the Eisenhower Ave station!! We live a mile from the Eisenhower Ave station and that is what my husband takes to work everyday as does most of our neighborhood. It would have a big factor in our transportation costs between parking prices and gas as we wouldnt be able to make drop off and pick up work at another station when factoring in my job and our kids schedules.

It doesnt seem to me that the savings you get from closing those stations would justify the inconvenience to the ridership. I dont see a lot of personnel at the smaller stations. I can walk to Grosvenor to get to DC If I need to drive to Bethesda and then try to park, I might as well drive the rest of the way to DC.

There many riders who use the Clarendon and Virginia Square metro stations, these are residential areas!

Grosvenor-Strathmore has high ridership during rush hour. The garage is usually full.

I support temporarily closing a limited number of stations with low ridership but think that ridership should be reassessed again in the fall before determining which stations would close in Jan 2022.

East Falls Church stop is a few streets away from my home. It is the closest and most convenient stop, by closing this stop many would have to drive to another stop and park to use the metro, defeating the purpose of Arlingtons Green initiative. East Falls Church station was heavily utilized before the pandemic and will be a higher user stop again. The next closest stops are West Falls Church and Ballston, both further distance than closer in stops and not walkable from the neighborhoods that East Falls Church Metro serves.

Grosvenor-Strathmore is within walking distance of my apartment, which is of great importance as I do not drive and the driver in our household is frequently unable to transport me. Without a station which i can access on foot at any time my mobility would be drastically curtailed - my budget would also take yet another hit as I would have to take buses or cabs to reach another station. NOT a good idea.

it would be preferable if the low-ridership stations werent closed permanently but perhaps worked on restricted schedules instead i.e. closed on weekends or at 9 p.m., etc.

Any station that offers parking, such as Grosvenor-Strathmore, should remain open.

The Eisenhower ave station is critical to my daily activities and there are tons of apartment buildings coming up around the station. With COVID slowing down, I'd predict there will be an increase in ridership at the Eisenhower Ave station in 2022 and it should not be closed.

Who evens run the budget? Is it a circus full of clowns?

If you close Grosvenor Strathmore it would make it so difficult for me to get anywhere. I am physically disabled and so having transit centers within a short walkable distance is very important to me. Even if the actual transportation is less regular, it is incredibly important for me to have the center nearby

Grosvenor-Strathmore is not near any other station. The distance from Grosvenor-Strathmore to White Flint is too long for a rider to reasonably be expected to walk, and the White Flint parking facility is too small to handle the overflow of cars that would result. Metro would have to run a bus from the Grosvenor-Strathmore parking area to White Flint.

Proposal to close 22 Metrorail stations

Closing Clarendon and Virginia Square would be a disaster

I dont think its a good idea to close the East Falls Church station and potentially Clarendon station. The ridership is low at the East Falls Church station because it was under construction.

This plan seems ridiculous. Presumably the low ridership is due to an ongoing pandemic and the temporary closure of some businesses along with lower tourism rates. You are targeting areas with limited parking and that require Metro use, particularly in Northern Virginia. like Clarendon, Virginia Square, etc. Closing the Smithsonian station seems incredibly short-sighted. This will have a tremendously negative impact on Metro. When you are trying to increase ridership, why would you ever close stations like this? Im curious about whether this is legitimately a plan or whether it is to force a hand for outside funding.

Grosvenor Strathmore is a very important station. The close station (white flint and medical center) are very far!!! We would to walk a lot to get the metro.Grosvenor Strathmore can not be closed!!!

If this proposal were to be enacted, I would likely stop almost all travel on Metro.

This is an enormously poor option, both for me personally and as a general concept. One of the entire points of mass transit is to provide affordable transportation for all, thus forcing riders to drive to another metro station defeats the entire purpose of the system. Personally, this change would severely limit my use of the metro, as the closure of my local station would make driving an easier option (if I would have to drive to the next station, I might as well drive to many of my potential destinations). However, for people without alternative means for transport, this would be tantamount to denying them access to transport, and a complete abdication of WMATA's mandate.

I would probably use some of these stations (Virginia Square) if I start commuting by then.

People are going to be back at work after they get vaccinated. It is pointless to reduce trains, working hours and close down stations. The demand for ridership is going to be back. Not everyone can work from home forever.

It would significantly impact the transit to and from work for me and my wife. We live near the College Park station. Especially my wife who doesnt drive. She may have to quit her current job or we might have to move elsewhere.

Permanently close the Clarendon Metro station? That sounds crazy to me. This is a high-use Metro station during non-COVID times. It's Arlington's center for restaurants and bars, and there is limited parking in the area. Metro is essential in Clarendon! Closing the Clarendon or Virginia Square stations would hurt area restaurants and bars, and would be a huge negative hit to the mixed-use development that has been so successful for Arlington's transportation and development strategy. It would cause increased traffic, slow economic development, and reduce quality of life. Please don't do such a foolhardy thing as to close these stations in high-density Arlington!

Why would you build a line to Dulles when you cant manage and maintain the system you currently have? The previous question asked about yellow line stopping at Mt. Vernon Square, but youd also consider closing the station? I assume no options for people who normally board at these stations? Do you publish ridership levels at each station? How much does each station cost to maintain? Publish the data. I am surprised by Smithsonian closure.

Some of these make sense, but College Park and Smithsonian, seem illogical. Both of those serve populations that rely on transit. College Park for students and Smithsonian for tourists, both seem to be heavy mass transit users.

The VA stations dont affect me, but the Grovesnor station is an interesting one to put on the chopping block given that it has significant parking capabilities and can easily turn trains around in the tunnel. I would reconsider that one.

Closing down these stations will only put more stress on the metro stations that are still in operation and on the buses. Ive been on too many commutes where we cant fit everyone as is on the bus- but if more are on buses because their station is closed, that will be even worse.

Not opening stations on the silver line without proof of actual ridership number since the stations haven't been opened is unacceptable. East Falls Church also has seen increased ridership. You ought to consider lines skipping certain stations (silver line should skip most Arlington stops)

near others stations how? If a person doesnt own a car and bought a condo near Van Form station, for example, can the really walk more than a mile down pedestrian-hostile streets to get to Franconia-Springfield or King St? Not a chance! Theyd abandon metro permanently.

Some of these suburban stations such as Cheverly cannot close because they arent as close to other stations such as Archives. Further more, if you close Archives, Judiciary Square and Federal Triangle, youd be pushing people to walk out further. Maybe just one of those stations can remain open.

Closing East Falls Church and orange line stations like Clarendon and Virginia Square would severely impact riders and cause major delays and parking challenges. Please keep the East Falls Church station open.

My tenants use many of these stations and if these are closed they will be forced to move away and my family will lose money we rely on.

Proposal to close 22 Metrorail stations

We are closest to East Falls Church. We have to use West Falls Church or Ballston, both of which are almost twice as far away. WFC is served only by the Orange Line, so trains are half as frequent as at EFC. Ballston is in a more urban setting; driving there would aggravate traffic.

Near should mean walkable within 10 minutes or would probably never use metro again. There are lots of interesting things to see and explore at a lot of these stations, it would be a shame to lose this accessibility to the DC area.

Many of these stations would hugely impact commuting workers. Additionally, this would be a horrible plan for tourists going to Arlington cemetery or visiting the mall. For people from out of town it is hard to navigate. Having these stops make everything easier. Also, "near" another station does not help this with people with disabilities! Any change like that can hugely restrain their possibility to get around and being able to meet daily necessities. And being "near" a station doesn't mean they are accessible by certain bus routes!!!

College Park Station is helpful to faster service to IKEA and Laurel, MD from Hyattsville, MD.

Eisenhower is my a few hundred yards from my residence.

ABSOLUTELY WILL NOT WORK. Pre-pandemic, Grosvenor lots were filled to capacity. I can't speak for other stations, but closing Grosvenor will increase traffic congestion in Rockville and there won't be parking in other lots. These proposals do not support the commuters Metro supposedly serves.

I am an essential employee who has to show up in person to my job and live close to the East Falls Church metro. I also work near Federal Triangle. Where am I supposed to go to get on the train? West Falls Church or Ballston? How am I supposed to get there? Park? Bus? Then when I get to DC, I have to walk over 1 mile to get to work. By closing these stations, you are ensuring that I will never ride the metro because it would be faster and more efficient to drive to work than to go through the hassle to get to a much farther away metro by bus or car and then walk a mile to get to work.

The only station I would miss is Clarendon. I would also be concerned about traffic and pedestrian safety in Clarendon on weekend nights if everyone out at bars was forced to call ride share services. It already a very congested area on busy nights.

I rely on Grosvenor Station. I'm retired and take metro for Dr appts, sporting and cultural events. I don't drive downtown. No parking at NIH Medical Ctr. Would exacerbate parking congestion at White Flint.

I use a number of those stations frequently And when the pandemic is over, will need to again!

Grosvenor-Strathmore serves a large community of people who work in DC. Closing this metro stop would have a significant impact on people traveling to and from work, leaving them with few public transportation options, and significantly impact the property values of the Grosvenor community.

Please don't close Clarendon!

Need Clarendon and Van Dorn St. Stations

I just moved to Hyattsville and, thankfully, Prince Georges Plaza is not on this list. However, the College Park station should be left open to accommodate UMD students when they return to class. Also, my previous Metro Station East Falls Church is on this list. This is crazy. Pre-pandemic, it was a super busy station. Also, it is nowhere near any other Metro stations. Ballston and West Falls Church are very far away.

Being able to easily get to and from various places makes the metro useful. Limiting destinations and making it harder to get around means the metro would no longer be a viable option for me.

No do not close stations. We have a large push for public transportation and people are trying to use but you are forcing people to choose to kill the planet. At some point the choice is time to travel, and the environment. Our bus was taken away causing me to drive or take an extra hour one way. I drive to metro and take it. This is a ridiculous idea to close stations.

I picked my apartment because it is close to the metro. This would make my commute more difficult each day when we are back to work. In general I think closing stops is bad. I know the budget deficit is an issue and we didn't see covid coming, but pre-pandemic it seemed like people wanted more stations and access. Obviously this will be difficult, but I would rather have to wait a bit longer for the metro than have to walk an extra .7 miles to catch it. .7 miles in the rain or the hot summer is not fun.

I live in Cleveland Park and work near Smithsonian. Closing these stations will prevent me from using Metro to get to work (which my employer pays for), so I will likely try to continue teleworking. If I have to go into the office, it will be very inconvenient for me to do so. I purchased my condo because of its proximity to a Metro station and the ease of my commute, so this proposal would significantly impact my commute to work and my ability to access the city. Closing these stations is not a good way to improve local ridership next year, and is not a good way to make DC accessible to visitors. Most DC-area residents with any flexibility in their work location will choose to take another form of transport or work from home instead.

This is unacceptable. I live between Virginia Square and Clarendon. If you could amend this proposal to exclude those two stations then this would be fine.

Proposal to close 22 Metrorail stations

Federal triangle is because there are so many federal buildings in the area - EPA, Customs, Commerce, etc. Also many use metro to go to the National Theater. Metro needs to see how many people get on and off at these stations - Federal Triangle is heavily used

Please do not close Grosvenor-Strathmore. This is a very popular station with many buses going there and lots of parking spaces for commuters. When the pandemic is over this station will be crowded again. I live near this station and it is very convenient for me to commute from there to DC. If you need to close one station then close Twinbrook or White Flint which are less used.

I walk to Grosvenor-Strathmore station as part of my regular commute. Should this plan be put into place, I'd have to drive to another station, as it would be too far to walk to. This would cost me more money per trip since I'd have to pay for parking and would be very inconvenient for me.

This is an extremely poorly thought out proposal. My home station is College Park, and so it would be very inconvenient for me personally and others in that neighborhood (when the station was closed for a period of time in 2019, the PG plaza station (my next closest option) had barely enough parking. But more importantly, it does not seem well thought out at all to propose closing College Park, given the university's proximity, the MARC station stop that is there, as well as the planned Purple line connection. I am also surprised to see that both the Archives and Smithsonian stations are on this list for potential closure--I believe these are the primary stations that people use to access the National Mall.

I bought my house walking distance to College Park metro station.

This would not work, as I purchased a condo at the Grosvenor Strathmore station, so I could walk to the train station and not drive to work, as I work in Southeast, D.C. Additionally, there are five condo and apartment bldgs. located at the Grosvenor metro station. This metro station provides transportation to thousands of professionals who work in D.C. Parking is limited for employees who work in D.C.

Must strive to control costs. Strive for a balanced budget.

We use the Clarendon metro stop

I don't use these stations, but I can see closures causing crowding in the nearby stations that remain open. It would make social distancing more difficult.

Eisenhower is a vital station to residents in this community. We moved here specifically because of metro station

Access to these stations is critical for a significant portion of riders who use them for daily commutes, and closing these stations would drastically reduce ridership across the whole system.

McLean is the only station on the Silver Line that has parking other than Vienna!!!! I would not be able to commute to work ever! And East Falls Church is the next best option because buses actually go there from other places!

I live a block from the Virginia Metro rail station. I would not walk to Ballston station (the next available location based on the list above) to take metro rail but would instead use Uber, Lyft or drive my own car.

You are closing two stations in Arlington along the Orange and Silver line that are next to each other. How does that work for residents that live there. Both Virginia Square and Clarendon have government and doctors offices as well as restaurants and other retail businesses. Arlington has moved to limiting parking spaces in new buildings encouraging public transportation.

Given the distance between Courthouse and Ballston it would be good to keep Clarendon open. McLean and Reston are essential for back to office commuters.

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

LEnfant could serve as a substitute for Smithsonian but it would be inconvenient.

Virginia Square and Clarendon stations are along all the high rises whose owners and renters moved to these places because of the Metro's service, many do not even have cars and will resume taking the Metro again when their offices are open again in Northern Virginia, D.C. and Maryland

I live in an apartment building directly next to Grosvenor-Strathmore. I would not want to pay for parking at a nearby station when I can easily walk to Grosvenor-Strathmore.

This proposed option is drastic, and my concern is if implemented, not only would I find it horrible but others would also find it so and ridership would never recover.

I think that closing VA Square is more feasible than both it and Clarendon (and there was a lot of demolition for the Clarendon station in the 1950s, seems like a waste.) How will visitors reach ANC? From Rosslyn? I think that one museum stop should remain open, Smithsonian over Federal Triangle otherwise there are too many tourists pouring out of one location in summer.

This would be a last-mile failure that would encourage people to drive to their destinations.

Some of the stations mentioned here are dependent on the expansion of Silver Line. The ridership on some of these stations would increase substantially and closing these stations would be inconvenient!

Proposal to close 22 Metrorail stations

I could see closing VA Square since Clarendon and Ballston are a short walk away but shutting down East Falls Church would be a mistake. Lots of daily commuters and the traffic in the surrounding area would be hard pressed to absorb the influx. Worst of the proposals as presented here.

Plz don't close Grosvenor-Strathmore

Clarendon does NOT have low ridership. It is a crucial line in northern Arlington. By closing VA Square and Clarendon, it would leave thousands of people between Ballston and Courthouse with no metro line nearby, and would encourage crowding in the other stations. The other two metro stations cannot handle the ridership of four stations. Take out VA Square if you must, but do not take out Clarendon.

You guys just want to make life more difficult for working class people don't you? Absolutely not

This would not work for me as I live next to Clarendon metro and walk there.

Please do not close stations. This would effectively make Metrorail useless for me and my family as we live near one of the stations proposed to be closed. I think this approach would be misguided because it would drastically reduce ridership at a time when the economy is recovering and is most in need of reliable transportation.

Federal Center SW is the closest station to my office. I also frequently use many other stations in this list.

My work location is between the Clarendon and Virginia Square stations. Why would you close two stations next to each other? Would I take the metro to Courthouse and walk all the way to my Fairfax Drive office or take the Metro to Ballston and then walk back to the office? The Virg Sq station may be a bit more quiet, as that area is more residential, but Clarendon is a busy office and residential area. It makes no sense to close that station. Also, if you close all these stations on the Orange Line, you need to keep the 38B bus that travels along this corridor. I saw that 38B is on the chopping block too. If Clarendon and Virginia Sq stations are closed, commuters from DC would need to use the 38B bus to get to the Clarendon and Virginia Square areas.

If you're going to close stations during FY22, you should use this time to work with the three jurisdictions on closing some stations permanently and adding stations at high traffic areas in the form of a light rail such as Route 1 (Ft. Belvoir, Woodbridge, Quantico), Route 66, Route 7, etc. Let Maryland and Northern Virginia take control of the stations through the MARC and VRE and have them revamp them into a light rail system that connects with at least one station in DC.

Please do not close Grosvenor-Strathmore, Cleveland Park, or Smithsonian

Several of these stations are not near other stations, like College Park. This just seems like a terrible idea. Metro should instead be thinking of ways it can cut labor costs in open stations.

Opposed to station closures as they would create disruption. Many alternatives are not within walking distance so would only be practical in areas where stations are close together such as downtown DC.

Prior to COVID-19, Grosvenor-Strathmore was always a crowded station during morning and evening commutes. Many apartment communities are situated purposefully in immediate walking distance to the metro to account for Metro commuting

There are some *MAJOR* ridership on most - if not all - of these stations. Entire living communities have been developed around some of these stations, to say nothing of office complexes. Closing these stations will be the death knell of many communities and commercial enterprises, to say nothing of the hardship it will create on people living/working in the vicinities.

I cannot afford to walk to West Falls Church from the East Falls Church metro. I do not have a car and rely on that station to go to work, school, and get groceries.

You are closing many stations which were the focal point of development. While I think you could close either VA Sq or Clarendon, closing both will impact Mason students, closing Smithsonian will impact tourism and makes zero sense and makes getting downtown hard.. closing Eisenhower impacts a major residential/work corridor.

What a waste of billions of dollars of public investment! Why bother to have built the stations when they are to be closed indefinitely. Also, on a personal level, I travel to Cleveland Park from Shady Grove to visit friends and eat out.

Maybe close them after rush hour

This would be a disaster for me. My work commute is Virginia Square to Smithsonian. So, this would mean that I cannot get to work, once the office opens up.

During typical times, many of these stations have full garages and very high numbers of ridership. Closing them will push other stations to run out of parking and will further reduce your ridership, as metro will no longer be considered a consistent option, for some.

Stop doing this. Literally, none of these proposals will be helpful to anyone living and/or working in DC, including tourists.

Metro's ridership projections for 2022 are too low, but keeping stations closed will only discourage people from returning to Metro. The marginal cost of operating additional stations cannot be nearly as large as the additional revenue generated by ensuring that already-built stations remain accessible to encourage people who return to work to come back to Metro as well.

Proposal to close 22 Metrorail stations

Grosvenor-Strathmore is not that close to other stations, and it is a major commuter station. Plus, patrons of the Music Center at Strathmore rely on Metro.

This is a terrible plan! Low ridership means nothing to me. I am 100% ridership. Closing down Grosvenor means I will not be able to work or travel home. You are supposed to provide a service. This proposal is contrary to providing a service to the community. If you cannot run the system, then sell it to someone who can.

I rely on the Grosvenor station

I live in Cleveland Park, and I use Metro a lot. This will force us back into our cars. And, Smithsonian? Really. Are tourists going away permanently? And Federal Center, SW? How many people work in that area? And, closing 3 Silver Line stations before they've even opened? How do you know what ridership might become?

I work at the national Science Foundation that was explicitly located next to the Eisenhower Ave station to allow the employees to use Metro. Closing it will affect all its employees. In addition closing the Virginia Square station will affect me personally as this is the station that I take to go to work. I use metro to go to my doctors office as well. This station has handicap access that many of my neighbors in wheel chairs depend on to get to work and elsewhere

East Falls Church is my metro, and it is NOT near other stations. I would have to buy a car and couldn't ride metro at all. I also probably wouldn't return to riding metro in the future, as I already have the car... I do NOT want to do that.

It would be unfortunate to stop service in areas that are currently low on ridership. There are still customers who need that service.

This would distort ridership for many neighborhoods and cause increases to other stations, making it harder for access to specific communities. This would alienate many from metro access causing increased car usage and would have negative impacts on the environment and economy to allow for more movement of people throughout the region. Terrible idea.

East falls church is my station. I bought a house specifically to be close to the metro. If you close 22 stations you will lose a lot of ridership permanently.

This would inconvenience riders, further decreasing ridership

Yes to most of the closures, but not Clarendon and East Falls Church, which are heavily used by commuters in addition to Ballston. Keep Smithsonian open too.

Closing Grosvenor-Strathmore would greatly inconvenience a large population of older riders living in nearby condos. Many of these seniors, especially those in Parkside Condominium are living alone in apartments they have occupied for 20-30+ years. Many are 70-80+ in age. During this time, these apartments have appreciated to values in the \$250K-\$330K range. This is low cost housing in a high cost area. These seniors are depending on income from sale of this property for the funds necessary to move to assisted living in the near future; Closing the Grosvenor-Strathmore station would devalue their property and imperil their future. This property devaluation will be a life-changing tragedy for these people, not simply an economic loss as it will be experienced in the expensive housing nearby.

I am in walking distance of the Grosvenor-Strathmore station. I do not have a car. To could not get to my apt. without the metro. Would there be bus service to Grosvenor?

Need Clarendon or Virginia Square open---both would leave too large of a gap between Courthouse and Ballston. Many restaurants, shops, and groceries are serviced near here.

I personally work near East Falls Church station. Many people need these station to get home, work, etc.

Ridership for Grosvenor-Strathmore will soar as soon as The Strathmore Music Center and Roundhouse Theatre are open. This will happen soon! Furthermore, this metro station is vital for all of us in the many neighborhoods nearby

So where did all the funding that was already used for the Silver Line Phase II went?

I regularly get on at Cleveland Park. If Cleveland Park Station is closed, I will be forced to walk to another station that is in the opposite direction of where I need to go.

The advantage of a metro system is to reduce vehicle usage and to help the environment and reduce the impact on the climate. By having more stations people can walk to the stations and not have to drive. For example, I can walk to the East Falls Church metro, and I, my family, and neighbors walk there every time we use the metro including for commuting. To get to any other station, the closest being two miles from our house, we would have to drive. Often parking is an issue at the other station and driving adds time, as driving to the next station takes longer than walking to our close East Falls Church station. Driving and parking at another metro stop also adds costs - including money for gas, wear and tear on the car, money for parking itself and reduced health from less walking. In addition it would increase traffic and the extra driving would impact the environment. There are a lot of other costs to be considered if metro stations are closed. Please keep all the metro stations open to help make communities walkable and also help the environment.

My apartment offers a shuttle to the East Falls Church station. I need that shuttle. West Falls Church is too far away. I use the Clarendon station regularly for evening commitments. It is closest to my destination.

I bought a house walking distance to East Falls Church because I did not have a car. I would feel stranded. It's especially baffling to put EFC on the list when it's the closest-in station with parking AND the junction of the Orange and Silver lines.

I would not be directly impacted but if you close Arlington cemetery station how will most tourists visit??

| Proposal to close 22 Metrorail stations |
|--|
| WoW |
| Under no circumstances should Metro close any stations. I absolutely depend on the availability of East Falls Church station. |
| These station closures, specifically Grosvenor-Strathmore, would prevent me from using public transportation (White Flint and Medical Center are too far to walk and the using the bus to commute is not time effective, or cost effective). |
| I walk to Grosvenor-Strathmore to get to work in the morning. This is completely unacceptable. Would negatively impact home values for people who purchased homes within walking distance of metro. Would negatively impact Strathmores ability to attract visitors. Would lead to massive traffic influx in the DMV area, which is already horrendous. |
| Grosvenor-Strathmore is my home metro station and is a large part of why I selected my current place of residence. Before the COVID-19 pandemic I rode Metro on a daily basis and used it for my daily work commutes, as well as to go shopping and visiting relatives and friends. From my experience, this station sees a ton of utilization during the work week and is conveniently located for the many people who live in the multiple developments nearby or otherwise drive to the station to utilize metro for the rest of their daily commute. Closing this station will have a negative effect not only on Metros numbers, but also on the area surrounding as it loses an important resource. If Grosvenor-Strathmore is closed, I will no longer use Metro at all--if I have to drive to another station, I will simply drive the entire way. |
| It is essential that College Park remain open for me to ride Metro. I also need the following stations to be open: Smithsonian, Archives, and Federal Triangle. I am disabled and can't walk the distances required if they |
| This plan encourages me to use my car. |
| I am not sure if some of the listed stations have low ridership and are closer to another metro station. Closing Clarendon station? Mount Vernon? It makes no sense. |
| I use the Eisenhower Station, located immediately next to the apartment complex where I live, to travel on the Yellow Line to the Pentagon Station, where I then transfer to the Blue Line and travel to the Rosslyn Station where I work. |
| Van Dorn? Are you kidding? Once the pandemic is over that'll be one of the busiest in the system. |
| I live near Mt Vernon Sq and physically cannot walk to any other station, this plan again makes actually using metro almost impossible and is extremely ableist |
| For those working sites areas Federal Center SW, Federal Triangle, Eisenhower Avenue open |
| Many of the listed stations are not sufficiently close to other stations so as to be considered adequate substitutes. |
| This is the worst proposal of all. Do you all understand how many of these stations are so essential to commuting and travel? Archives is a perfect medium point between Chinatown and the National Mall. Clarendon goes without saying. This is preposterous. |
| Clarendon Station is essential for me to commute. Closing Clarendon Station would be an enormous disruption to the economic well-being of the area. |
| The Cleveland Park metro stop is crucial to my Metro needs. The other stations near by are not an adequate substitute. The CP metro is also the most convenient one to the Zoo, and if anything, metro should make that clearer to riders rather than closing the station down. |
| EMPHATIC NO! I don't even know where to begin to tell you what a foolish idea this is. You want walkable communities? How far apart do you think stations should be? When I lived in New York City, a walkable neighborhood was considered 4 blocks in each direction of your home. If you walk around Manhattan, you will see that grocery stores/bodegas, pharmacies, dry cleaners, etc. are almost uniformly 8 blocks apart, serving different walking communities. I have a degree in Architecture with urban planning background, and I can tell you that you are cutting the legs out of your transit system. |
| Having to travel from a metro station further from work would add time to my commute and, due to health issues, would also not always be feasible. |
| Would these be temporary closures, or permanent?? |
| The closure of both VA Square and Clarendon leaves riders in the Fairfax corridor with a choice between Ballston and Courthouse. These stations are ~2 miles apart for people who explicitly chose living arrangements to be close to the metro line. |
| This closing does not effect me, however appropriate alternative transportation needs should be considered for those whom it does impact (additional bus service or a bus transfer service) and the station distance is too great to walk. |
| Eisenhower Ave station is a huge convenience for residents of the area. I personally use Eisenhower station very often and can access within a few minutes walk. Getting to the next closest station would be an additional 20 min to commute |
| Particularly Archives, Federal Triangle and Smithsonian as I do business around these stations. Perhaps reduced hours, but not closures. |
| This will work if shuttle busses were provided and I can see an impact to people visiting DC once the COVID restrictions are lifted. |
| Some of the stations listed are actually far enough from other stations and not in walkable areas to be very inconvenient and any proposal that relies on the silver line opening is a bad proposal. |

Proposal to close 22 Metrorail stations

I commute to work everyday from the East Falls Church Metro to Metro Center.

Your definition of near other stations is questionable. East Falls Church is a good drive from the nearby stations, and (I cannot stress enough) some of us dont have cars or simply cant drive.

This would mean that I will no longer be able to use the metro to commute to and from work.

I use Greensboro station, so my travel needs wont be met if this station closes down. Im ok with closure of new silver line station that havent opened yet

We moved to our home specifically because of location of metro access and ease of commute into DC

This would add significantly more time to my commute and increase my driving probably in traffic given both stations I typically start and arrive at would be closed under this proposal. I take metro to decrease my commute time and the pollution associated with vehicular traffic. I also planned to bike to the metro and this would make that impossible given the busy streets I would have to bike on. These closures would cause a significant impact on my commute and may lead me to no longer use metro at all.

Exception: Probably OK to close Arlington Cemetery. We need to prioritize residents over tourists. This option gives up on the idea of Metro as being useful for commuters. If you have to close some of them, close the ones in the downtown core and prioritize keeping open the ones further out where people commute. Otherwise youre driving people back into their cars to get to work.

Given the high volume of housing around metro stations, closing stations has an impact on home values and other economic factors. Furthermore, the question is not phrased giving any context, such as whether bus routes will be increased to meet demand.

This one is possibly the worst of them all. Not only will you be screwing people over, but you will force them to drive more vehicles on the road, which will cause Co2 emissions to drastically rise, further proving that the leadership of WMATA does not care.

How will riders with limited mobility be expected to get to alternate stations

Closing the College Park station is unacceptable, and not just because its my home station. First of all, its NOT near other stations - there are no other stations within convenient walking distance. Second, its planned to be a major transfer point between Metrorail and the Purple Line, so how is that supposed to work?

I appreciate the many stations that make it easier to get around the city.

Just before the pandemic, Id planned to use the Clarendon station daily to get to a new workplace, but I am driving during the pandemic to avoid crowds and physical contact. As the pandemic conditions improve, I would like to eventually use the metro again. Having to add an additional 15 to 20 minute walk from the Courthouse stop, on top of an already long metro ride from Wheaton, would make metro far less practical in my circumstances.

This does not seem like a good list of stations to close because of their proximity to key neighborhoods where people live and landmarks. Closing these stations also increases the number of riders and congestion at other stations. In addition, it forces people to increase their carbon footprints and use automobiles to get to their destinations.

Less than full service for metro is unacceptable.

I believe this will cause ridership to decline further, thereby reducing revenue and negating savings of the station closures. I further believe this will cause long-lasting changes in commuting habits away from metrorail as convenience decreases, and remaining stations become crowded.

It would work for me but I dont think the survey is going to tourists. If you close Arlington Cemetery and both Smithsonian and Federal Triangle, wont it create a lot more vehicular traffic where we dont want it?

Absolutely unacceptable. We use Grosvenor metro every day to commute to work as do many other people. With the continued metro rate increases and emphasis on reducing traffic congestion this plan makes no sense while raising undue hardship on people who live in this area as well as reducing their commuting options and property values. Many people also take the metro to the Strathmore theater from DC and elsewhere, and those who live here use it to visit DC.

Closing down the Cleveland Park station would pose great difficulties for me.

Having both Virginia Sq and Clarendon stops would cripple the George Mason Arlington Campus that has classes each night til 10pm. A large number of people commute by Metro to these stations to access the Arlington Campus as well as the general public for events. The University is in the process of planning and building a major new building to expand campus to support the Amazon initiative. With limited parking, the University relies on thousands each day using Metro.

Some of these stations are essential to those who live near there. Closing a stop like Judiciary square that is so close to Gallery Place makes sense to me - but closing Cleveland Park, Clarendon, Mt Vernon Sq, Arlington Cem sound unnecessary and inconvenient.

This is hard to answer because my stations arent closing. But I think its probably not a good solution to your problem and will cause issues.

these are all grouped, and I would think that each proximity be looked at as separate.

Proposal to close 22 Metrorail stations

I live by the Grosvenor-Strathmore station and use it often to commute. Not having this metro station would complicate many peoples commutes and travel, including my own. Additionally, I once lived by the College Park station and also used it very often. I know the College Park metro station is crucial for the residents of College Park, including the many students that travel to DC for internships and to explore the city. I think closing these stations would be a huge loss for the many people who rely on them to get in the city and back home.

I need Grosvenor-strathmore station to be open. It's nice and safe station to do park&ride!!

I care for an adult daughter with disabilities, including mobility impairment. This is a really bad idea.

Whete would green to yellow line transfer take place if Mt Vernon closed. Too many central DC stations to be closed

When do you propose shutting down all stations to be replaced by self driving vehicles.

This would means I would have to take a bus or other type of transportation to another station adding more time on my commute. NO

I use BOTH College Park and Cleveland Park stations regularly. Again, travel time increased substantially to the point where use of metro no longer plausible.

So all the construction done on Silver Line stops was a waste of money? No, you cant make this decision without giving the stops an opportunity to operate while were not in the middle of a pandemic. Thats absurd.

federal center SW is my stop to get to work. This is the closest stop I use to walk to my office building.

Closing some of the downtown stations would make some sense (they truly are on top of each other), but not as you go further out from the center.

Archives, Federal Triangle, Arlington Cemetery, Smithsonian, etc. are meant to be easy access for tourists as well. Arlington Cemetery also does not have any close metro stations.

I would never be able to ride Metro if Clarendon and Virginia Square stations were closed.

Other stations are too far away from Grosvenor.

I live near Grosvenor-Strathmore and use this station. Please don't close Grosvenor-Strathmore! Also I frequent the Mclean and Clarendon stations.

I attend synagogue in Cleveland Park and have a toddler. Not being able to get off at that stop would make our ability to get to synagogue much more difficult, as the stroller not only makes walking more difficult, but we are much more weather-sensitive.

This plan would greatly impact people who have limited means of transportation. For instance, closing the Grosvenor-Strathmore station would mean having to travel to the White Flint or Medical Center stations, which are too far to walk to.

I dont mind the overall idea of closing certain stations with low ridership, but some of the ones listed dont strike me as low ridership. Grosvenor-Strathmore?? Smithsonian?? I would be supportive of this if Metro provided the data to back it up.

Im basing this answer on the assumption that COVID is no longer an issue and tourism has returned to the DC area. Some of the stations in that list are closer to my I tended destination, and also a nice way to avoid major tourist crowds. Some of those closures I have no opinion on (e.g. some of the stations in VA), but others concern me...

I use the Strathmore-Grosvenor metro station and it is very close to my home. I would hate for that Strathmore station to close, and many people depend on the metro to enjoy the Strathmore music hall productions, so it would be a big mistake to close this station.

At least 33% of those stations listed are important access points for my commutes around the DMV area. They would also close access to important commerce hubs that really arent accessible by other stations (for example, Cleveland Park)

I live in Cleveland Park and need access to the metro. Many of us moved to this neighborhood for close access. While ridership may have been down due the pandemic, the vaccine rollout should see us returning more to pre-pandemic patterns by late summer, so to prematurely close these Metro stations before the world returns to more normal traffic patterns is not a smart move and could have a disastrous effect on our city's traffic.

I use the Cleveland Park station daily. Before the pandemic, Cleveland Park station was used regularly by daily commuters.

Metros convenience is key to its use. Im 70 years old and if Im carrying things, the weather is bad or its late, Im not going to walk to or from Woodley Park or Van Ness because Cleveland Park is closed. Adding a mile+ walk to or from Metro will substantially increase trip time and decrease the likelihood I ever resume using Metro post-pandemic.

As a non driver living in Arlington, I depend on metro to get me to grocery stores, doctor/dental appointments, etc. Closing Va Square and Clarendon is outrageous and sheer stupidity as all my doctors/dentists/store are near those metro stations. Closing Arlington Cemetery is ridiculous. NOT EVERYONE DRIVES OR CAN AFFORD UBER.

Questions: Are these changes to be considered temporary or permanent? If life post-Covid-19 returns to closer to normal, will Metro and Metrobuses resume a more normal schedule?

Proposal to close 22 Metrorail stations

I live right at the Grosvenor-Strathmore metro, and its one reason that I moved here. Before the pandemic, I almost always chose taking the metro to get to meetings, work, doctors appointments, plays, and everything else I attended downtown. If I have to get in my car and then have the hassle of finding parking to ride from another station, I might very well opt out of metro altogether and drive or hire an Uber or taxi. Many of my neighbors also rely on this station to have access to work. Pre-pandemic, trains at Grosvenor-Strathmore were always crowded at rush hour and often at other times as well. This would be a serious blow to our neighborhood and the people who live and commute here.

Having certain stationsâ€”especially stations in VAâ€”closed completely would make travel time longer, less walkable and potentially less safe.

N/A

This would be acceptable for a short period of time until ridership increases revenue. However, this is likely to create crowding at the remaining stations, particularly when tourists converge with rush hour workers. Also, I noticed that several stations in a row are listed here (ex. Clarendon and Virginia Square and Smithsonian and Federal Triangle): how far would people walk to the closest next stop (ie would tourists go to the Smithsonian from metro center?)

Its unfair to say there is low ridership at Grosvenor-Strathmore when weve been under COVID restrictions for a year, and this station was closed for a portion of that COVID restriction. My husband and I moved to this neighborhood specifically because of the metro at Grosvenor-Strathmore. We use it daily for work, and on weekends for shopping in the area and into DC. Closing this station would be a hardship for us and would likely result in our relocating to another area.

CLosing the clarendon station would ruin my life. Big no no!

I live by east falls church and use it when there isnt a pandemic! Currently, I am mostly home. But once things go back to normal, I will need access to the east falls church metro!!

Between Clarendon and VA Square, would make sense to close VA Square given distances between metro. It doesn't make sense to close both as it's roughly 2 miles between Courthouse and Ballston.

While COVID may make ridership low, I cant imagine that in the height of summer or Cherry Blossoms in a normal year that closing Arlington Cemetery AND Smithsonian are practical. This seems VERY short-sighted.

NO. Stations should never be closed. Frequencies ok, but to close stations is to effect access to travel, to work, will disproportionately affect low income and BIPOC communities, and drive housing prices down. It could ruin communities that people moved to specifically because there was metro access. Once built, it doesnt make sense to close stations. NO. This would ruin yhe DMV area. We might as well not call it a metro area anymore.

If the extension of the Silver Line occurs, it would not be prudent to close those stations shortly thereafter.

Federal Triangle serves several government buildings. I could live with less trains, but a completely closed station means a much longer walk when Im carrying something heavy or during inclement weather. ONCE THE PANDEMIC IS OVER, we will all BE BACK! Please plan for a return to normal operations.

Many of these stations are in busy areas and provide an important service to the community.

Closure of the selected stations would be detrimental to both residents who commute into DC as well as businesses along the orange line - particularly Clarendon shops. Please do not close these stations.

Decisions for 2022 cannot be based on ridership during the pandemic. Im also not sure how closing a station that a train would need to go through anyway is saving much other than creating hassle for a lot of people to walk further to and from a station.

No, and it would decrease property values for the nearby homes, potentially devastating the tax revenue from real estate taxes that benefit our schools. Closing any of these stations would be an enormous mistake.

How much do you actually save with this? You still have to maintain security and upkeep at the stations to prevent vandalism and other crime. Why would you close stations that serve colleges and other schools??

Need the Strathmore Grosvenor station to stay open. It serves a huge community. It will be a shame to close it after waiting fof it to happen for such a ling time.

Absolutely not. This would double my commute. Completely unacceptable

Closing stations used by tourists and federal workers is a terrible idea. As for us, we bought our home to be near Metro. My husband is disabled. If Cleveland Park closes, he will not be able to use Metro. This proposal is appalling and makes us both frightened and angry. Also-what about access to Dulles?

I am a current health sciences student that relies on the metro for morning, daytime and evening hours to get to and from school and various clinical rotation sites in the DC metro area. Having the metro close these stations in Arlington not only directly impedes my ability to access essential medical educational activities, but also daily activities outside of work as the closest metro stop to me is Virginia Square.

In the winter, walking an extra half-mile to a different stop makes a big difference.

Proposal to close 22 Metrorail stations

As a single person in the District without a car, this plan would greatly reduce my social life. For a long time, I have depended on my friend living in McClean to pick me up at the Greensboro METRO stop to take me to social events that are primarily located in Virginia Without this station, it would be too cumbersome for her to meet me at any other station. I would have to forgo many of my social activities..

I use several of those stops

All stations should stay open.

Federal Center SW is home to HHS and all of their agencies, who are currently working in person and would be negatively affected by this. Grosvenor needs to stay open, what is the alternative? It is the main location people park at from Bethesda. Cleveland Park is a major stop. Arlington Cemetery seems like a bad idea to close.

Seems pretty draconian. Do you plan to improve MetroBus service between the closed stations and those remaining open. Given the timing of the TOD going on at Grosvenor, closing that stop would appear to be a bad idea, making it difficult to fund the project. Savings realized by these closures would not be that great. Some of them liking only have 2 staff.

Nope. Go back to your mission. This is just not acceptable.

This would basically ensure I never use metro

I live in walking distance to Grosvenor Strathmore and need to use it to commute to/from work (Foggy Bottom) 5 days per week.

Clarendon and Virginia Square must remain open.

I might be more inclined to consider an option like this if I knew more information about when these stations would be reopening and what additional costs would be incurred when eventually we reopened them.

I work at the Univ. Maryland College Park. It is absurd to close the College Park Metro Station, as so many people are using it--staff, students, and visitors are using this station. It would send a very bad signal of how the Flag Ship University of the State of Maryland is being treated.

I purposely chose my current job because of its vicinity to one of these stations.

This is THE WORST of all bad ideas anyone can come up with!!!! This will affect so many people who chose where to live and/ or work based on proximity to those metro stations. This will affect not only travel schedules but entire livelihoods of many people. This will hurt a lot of people on many levels, this will be very unfair and dangerous. We will protest!!!!!!!!!!!! COVID will be over, and Strathmore Music Hall will be open. How would they operate? It will deprive so many people of an important cultural venue!

Grosvenor station is a much more convenient station than Bethesda, Medical Center or White Flint because of parking.

We moved to this area to be in walking distance of Grosvenor metro as did many other people. Also several new developments were encouraged based on proximity to metro.. This will also badly affect property values and tax revenue. It is not possible for me at my age to safely walk to other stations. I do not believe the cost savings of closing the Grosvenor metro are remotely believable and will challenge the accounting if this goes forward. This is an outrageous proposal that seems intended as a scare tactic.

In particular, I tend to drive and park in unzoned parking streets within 10 minutes walk of Clarendon. None of the other Arlington proposed closures has street parking even that close. Clarendon is my one crucial Metro stop.

Perhaps change some to rush hour only coverage.

ARE YOU FUCKING SERIOUS? Are you TRYING to kill Metro ridership entirely?

The closure of bot Clarendon and Virginia Square would require me to walk at almost a mile to an open station. The closure of one would be acceptable.

Grosvenor-strathmore should be kept open Strathmore Concert Hall attracts lots of metro users

Arlington Cemetery is a popular stop for tourists and a long walk from any other station. Archives is the most frequent stop we use when we head to DC.

These metro stops may be close to other metro stops but not feasible to walk to in some locations.

Smithsonian and Judiciary are key for me.

Please take a closer look at each station to identify which segments of the population are relying on those stations despite their low ridership. Equity should be a primary focus. I am personally affected by the proposal to close the East Falls Church station. I commute by bike from home to the metro station using the W&OD/Custis Trail. This station is heavily used by bike commuters using the trail, which presumably is why WMATA recently constructed a new Bike & Ride facility there. Since this usage by a specific community or transportation mode differs from other stations proposed to be closed, I strongly encourage WMATA to consider removing East Falls Church from the list of FY 22 station closures.

Not so great for getting downtown, e.g for museums on Mall.

My job is one block from Clarendon station

Proposal to close 22 Metrorail stations

Closing both Clarendon and Virginia Square would be a big mistake. Of the two, I would suggest keeping Clarendon open and closing Virginia Square. Virginia Square is admittedly close to Ballston so people can use the Ballston metro instead. Clarendon, however, is still a half mile away from both Courthouse and Ballston. It would be highly inconvenient to close the Clarendon metro and force everyone to either Courthouse or Ballston. The stores, restaurants, and bars would also appreciate the foot traffic from the Clarendon metro.

Clarendon and arlington cemetery are near other stations by about a 10-12 minute hilly walk. Those stations also have unique features (Clarendon has shops and grocery stores that the other stations next to it do not have) and Arlington supports tourist travel. I don't use the other stations regularly/If ever, but it is hard enough to get around this city on public transportation.

WHHHHHHHHHHAAAAAAAAAAT

I would be irate if Clarendon closed. Closures should be an absolute last resort. I cant even believe you would entertain closing so many of these given the money to build and the neighborhoods that rely on the Metro stations. I know its not an easy task, but I hope you explore every state and federal funding source, and I think most of us would pay more to keep the station open.

These are not near other stations..... there is significant distances between for example Grosvenor and NIH and Twinbrook. Due to security there is NO parking at NIH. The other issue is access - Grosvenor is building a retirement home and has built condos and development around the metro to allow ease of transport without crowding Rockville Pike. Similar issue for Northern Virginia eg E Falls Church (road traffic is so dense in No VA as it is this will put more pressure on bridges and roads and it is not a GREEN environmental solution)

Im an NIH postbac who has no car. So I bike to work most days. But to get anywhere else I need the Metro.

I live near McLean. If you close any, focus on the ones not open yet.

I use smithsonian. Lenfant is not really a closer option if you work on 12-14th St.

Shutting stations, would cut of my commute connections. Unused stations would go into disrepair quickly.

I live at the Cleveland Park Station, something that makes commuting very easy. Closing the station would mean that in addition to the 45 minutes each way in wait time at the station there will now also be 30 minutes of walking in the elements - heat, rain, snow - meaning that the true cost of these changes in time with my family and added child care would be 2.5 hours. I can barely afford food as it is, 2.5 additional hours of child care each day (12.5 a week, FIFTY A MONTH!) would be impossible. I am going to have to leave this area completely if these changes occur. Without the benefits of public transit systems living in DC and paying this areas taxes to receive no service is just not an option.

East Falls Church (the station I would use to board metrorail) is a transfer point for the orange/silver, and is not all that close to other stations. I can walk to EFC, but cannot walk to any other metro station. As such, if EFC closed, I would no longer consider metro to be a viable option for my commute and would stop riding. If metro is trying to encourage increased ridership, closing stations (including highly used stations like Clarendon) would seem to defeat the goal.

I park at Strathmore to go downtown for periodic theater/ballet performances.

I commute to Federal Center multiple times per month even during the pandemic. During inclement weather, having to walk to Cap South or LEnfant would be a huge inconvenience.

I need to work after 9pm at the NIH campus amd other locations, and therefore would not be able to get home if stations vlose at 9pm.

That's a terrible proposal. My family needs train services at Grosvenor! We depend Metro to commute to Washington DC!

Is this temporary? These are some pretty major stations that would be closing right when work comes back to in person. I would rather more of the other proposals go through just to avoid this one. If this is a temporary closure for a few months or reduced service then maybe that would be different. I am adamantly against the closure of stations - especially when remote work will be phased out for most people.

I commute to the McLean station for work and walking from the Tyson's station to my workplace is, as far as I am aware, impossible. The distance is not so much the problem as the fact that Tyson's is an exceedingly pedestrian unfriendly area, with its 12 lane roads and its 2000 ft superblocks.

Cutting service at the College Park station would mean that I and tens and thousands of UMD students and staff no longer have access to D.C. We fought hard to keep our colleges bus service to the College Park station specifically so that we could have access to this metro stop. Its the only walkable stop from campus and the bulk of student housing (neither West Hyattville or Greenbelt are walkable). Not to mention that many students who live at UMD work and intern in D.C., and vice versa. Cutting any station is unfair to the people that use it, and cutting the College Park station would make it a less desirable school, given that part of UMDs appeal is access to educational, recreational and employment opportunities in D.C., enabled by this metro station.

Proposal to close 22 Metrorail stations

When these station closures are considered in concert with proposed bus line cancellations, I am left with no public transit commuting option (unless I walk 2 miles). While I have strategically avoided the bus in the last year due to the inconsistent, unreliable, and slow service, I would still need it as a back-up option. With the plan as it is, I would no longer be able to use public transit (so Metro would lose my business, and I suspect the business of many other commuters in Arlington County).

No. I work at Judiciary Square and many people live or work near the stations you are considering closing. It's not uncommon to have sudden, dangerous weather come on and increasing the amount of time people have to walk when those weather events happen. Also, it means people may have to walk more at night after taking the metro, which is sometimes dangerous and scary for many women, people of color, members of the LGBT community. It is also an access issue for disabled people. Not only is it inconvenient, it is a potential threat to safety.

How do you determine low ridership? Clarendon has high ridership in normal times. Do not close Clarendon.

McLean is the one by the mall, right? And how would people get to Arlington Cemetery in the summer? I understand in the winter. And that looks like a lot of locations in DC.

I work right off of the McLean stop. The walkability of the Tysons area is abysmal and there is no direct walking route from the Tysons Corner stop to the offices off of the McLean stop.

To close two Arlington stations - after we paid to build those stations and actually use them - is crazy!

In general this appears to make sense, but in some suburban areas it seems like it might not be easy to get between stations if you currently live near a station that would be closed.

This is pretty bad, but barely passable.

I bought my property based on its proximity to Grosvenor. Not only would it be inconvenient to not have the station available, it would adversely affect my property value.

The more stations that are closed, the LESS people will use metro, and we want them to use it MORE. Make metro better and keep all the stations open to promote more customers. If Grosvenor Strathmore is closed, I would never use metro. Even running at a slower schedule is a deterrent.

This doesn't affect my personal travel plans in 2022, but I still voted no on this proposal because it's so bad. I used to attend the University of Maryland in College Park and work in Washington, DC. If this proposal had been passed when I was working in college, I would have faced a commute of roughly 1.5 hours (each way!). That would be untenable. Metro should be ashamed by this proposal.

If there is a return to normal ridership in 2022, this would be incredibly detrimental to all of these proposed station neighborhoods which rely on Metro to commute downtown. PLEASE DO NOT CLOSE THE CHEVERLY STATION. This is our access / lifeline to downtown businesses. Many of us work downtown and depend on Metro rail access to get to our jobs. The buses don't run often enough or direct routes to allow for the same access as rail. We depend on the train for work commutes, shopping, and supporting the DC economy. It's essential to our neighborhood and would negatively impact all of the residents here. Thank you.

Public transit stations should be open allowing for dependable and reliable service.

Appssolutely not!! The reason why I purchased my home in Falls Church was because of its proximity to the East Falls Church metro. Not only would it make our commutes difficult forcing us to drive, But it would negatively affect the value of our homes But it would negatively affect the value of our homes!

I normally travel to Judiciary Square on my daily commute. I have knee issues that will make walking significantly longer distances from Gallery Place or IEnfant Plaza difficult.

Virginia Square is my stop. But I can walk to Ballston, of course. Why on earth close down Smithsonian????

Absolutely NOT!! Clarendon and Virginia Square stations are essential stations to keep open. Keeping them open helps reduce overcrowding in the Arlington and moderate traffic flow (both walking traffic and metro/bus traffic). Closing Arlington Cemetery station would be a good idea though. People rarely ever get off/on at that stop.

I live in the Virginia Square neighborhood of Virginia and trying to get to the Ballston metro would cause large changes to commuting times. There is a big distance between Clarendon and Court House, so would hope that at least Clarendon would be open.

If trains run less often, people may start using nearby stations instead of the closest to lessen crowding on the platform. I would suggest waiting on this closing if the trains run less often. See how the new schedule works first.

I often use the Cleveland Park station on my commute home. Plus in the summer when the zoo is open there are a lot of pedestrian traffic at Woodley Park already, so adding more commuters to this station would make it terribly busy.

No. I live near the Virginia Square station. Ballston Metro station is not as close as the VS station. Ballston station was already packed and useless during rush hour. I can't imagine who thought you should close Virginia Square or even Archives (which is used by tourists a lot!). Clarendon? Are you crazy! That's the main hub in a vibrant community.

While this plan would work for me personally, the proposed reductions could result in dangerous platform crowding of remaining stations and reduce viability and convenience of Metro as an option. More people would be more likely to abandon Metro instead of using it, creating a downward spiral of revenue and ridership and driving up incentives for cars, creating all kinds of cascading problems for the city. Metro is so important!

Proposal to close 22 Metrorail stations

I am a senior with no car and rely on Metro and Montgomery County Ride-On busses for transportation. Would not like to have the Grosvenor-Strathmore station closed, as I live within walking distance of this station.

This plan does not serve low income people who depend on public transportation. It sound like the Metro Board is more interested in helping private parking contractors. Its also bad environmental policy.

These stations are merely underused because of the pandemic. When we open again they will be vital to reestablishing vibrancy in your neighborhoods and ridership

I guess I could go to Greenbelt.

If the efficiency of the system is degraded, ridership will fall and never rebound. People will decide it is not a viable means of transportation. Curious, what is NYC doing?

The station nearest my work is next to Federal Triangle. However, if he alternatives are closing the station or running trains every half hour, which is probably completely unworkable, Id have to pick closing the station.

PLEASE PLEASE PLEASE do not close the Grosvenor-Strathmore Metro. My fiance and I chose an apartment near it because he has an eye disease and I have debilitating anxiety and do not drive. It would be devastating for us to lose our station. Not to mention all of the people that live at the station, park at the station & will be living here with all the development they want to do here in the next 10 years.

East Falls Church handles both Orange and Silver lines, and attracts a number of bicycle and pedestrian users. With increasing population expected nearby (e.g. the Broad and Washington project in Falls Church with 339 new apartments), EFC will see steadily increasing passenger counts. A brand new bicycle storage facility has recently been completed at EFC (after multi years delay), which should attract more bicycle using passengers.

You are proposing to close all of the metro stations on the Washington Mall, which tourists and families rely on. Cleveland Park is a neighborhood that relies on the metro station.

I love the Grosvenor-Strathmore stop. Please dont do this. :(

Some of these are not as close to other stations as you think they are. Others are still crucial, even if theyre near another station - like Judiciary Square, which is currently operating as a COVID-19 testing location. Closing down that station is antithetical to public health goals.

What is the plan for getting around a closed station? Would there be shuttle buses? If so, what is the savings in closing the stations. Negative impact to riders.

Grosvenor-Strathmore is my primary station. The Red Line plan already has trains continuing past Grosvenor-Strathmore only every half hour. Does that mean that trains every 15 minutes would be only from Medical Center, where there is very limited parking?

Many people, including myself, rely on these stations and need them to get to work. Closing these stations would result in job reduction around the stations, cause over crowding at other stations, and may force people to move who need to live near stations

Please remove Grosvenor from that list as lots of people rely on this station which has been used as a lay over station for many years due to its strategic location

If you close all 22 proposed stations, this will impact 10,539 elderly people, 23,273 Black, 750 Native American, 9,695 Latinx, and 13,526 Asian residents, and 1,576 Affordable Housing Units. Metro-rail:If you close the Mt. Vernon Square stop, that will stop access to 766 Affordable Housing Units, affecting both low-income and disabled residents. To note, 24% of residents in AHU identify as disabled.If you close the Federal Center SW stop, it will affect a very low income area (\$63,779) at 50% of Median Household Income.If you close the Morgan Boulevard stop, it will affect a low income area with 92% of its residents identifying as Black and 13% as disabled. To note, the most recent census survey shows that 8.5% of DMV residents identified as disabled and under the age of 65.If you close the Cleveland Park stop, this will affect an area with 9%, which is higher than the DMV average.In addition, I regularly use the Mt. Vernon stop for grocery shopping, Smithsonian for visitng our museums.

It does not make s nose to close both Clarendon and Virginia square. Virginia square is walkable to Ballston, Clarendon is not as walkable distance wise and should remain open no matter what given the density of people living nearby. It also makes no sense to close Arlington Cemetery and create more traffic problems for tourists. Reston town center and East Falls Church are important destinations for federal commuters and must remain open. Smithsonian and Federal Triangle and Federal SW are also critical hubs for tourists and federal workers alike and are too far from other stations to make metro rail commuting worthwhile. We will end up with way more vehicles on the road.

Specifically oppose closure of Eisenhower Ave and Van Dorn St stations given development in recent years around these stations to promote public transportation versus additional cars on the roads. Also oppose closure of Smithsonian station as that is a primary access point to visiting significant attractions and events in Washington, DC both for local residents and tourists. Youre just asking for more people to drive - ugh!

No closures, please!

The Arlington neighborhoods around Clarendon and Virginia square are some of the most densely populated with regular commuters to and from DC. Closure of these stations would drive crowds to Ballston and Rosslyn which are already two of the busiest Arlington stations.

What was the point of spending money to build these stations if they are to be closed?

Proposal to close 22 Metrorail stations

Federal Triangle? REALLY?! Do you know how many govt workers get off at that stop? YOU will loose DOUBLE what you are loosing now if govt employees start going back to work- even part time- and CANT GET THERE!!!!

I use many if not all of those stations and I find the closures unacceptable for a public transportation resource. Once again you are forcing people to use personal automobiles or just stop using certain retail establishments frequented via riders dear those stations.

One of the reasons We bought our home was to be close (walkable) to Grosvenor station.

Please KEEP the Clarendon station open. DO NOT CLOSE CLARENDON STATION.

These closures will undermine the purpose of the Metro and discourage ridership.

Reston town center is my line. Its not even open yet!

I would want Mt Vernon Sq to stay open

I live between the VA Square and Clarendon stations. Closing these two stations would mean that a metro station is no longer within a reasonable walking distance of my home. My home is not located on a block that has residential parking restrictions so I do not have a neighborhood parking sticker; consequently, I would have to pay for parking in order to use Metro.

Many of these I could probably live without though could potentially be quite inconvenient especially a station like Cleveland park which is not really connected to much else. It's hard to imagine now but I could probably get used to not having so many downtown stops. Not sure how much it would impact me.

please consider the needs of older and disabled persons as well as service workers who need to travel to/from these stations. will buses take up the slack?

The stations I use most often are Archives, Federal Triangle and the Smithsonian. Outside of the pandemic those stations are heavily used

I absolutely need Cleveland Park. I often use Archives, Federal Triangle, Judiciary Square, Smithsonian, and Grosvenor-Strathmore. Please, please please do not close these stations!!!

Grossvenor/Strathmore is within walking distance of my hime, therefore reducing carbon print.

Clarendon and Virginia Square are part of an urban village plan - high density living without the need for a car - you can walk to groceries and take the metro to work. Closing the metro would strand the population that has been intentionally built up in a way that is environmentally responsible. Virginia Square hasnt yet been built up to the same extent as Clarendon, so I suppose future plans could be scrapped (which I say even though its closer to me), but to close Clarendon would be quite a nasty blow to an entire community built up specifically because of its proximity to metro.

We depend on the train to get to work as well as socializing in DC. It is one of the main transportation means for our condos, just under 1000 units.

No. Grosvenor Strathmore is an essential stop for commuters, musicians, and the Strathmore Mansion business.

This would cause a serious problem for me since I live in next to one of the stations you plan to close (Eisenhower Ave). I do not have a car and the Metro is the only way I get to work and run errands. I understand the concern given the current COVID-19 pandemic but I would caution against closing down metro stations at this time. Especially since there are signs of returning to normalcy by Fall 2021 if not sooner. In any event, I do not agree with this proposal and it should not be a consideration.

Thats a lot of stations?!?! At least keep the ones that are in DC, and make bus routes to replace those VA/MD ones. Many tech companies are outside of Greensboro and the metro access is one of the main reasons they still attract talent to commute from DC. Closing that one would be detrimental to Virginia businesses.

Better to reduce operations overall than terminate some peoples access to Metro service, which is the connector for all people in the area.

This would be inconvenient as I currently use the Virginia Square station. Additionally, I am in the process of moving and do not have a car, therefore I have been planning new housing around proximity to a metro line and changes to what stations would be open would be a significant impact

I use the College Park Metro from time to time. It is within walking distance of my house. It is one thing to limit stops at this Metro station, another thing to close it all together. This is a very poor decision and should be taken out of the proposals considered.

Cerrar las estaciones de los metros no soluciona nada. Se crearia mas congestion en las otras estaciones y tb los usuarios empezarian a buscar otras alternativas para movilizarse. Todos se afectarian y el metro tendria que cerrar

None of these are my metro station but I would be livid if I had moved to an area with one of these stations and the station shut down

Grosvenor-Strathmore is a very popular station in this area. I would strongly oppose closing of this station. White Flint will not have the capacity to handle ridership if we see a return to more normal economic activity in January. The risk you are taking is a further decline in ridership as people seek alternative transportation options, further threatening your revenues and increasing traffic on our roads.

Proposal to close 22 Metrorail stations

I regularly use both Archives and Federal Triangle stations and I know a lot of other Metro customers use them too. Some of these stations are that close to another station (McLean, Greensboro). Also, if you eliminate both Clarendon and Virginia Square, then you have to use either Ballston or Rosslyn- theres nothing in between and that is a very long distance for no Metro station. Ridiculous.

I frequently use Cheverly, Greensboro, and Smithsonian stations, This is completely unacceptable!

Dont close Grosvenor! I use it. Many people nearby walk to the Grosvenor metro. If it closed ppl would have to drive to another metro station or they might not take metro. If metro is too inconvenient, ppl like me will not use it and will drive cars downtown.

Closing the Smithsonian station is a definite NO. The museums have been closed for a long period; hence the low ridership. Closing both the Clarendon and VA Square stations is a definite NO. As a senior I use both stations; my neighbors, friends, and I havent been riding due to COVID. All of us will use Metrorail once its safe and activities are open again. Only close one of the stations, either Clarendon or VA Square. NOT BOTH!

I live at Virginia Square and agree that it isnt a priority to keep open. Its hard to provide feedback without the ridership data to justify it. Otherwise were all just speculating on the need for specific stations to open/close and advocating for our own specific needs.Im surprised East Falls Church is on the list, but West Falls Church isnt. Maybe eliminate the Orange Line and do an express shuttle service to Ballston?

Removing Greensboro will have a dramatic impact as there are many commercial and residential buildings (including Booz Allen Hamilton and Booz Allen Hamilton World HQ, Cvent HQ, SAIC, Lumen Apartment Homes, the brand new and MASSIVE development The Boro (which includes Whole Foods, Icon Movie Theater, Rise Apartments, Verse Luxury Apartments, and more) and others) located around this station. While Spring Hill and Tysons Corner Stations are roughly a mile from Greensboro, neither are remotely walkable given theyre bordering Virginia State Route 7 and VA-123 (both not walkable nor safe).

I agree on this if consideration would allow Arlington Cemetary would stay open for limited hours so that families of soldiers can pay their respects as well as attend the annual memorial and Veterans Day activities

If you expect the silver line stations to be of low ridership, why did you build them to begin with? did you not think about that when planned the projects? What are the benefits to us (not for you) behind bothering to build them ?

We walk to the East Falls Church metro to go to the museums and often get off at Virginia Square where my son lives. We love the retail and restaurants in our neighborhood and this closing would really hurt them (after managing to survive during the pandemic!!).

hard to get around

We moved to East Falls Church to be within walking distance of its Metro Station. Its closure as well as Claredon and Virginia Sq. would negatively affect property values and the quality of life. Other cost savings measures such as reduced train frequency and operating hours are tolerable, but station closures are extreme.

Overall look at the hours of low use and adjust based on that but not close a station completely.Metro will lose more than it gains..Closing stations that residents and people that work have become dependent upon will impact housing, increase traffic as people turn to using cars.Federal Center SW has several government locations. So perhaps restrict/reduce weekend and weeknight travel but keep Mon-Friday on a regular basis The same with Clarendon, Virginia Square - a lot of business depend on the metro. Arlington promotes a car-free diet - this will essentially force more traffic on the roads. The Smithsonian???? anytime Ive been at that stop- it is extremely crowded.

I use the Clarendon station and this plan does not work for me

Bad idea to close East Falls Church station. This neighborhood is not only experiencing rampant new development, but is also home to many federal workers, who, I assume, will be reporting back to work once the pandemic is under control. This plan will not work for my husband who normally has to commute to Suitland via Metro.

WTF NO

Sorry to be frank, but are you kidding me? This would kick off a death spiral of lower ridership and lower service as metro becomes less convenient for a whole lot of riders.

I live near Grosvenor Strathmore station. There are many developments in and around the train station. I felt that was why trains used to start at this station. More homes are being built, the county is overcrowded now and you are cutting back? I understand that 30 story apartment buildings are being planned right at Grosvenor. The garage has just been enlarged too. It just makes no sense whatsoever.

The closure of East Falls Church Metro will be extremely Inconvenient for our daily commute needs and also for our guests and visitors at our residence.

While it would work for me, Im worried about accessibility for people who depend on those stations

The Metro system is a system. I use many of the stations proposed for closure. I would stop relying on Metro with such a plan to close so many stations.

College Park is not near another station

If you close the stations I use, why would I even bother to come back?

Proposal to close 22 Metrorail stations

while i dont use these stops on a daily basis, i do ride the red and orange lines everyday. it would impact businesses that located near these metro stops to take advantage of the proximity to transit as well as the property values of land adjacent to these stations

I almost exclusively use the East Falls Church metro. The proximity to my apartment complex is one of the appeals for both my living location and my use of the metro. Removal of East Falls Church would severely limit my metro use overall because it would no longer be convenient to arrive in the city by train. Less so, but still of note is the ease with which the Smithsonian allows me to take visitors into the city and begin in a central location for DC tours. Id be disappointed if this one closed as well.

Stops are necessary, just run fewer trains.

Cleveland Park and Smithsonian are critical to reaching the zoo and National Mall. I'd hate to see them close. I personally would want to see East Falls Church remain open, as that has been a reliable kiss & ride stop to and from work previously.

EFC is huge commuter station as in-office working picks up.closing both EFC and VA Sq puts huge demands on Ballston which already lacks sufficient nearby parking

Clarendon and Virginia Square closing is rough and I use Grosvenor as well.

Dont be short-sighted. As people get vaccinated, covid caseloads will drop and riders who are not currently riding the metro will need it again. The present ridership rates are only temporary.

I go to the museum

This is the worst of the proposals and would be disastrous. Do not close stations.

I am moving out to East Falls Church, right next to the East Falls church metro stop. And my office in Tysons is right next to the Greensboro stop. Both of these stops are on the proposed closure list. this would great hurt my ability to commute to work and home. the next nearest stop with access to the silver line to my apartment is Ballston. I would now have to commute away from work just to catch a train to head into Tysons only to get off at a stop that isnt even near my office in Tysons. this would easily add 30 - 45 minutes to the commute. on top of all this The closing of East Falls Church is idiotic. It is the first stop that merges between the orang and silver line and acts as a major junction in the are. If anything you should reconsider closing the East Falls Church stop. it would be a major detriment to your daily riders and commuters.

Grosvenor-Strathmore is heavily used outside of pandemic restrictions. There are parking issues most days due to the volume. As Covid-19 restrictions lift, there is no reason to believe that ridership wont increase again. Especially since this neighborhood (my neighborhood) is largely comprised of middle career business and military people who have the ability to leave cars at home and prefer to take metro to and from work. The other nearby stations are already overcrowded and have unreliable bus service. Grosvenor-Strathmore is also the only stop that is walking distance to Rock Creek Park.

Please don't do this. I rely on Eisenhower Station every day. I don't own a car and have a physical disability that would make it unreasonably difficult for me to walk to another station every day. What may seem close on a map is not close for a person on foot with a disability who specifically choose to live close to Eisenhower metro for this reason.

Recommend removing Cleveland Park from list of proposed closures.

I commute from the Grovesnor Strathmore station and would like it to remain open. Also, people get off the train at Cleveland Park and walk downhill to the Zoo rather than uphill from Woodley Park. It would seem that many people who are visitors to D.C. would use the Smithsonian stop since its on the Mall.

I use Greensboro and McLean metro. Even though Tysons metro is in between, it does not have a kiss-and-ride area or any good drop-off/pick-up location. Bus drivers get angry when cars use the bus stop area for that, so thats why I dont particularly like Tysons metro. Greensboro and McLean are easier to get to and access in that regards. Greensboro and McLean are near many office buildings and new apartment/condos, so once people start going back into the office, its likely the ridership would increase.

Reducing access to public transportation further marginalizes the communities that have been most impacted by the pandemic. Try closing Dupont Circle and telling people they can Uber to the closest Metro instead and see how far your proposal gets.

Federal Triangle needs to be Open UNLESS the Federal Government Closes those buildings in the area

Why close both Clarendon and Virginia Square? Two major grocery stores are in Clarendon, along with other stores I visit weekly when not in pandemic, but walking back to Ballston with groceries or books is not doable, and walking down to Courthouse isnt much better to go back to Ballston. I didnt like it before, permanently it would SUCK.

This is a terrible idea. Near other stations is an exaggeration for some of these stations.

Our closest and more used station is East Falls Church served by both Orange and Silver lines. Our nearest alternative was West Falls Church which we used during working hours as parking extremely limited at East Falls Church in those hours. East Falls Church is way more flexible for us.

Grosvenor-Strathmore is a critical stop due to the parking. I purchased my house largely due to my ability to use this station to get in and out of the city. That this remains open is of critical importance to me!

Grosvenor

Proposal to close 22 Metrorail stations

NOT Clarendon

I accept that running metro can be challenging during the pandemic but CLOSING METRO STATION IS DEFINITELY NOT AN OPTION. You can reduce frequency as well as running hours of the trains which is quite understandable for the current circumstances but why close stations? It sounds so absurd. Public transportation is quite limited and if you will close the metro stations then how are people going to benefit from it? Nearness of one station to another does not justify the fact that some of the metro stations needs to be shut down. Instead of trying to make it more available for the public you are taking away whatever we have. This is wrong. I strongly oppose it. Please reconsider before you implement anything.

Cleveland Park station should stay open

One of the major selling points in my decision to move to Reston included the use of the "soon to be opened" metro station. My commute is more laborious right now. Additionally, I travel to other destinations listed above. Closing these stations will negatively impact a great deal more than inconvenienced riders; the housing market will drastically change and the the deserted metro station sites will more than likely become crime-ridden areas.

This is unacceptable. I recently started a new full-time job near the East Falls Church station. It is not within walking distance of any other station. Also, please provide more information: Would these closures be permanent, or temporary?

Moved here because of proximity of Grosvenor. No longer drive.

I think some of these stations are really important. How does this affect people with disabilities trying to get to another station? The VA lines are why I moved to this area- I don't have a car, now I'll need to rethink a lot about my life and make massive changes.

Some of the stations listed are in the middle of high traffic areas. Closing then will lose Metro money and push riders to find other means transportation.

I inadvertently responded to this before. However, this would cause back up at the surrounding stations and all the proposed closures would not be tourism friendly. Specifically Archives, Smithsonian and Arlington Cemetery. ESP Arlington Cemetery because how should people get there. Get off at Rosslyn and walk? That is very long once you factor in getting to say the tomb of the unknown soldier and it isn't the safest walk. I would rethink that or be ready to have the station open during peak tourist times.

What is considered near other stations? Will metro buses or other options be made available for those with mobility needs? For example, if you remove Cleveland Park, there is at least 1 mile and a few steep hills between Van Ness and Woodley Park. Additionally, would this be a permanent closer or temporary? If temporary, how often would this be reviewed?

One of VA square and clarendon can close (preferably VA square), but not both. Students at college park rely on the college park station to explore the city and go home to visit friends/family. Greensboro services large companies such as Booz Allen and KPMG. Ridership should be fairly stable post-pandemic. I also don't think closing federal triangle and fed center SW would be a good idea

I work in tourism in DC. Closure of Arlington Cemetery, Federal Triangle Archives and Smithsonian will hurt tourism as we start to rebound.. ANC closure especially bad for tourist guides. Consider opening an hour before and hour after cemetery hours.

If innovation and Reston close - no stations nearby

Please do not close College Park- need to have a way to get to UMD.

I need Reston town center Clarendon, and Federal Triangle

The stations may seem close to you, but they're far apart as far as I'm concerned. I don't understand how this would save much money (station managers salaries, I guess) and be a great inconvenience to customers.

G-strathmore is a getting on point for people traveling to dc or Bethesda- and who wants to drive down to Bethesda- it's already too congested!! This station is in walking distance for many! ! Why not white flint!!!

NO, NO, NO, NO, NO !! Please do not close Grosvenor-Strathmore. And what you also need to realize is if you close that station it will be very difficult (sometimes impossible) to use other stations because of limited, overcrowded PARKING. PLEASE NOTE: I know Metro is basing their budget decisions and this survey on low ridership -- HOWEVER, once more people are vaccinated, the ridership will INCREASE. I am retired, and have MANY friends like myself who used Metro frequently to go to activities, programs, and exhibits in DC. We have not been on Metro since last March because we are at the highest risk for COVID -- but WE WILL RETURN, especially because we don't like to drive to and park in DC. There are hundreds (thousands?) of us here in Montgomery County who would be very unhappy if the Grosvenor-Strathmore Metro station closed.

I am within walking distance to the College Park Station and it is my primary mode of transportation to the District of Columbia.

A number of these stations are close to Federal agencies such as Federal Triangle, Federal Center, and places of interest such as Arlington Cemetery and the Smithsonian. Why would you discontinue service?

Proposal to close 22 Metrorail stations

Too many cuts in Arlington will further diminish ridership

Some of those are key Arlington and DC stops. People purposely live where they do bc it's by those stops. People might move out of the area bc of that closure (myself included) and then all the apartment buildings and businesses around there will lose out.

My work office is on McLean station.

I use several of the stops suggested to close. It would limit mobility and ways to get around the city

The McLean metro station is only near other stations if you've never tried to walk between them. It takes at least an hour on foot to get between Tysons and McLean. I would be unable to commute to work under this plan. The remaining closures would also be inconvenient.

Closing Grosvenor-Strathmore would lead to the loss of my full-time job. I have limited mobility and could not use alternate travel methods on a daily basis. Grosvenor-Strathmore remaining open is crucial to the survival of myself and my family.

Arlington Cemetery, Federal Triangle, and Smithsonian should remain open in 2022. Things will begin to open up more and ridership to these destinations will increase along so

This would be terribly inconvenient. I would probably not use metro if this option were implemented. I'm not sure I'd return to metro a year later after changing my behavior for a year because my station was voluntarily shuttered. This idea would also have enormous impact on the local housing market and for shops near metro. This idea seems particularly bad.

Need Arlington cemetery for tour groups. It's a very busy station during tourist season. Need Grosvenor-Strathmore because of the music center. Need the Smithsonian for that end of the mall. It's across the street from the Ripley Center which hosts many activities.

It's important to keep the Grosvenor-Strathmore to service the nearby neighborhoods. This is not the time to cut services as county gear toward people using public transportation as a traffic relief plan.

This proposal would definitely make my commute much worse. I travel to and from Grosvenor station and Federal Center SW station. I really oppose this plan.

Oppose closing East Falls Church, Virginia Square and Smithsonian. In normal times, these are heavily used stations.

I will just stop using metro and move to MARC or carpool.

People buy homes and rent homes to be near a station. They usually pay more because of it. Now you would do away with the station and they would still be paying more without the station.

There was a time where I needed to get to and from College Park from Chinatown for evening classes, so this would have been incredibly inconvenient if this were the schedule 2-4 years ago. However, that isn't the case for me now.

The silver line expansion is needed because of jobs in Ashburn, Sterling, Reston. I live in Clarendon, if it was closed, most of us wouldn't use Metro.

My neighbors and I live within walking distance of College Park Metro. Many of us have ridden it in the past and I'm afraid it would affect home values for it to close. Many of the students don't have cars and would like to keep the ability to go downtown. It would be a shame to live so close to D.C but never go downtown because of inconvenience.

Closing these stops while trains still run on them is ridiculous and not logical. It is even a waste of money that people may prefer to drive directly. Old people and students will suffer.

Prior to the pandemic, I commuted via metrorail for more than 20 years, but closing East Falls Church would ensure I never return to metrorail. It is one thing to close a station where another is a few blocks away, but the East Falls Church station is not near any other station. The closest station (Ballston) is more than 3 miles away and does not have parking.

I live in Clarendon and prior to COVID I would ride the metro to and from work 4-5 days a week for work. I also typically ride the metro for personal use, such as to go into DC on the weekends. If the Clarendon station is closed, I would not use a different station. Instead I would likely turn to ride shares (uber, lyft, etc) or simply use my own vehicle.

These stations are central to large amounts of housing and businesses, particularly in Arlington.

I use Grosvenor-Strathmore to get to and from work. Closing this station would have me have to use another station causing a delay when getting to work on time.

No. Closing the Clarendon and several other stations in DC would mean that metro is not a viable option for me. This is a very bad idea and very short-sighted. It would make Metro very inconvenient and not issuable. Please don't do this.

This absolutely does not work!! There is a HUGE community at Grosvenor Park that uses Grosvenor-Strathmore Station Metro regularly to/from work and at other times.

No, they should just shorten times and have it open at rush hours.

Some stations are fine but others are problematic, especially all the ones that are terminal stations

Grosvenor-strathmore is a fundamental station for many employees who work in D.C since most of them leave their cars at the parking lot next to the station and go into the metro to avoid traffic and get to their destination

Proposal to close 22 Metrorail stations

Residents of EFC rely heavily upon this station's operation. Closure due to recent platform construction coupled with decreased ridership is but a temporary set-back. Commuters will need reliable transportation as restrictions are lifted and work/travel resumes. Eliminating EFC station would be devastating to this quadrant of Arlington Co.

East Falls Church is a neighborhood station. Many people walk. It also would affect home values in the neighborhood. It is also where the Silver Line meets the Orange line. Many times the Orange Line trains are full from Vienna. I think taking this site off is ill advised.

I use Grosvenor-Strathmore all the time.

No, this does not work for me. I live in Virginia Square and work near the McLean stop. This would mean that I would not use WMATA to travel to and from work.

I rely on many of these stations to enable meetings during and after the work day, in both DC and Arlington.

Especially for the stations farther outside the city (like Grosvenor Strathmore) where there's not buses in the area that can take you into town readily this would be devastating. If Grosvenor station closed I would have to walk 30 min to medical center and then depending on other compounding cost cutting measures hope that I got there in time for a train and didn't have to wait 30 more min for one. In fact, usually those trains (pre pandemic) are PACKED from the stations above Grosvenor and if they were too full end up waiting an hour after having walked 30 min. That would be insane. Do NOT shut down Grosvenor.

Closed indefinitely? That seems extreme, but this may be reasonable as necessary due to the pandemic.

I would have to drive my car more often.

This would work initially if there would be a promise that they would reopen as ridership increased. The two main stations I use are Eisenhower and Federal Center SW, so I would be impacted at both ends. I could handle the hassle of losing my stations for a time but not permanently. In regards to Arlington Cemetery, what other stations are near that one that people would be able to use to get there?

High rise residential buildings continue to add potential customers to the Rosslyn Ballston corridor. This fact and With Amazon and others adding to No. Virginia. Population it will hurt the economy

Greensboro is my stop for work...PLEASE dont close! And reston is my home stop!

This would cut off way to much transportation in Arlington. We need these stations to stay open to keep more cars off the road. This is one of the biggest perks to being in the DMV and being able to take advantage of METRO. Please keep these stations open!

This is an extremely terrible idea, this is an obvious poison pill like this? You want to destroy the property values and business in these areas?

I do not regularly use any of these stations

This is not possible. Do not even consider this. Even if not having property on this stations do not want to see post apocalypses abandoned stations. There are people with disabilities living on these stations and paying extra taxes to be able use metro.

I live in walking distance of the East Metro and my family uses it regularly.

People work at Tysons

Closing a stop like Grosvenor-Strathmore, which has a parking garage, would be a horrible idea starting 2022. Right now it's fine, but by 2022 commuters will need that garage. Also, you can't close that stop if all stops north will only have trains every 30min and not 15min.

Those station are critical to my commute

This would make the system much less usable. Many of these stations are not simply an easy walk to the next closest one, and such a reduction would likely make it no longer feasible or reasonable to use the system to get to many destinations. To put it bluntly, this would be the most ridiculous proposal of all.

Closing one or the other of Clarendon or Virginia Square is fine, but closing both leaves a significant distance between stations. I am surprised to learn that Clarendon is low ridership - at pre-pandemic rush hour the platform became quite crowded at times.

Recommend closing Virginia Square before closing Clarendon as Clarendon drives a lot of business to the downtown shopping strip. Also recommend NOT closing McLean as it is the only stop available to the many commuters in the Tysons area. Sure, there is Tysons Corner up the road but there is no safe way to get from that stop to the businesses in McLean (such as Capital One)

Several of these stations are within city limits and would have a tremendously negative impact on parts of our city. There would be almost two miles between metro stops in some cases (Cleveland Park, for example). It would strangle local businesses, and deny thousands of residents access to the Metro for commuting purposes. This, in turn, would result in greater need for many more busses or the use of cars. The environmental impact alone would defeat the purpose. Perhaps some of the stations out farther could be considered, but Cleveland Park?

Federal Triangle? Smithsonian? That is insane!

Proposal to close 22 Metrorail stations

we live in Tysons. We have been assessed for over 7 years now a special property tax on top of the Fairfax county tax because of the new metro station at GREENSBORO . The Fairfax count board estimated that we are to profit from having a metro station next to us. (and by the way nobody else). If you want to close it you will have to remove the tax and reimburse us for the past years where we contributed to this station being built. No one other jurisdiction had to pay , not Mclean , not Reston....

I frequent most of these stations, save for the unopened ones. I do not think closing ANY stations should be on the table because it will hinder the ability of people to go back to work and increase ridership, thereby increasing revenue for Metro to catch-up. If you close stations you will hinder your recovery.

This is ridiculous. Compare these proposals to that of other major city. If you want to encourage use of public transit to reduce impact of climate change, then you need to make transit more accessible, not less.

Why are you shortchanging Grosvenor? How would concerts at Strathmore be served? Huge developments with high density have been approved and built based on the Grosvenor METRO station!!! The traffic would be unbearable gridlock.

This would severely disadvantage people of color, people of alternative sexual orientation, and a vast diaspora of the down-trodden.

East Falls church is too critical with the having both orange and silver lines - if you have to close one station I. falls Church, make ie West Falls Church. Reston Town Center should not be closed - it I'm will be the station closest to the highest density of residences and offices in Reston.

I live in Clarendon

This is penny-wise and pound foolish. Closing many of these stations will not necessarily result in people changing to another station. Out of frustration, many will likely abandon the use of Metro altogether. Rather than improving Metros fiscal situation, it might accelerate further losses. I would be willing to pay more for fares or even vote for a tax referendum to support Metro.

I rely on Mt Vernon Sq station to get to work.

Closing multiple stations downtown and close to the museums, National Mall, and other points of interest where parking is extremely limited is shortsighted. Keep stations open to allow for economic recovery and the return of DC's tourism industry post pandemic.

If closures really are necessary, the following stations are less essential (okay to close): Arlington Cemetery, Federal Center SW, McLean. Please do NOT close the following stations: Archives, Clarendon, East Falls Church, Federal Triangle, Judiciary Sq, Smithsonian! Trim Metros crazy-expensive expenditures elsewhere; talk to your employees about what can be economized.

Yes, this is similar to the list closed at the beginning of the pandemic. I work near the Judiciary metro, but its not an issue to walk to/from Gallery Place or Union Station instead.

Please do not shut down metro lines and please open phase 2. I've been waiting years for phase 2 so I can take metro right to work. I waiting patiently during last summer when the entire line was shut down to speed up opening. Now you are considering not even opening it. You are ruining your relationship with riders and it is making metro more more unreliable. The more phase 2 just sits there doing nothing, the more it will be abandoned with no up keep. I'm sure if you delay due to funding, you will keep delaying phase 2 due to more issues. Be respectful to your customers. If you open phase 2 and close down innovation center or keep phase 2 closed, and cut trains to every 30 min. I will be forced to find more reliable means to get to work and stop using metro entirely.

As an Arlington resident, this would make it exceedingly difficult for me to get around.

More people are working from home right now due to covid 19, but commuting will increase with additional vaccinations and the reopening of schools. Grosvenor-Strathmore is typically a busy commuting location.

Not only will this drastically change the property value of current homes. It will also impeded every aspect of NOVA residents lives. Increase traffic. Maybe wait until after the WFH is over and reevaluate what is defined as low trafficked stations. Closing clerondon station will also drastically decrease night life traffics to our area and increase drunk driving as it is already very hard to get a ride share home in the evenings from the area.

This is incredibly shortsighted. Especially areas such as College Park with the proximity to UMD need metrorail service. Students would be much less likely to take metro if they had to work hard to go to another further station just to take metrorail. College Park of course has had low ridership recently, but thats because of UMDs Camus closure last Spring and the current severely limited number of on campus residents. Thens of thousands of students, potential metrorail customers, will come back next Fall 2021 so College Park really shouldnt be closed. Closing any of these station would also help change peoples commuting patterns in ways that may lead to long term reduction of their use of metrorail.

Though many of these stations are near others, unless you have a car it would be extremely difficult to get to your actual destination or the next closest metro stop. Some of these areas have few other public transportation options and the metro benefits those who are low income and cannot afford a car. The metro is a public service and isn't required to be profitable to operate at the capacity at which people need it.

Just because a station is near another one doesn't mean it's convenient; in many cases this would add a significant walking time and I would reconsider using metro at all

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| Proposal to close 22 Metrorail stations |
| Grosvenor-Strathmore must remain open. |
| As businesses reopen, I see these stations getting busier. This is a bad decision to make. |
| Ok-ish for my personal commute but completely makes dc a non mass transit city, and almost completely car reliant |
| I need Cleveland Park and Federal Triangle to commute to work. |
| Metro has become effing crazy stupid and is just trying to needlessly scare people. Stations that must stay open include: Clarendon, Cleveland Park, College Park, Federal Center, Federal Triangle , Judiciary Square, Smithsonian. |
| I frequently use judiciary square and archives stations |
| I occasionally park at Grosvenor-Strathmore and take the train into town, especially in the evening. If that station closes, I'm not aware of any feasible alternative for me (a 72 year old woman). |
| Those are stops I use many communities e it's on those lines |
| Unacceptable. For instance, closing Grosvenor-Strathmore would cut down on attendance to the Strathmore music venue. I'm sure other businesses i.e. restaurants, concert halls, on the other stations mentioned would suffer financially also. Please reconsider closing any station completely. This would be very shortsighted approach. |
| Last mile travel matters - people won't use metro if it is not close to their destination. |
| Parking at Grosvenor was once at a premium,. Parking is now being increased. WHY, if it would be closed? There are plans to increase residential housing in the near future. Once closed, it will not open even if there were increased need. Counties are being encouraged to increase the density around transportation. If the station is closed, where will travelers go? to the cars. |
| Pls don't cut service to Shady Grove AND Grosvenor. Their parking is needed. If you close Smithsonian, you will have many more pedestrians trying to cross Constitution to get to the Smithsonian. It will be unsafe and cause traffic jams. |
| I could see some of these options, but adding Grosvenor to this list is, frankly, asinine. Metro just added parking to the Grosvenor station commuter lot, and closing the station would not only lose revenue from the parking option, it would cause a ripple effect throughout the system, as other local stations do not have the required parking to pick up the slack. White Flint, Twinbrook, Medical Center, Bethesda—these are not options for metro patrons who drive to the station for their commute into the city. Not to mention the large commuter population living in the area, which you would essentially cut off from their transportation option. Grosvenor is a bad call for this option. |
| Cut off access points to the Strathmore, Smithsonian, and the zoo at Cleveland Park? Many of the others listed are also cultural sites. This shows where our values lie. |
| First and foremost, I live next to Eisenhower station and would be greatly effected by the closing of the station. While King St. is fairly close, it is hazardous getting from my apartment to King St. Additionally, I hope that you do not close both VA Square and Clarendon. I agree that one of those stops could be closed (VA Square), but closing both would create a substantial distance between Ballston and Courthouse. Additionally, closing Clarendon would once again have an effect on drunk driving as it is a big bar destination. |
| This would not work. My husband and I live close to the Cleveland Park metro stop and since we do not own a car, we deeply depend on it. The nearest other metro stops are Van-Ness and Adams Morgan and they are not "close" by any means. They are a significant walk from the Cleveland Park station adding over 25 mins to our transport anywhere. Please don't shut down stations. |
| I use Archives, Eisenhower Ave, Federal Center SW, and Mt Vernon Square stations regularly, and Smithsonian on a near-daily basis during my normal commute. This would make it impossible to use Metrorail for my regular commute. |
| I live at East Falls Church. I am a daily metro rider. If that station is closed, I would no longer be able to commute to work in the city. |
| I depend on the Grosvenor-Strathmore stop for my commute to work and for getting to and from activities downtown. Thousands of people who live in surrounding apartments and homes do as well. Closing the station would be shortsighted and detrimental to those who live in this area. Please don't do it. |
| As noted earlier the local governments have not instituted land use policies to make these stations viable. The subway needs ridership and within a certain distance from the subway station users will look for alternative forms of transportation. There is also the issue of the pandemic and a move toward working from home. More and more people and businesses find that working from home is a viable option and in many cases a superior option. Times are changing |
| How do you define near other stations? This proposal could have a significant negative impact to neighborhoods served by the stations proposed for closure. |
| This works for me only because I live between a proposed station to close and a station that will remain open. |
| I use this metro everyday. There are areas where I live that are continuing to grow and the low ridership may be something of the past, but once we reopen and have people back in the office, the metrics will be completely different. |
| I live in College Park. It makes no sense for me to take Metro if I have to drive to another station. |

Proposal to close 22 Metrorail stations

If most red line trains will end their route at Grosvenor, how can you close the grosvenor station? That means they'll be stopping at medical center, which is not accessible for most people due to parking. It makes no sense to eliminate grosvenor.

Three of these closures would very negatively impact me! Clarendon is my home station, so my property value and getting to work impacted (this is why we paid so much for property here!). Smithsonian is work and huge federal buildings with many workers that once they go back to in person will need this station. Reston is where I do physical therapy and the only facility I'm area with Medx equipmentâ€”I have no idea how I would get there without that station. Why not do these closure and reduced schedule now (and save budget) when ridership is low Not when people god back to work, that makes no sense.

Closing two stations next to each other would make it difficult for senior citizens who rely on public transport, as for example Clarandon and Virginia square

NO. I work near the Mount Vernon Square station and MUST commute to work via metro because I medically cannot drive. This would make it impossible for me to get to work. Please just pair more modest service adjustments with some sort of fre increase or etc. Some people not only can't afford cars some people cannot and will not ever be able to drive even if we could afford cars; and many of us chose to live and work in the DC area specifically because the metro system makes it a feasible place (rare in the US) for those with medical or disability related inability to drive.

How did you arrive at these #s? I cant imagine that Arl Cem would be a place that youd want to cut service. Clarendon is the hub of nightlife and jobs. College Park hosts a very large university. East Falls Church is a feeder from 66. Federal Triangle has a HUGE office JUST ABOVE Metro. Smithsonian is a significant tourist stop. Virginia Square helps to offset the crowding at Ballston, which will only be worse as a huge apt building is being built. How did you arrive at this list?

This is also a ridiculous proposal, but if it took away the need for 30 minute headways, I would be ok with it.

I get off at Judiciary Sq. station.

I take ART Bus to EFC and then Orange Line to Dunn Loring. Closing EFC will not work.

If these stations are closed I would not be able to use the metro for my commute when I return to my office. I would have to find an alternative mode of transportation.

Closing these stations is not a good idea at all. Long term changes due to a pandemic should not curtail access to public transportation. Eisenhower station is important for many commuters and near Federal and other employers. There is significant demand in that area due to housing developments and points of interest. College Park station is used by many commuters and college students. Falls Church station is used by many commuters in Northern VA and DC and is a city with limited public transportation options. It houses the DHA HQ and other significant employers. Closing Smithsonian and other stations which are key points of interest would hurt the city as things get back to normal. These planned cuts overall are a terrible idea.

This is the stupidest suggestion of all! Half these stations were just built! WMATA needs to cut worker pay to balance the budget - stop taking it out of the hides of blue collar workers...

Would need at least Virginia Square or Clarendon open if you must close one of them.

There is literally not a walking route connecting McLean to Tysons. This is not functional.

There are many communities by Innovation Center compared to Herndon station. Commuter would greatly benefit with having Innovation Center open, specially those who commute to Washington DC. Additionally, new communities are been built around Innovation Center and will open in the upcoming months.

My two stations are VA Square and Clatendon. If I have to go to Courthouse, that is too far to walk and Id have to pay to park. The point of metro is to keep us out of our cars--if I have to pay to park, Ill drive to work in DC and pay to park there.

Closing both the Clarendon and Virginia Square stations does not make sense. Especially in the summer, people are not going to want to walk from courthouse to Clarendon and will likely just take a ride share instead. Clarendon should remain open. While I understand Federal center SW is in close proximity to LEnfant Plaza, it would just make LEnfant Plaza more crowded. If I had to choose, I would prefer to keep Clarendon open as Clarendon to courthouse metro is almost a mile, while LEnfant to Federal Center is roughly 2-3 blocks.

There are alternate stations a short walk away that I could use.

All of the stations I use for work and daily errands are on this list. Not having access to them, especially in the heat of summer and cold of winter, would essentially defeat the purpose of me using the metro.

There are thousands upon thousands of home values that will be adversely impacted by this and the domino affect from joblessness to depressed residential areas are unforgivable and poor management planning. Shame on the board and their lack and foresight in planningand mitigating.

I purchased my home primarily due to its proximity within walking distance to the East Falls Church Metro station. I use Metro to regularly travel in DC and also to get to/from Reagan Airport. Closing the EFC station would seriously impact my ability to use Metro, and would also likely negatively impact my homes value.

Proposal to close 22 Metrorail stations

some of these stations may make sense but if all were closed, this would defeat the value of using metro. why use it if I cant find a stop within reasonable walking distance? also, several proposed closures would be awful for tourism.

EFC may be near other stations in terms of fly-over mileage, but it is not near to other stations in terms of the user/traveler accessibility. It would take us at least an hour to walk to the WFC metro station, and longer to walk to the EFC station. Regarding any question of driving to other stations, isnt it the goal with public transportation to limit cars on the road? In addition, platforms are crowded at the EFC metro station during rush hour....the station is well used by many walkers and bikers! Moreover, it was recently updated (with significant investment, Id imagine).

I live in Reston and travel to DC every week. This plan is going backwards I don't see how this would accompany the community's effected by this form of transportation. This will degrade the community and also become very pointless in some cases.

Closing this many stations, particularly those close to the National Mall, is a ridiculous idea. What about all of the federal employees that rely on the Federal Triangle, Judiciary Square, Archives, and Smithsonian stations to get to work? Not to mention the proposal says that those stations will be closed if there are nearby stations, but those ARE the nearby stations to those stations, which leaves no other efficient option.

Grosvenor/Strathmore is important for the Concert Hall. Please dont close the station as the concerts are an important cultural event, and the loss of them would be a very sad thing for the area.

none of these are the stations I use. I use Wiehle-Reston and Farragut West.

I see that my station would be one of the ones closed - I am not sure how much farther I would have to walk to get to the next station. Also, do the platforms have the capacity for the rush? I moved specifically to be within walking distance to a station. I do not have a car.

I live near Clarendon so this proposed change would negatively affect getting to and from work and home late in the evenings.

absolutely not. there is a ton of new development coming to eisenhower area and closing that metro would make it more car congested.

Woodley Park and Van Ness are not reasonable alternatives to Cleveland Park.

what is happening here? Why would you do this? make metro less convenient for people who need to get to their jobs...i get that covid has caused low ridership but people will come back once things are open again.

As a employee of the military hospital located at medical center. I utilize the parking lot at grovner station and take the train from there

Although this would probably meet my needs, this reduction in service should be avoided if at all possible. Metro is a critical component to equitable economic growth region wide and cuts in service would disproportionately affect low-income workers. Metro is a public good and should not be run like a business. Although I understand if no further subsidy comes from Congress cuts might be necessary, please keep fighting.

Too many stations closed. If you want to do some variation on this, be more selective and not so many.Smithsonian is used a lot by people going to the lectures of the Smithsonian Institution. If closed, its too far for my husband to walk if we have to go to another station.

These are the areas that I frequently used for work and social activities. Closing these stations will make my life impossible .

I use Archives, VA Square, and East Falls Church for regular, recurring reasons. Closing those would be a significant inconvenience.

Please do NOT close Van Dorn St

Grosvenor-Strathmore is critical for me. Must be open or I will be driving to and from work and on weekends. This is a very bad idea. The housing population at Grosvenor-Strathmore is huge and still growing (development still occurring), and I dont know what stop you think is close. None are walkable or bike able due to car traffic up and down the Pike.

This plan would be Ill advised. There is considerable ridership from Grosvenor strathmore station, closing it would be a considerable mistake.

You're going to close the station inside the convention center?! Really?

Predictability is my largest concern, so having a schedule I can depend on is best. I also use a tracking app (i.e. DC Metro) so can plan accordingly.

Development and housing patterns has occurred around these stations and that would have a huge impact.

Because you are planning to cut certain bus lines and also close stations it will be hard to get to some places

This would be very incovenient for me, parking is hard at Medical Center stop

East Falls Church is the closest metro stop to me, and closing that station down not only removes my transportation for work. Closing East Falls Church also lowers my neighborhoods property values (including my home) and harms my communitys local retail businesses. Metrorail must keep East Falls Church open if this community is to have any chance to recover the economic losses and other challenges suffered during COVID-19.

Proposal to close 22 Metrorail stations

I am responsible for TDM at my school and were working to prevent people from driving to campus (in fact, its mandated by our BZA agreement). We have a number of families who rely on Metro to get to school when its in person who rely particularly on the stops in more residential areas.

Public transportation is my only available means of transportation as it is for many people in this area. The closure of stations, especially so many of them will negatively affect those who do not have other methods of transport and again disproportionately affecting lower income residents. Buses dont come often enough and ride-sharing isnt accessible for everyone. This would significantly affect travel time for people who need to find alternative routes.

Metro cant be serious in proposing fed triangle & Smithsonian & fed center SW. Three in a row? Really? And so many in North Arlington. Metro just spent gobs of money & closed east falls church for renovations, that station is not close to others. EastFallsChurch is in the middle of our residential area and is in walking distance to many, including myself.

The Smithsonian cannot have low ridership in a normal year. The Strathmore Arts Center would weep if you cut them off. You cut service to these and you will guarantee lower revenue next year.

Im already over a mile away from the nearest station, Clarendon. Closing that station would mean the end of my riding Metro at all.

As a College Park resident, and hopeful to start taking METRO more frequently in 2022 after vaccination program is (fingers crossed) successful, closing College Park would be a disaster. Also, College Park is home to the largest university in the entire region and closing it would seriously reduce awareness of public transit by young people, and further hasten METROs declining ridership over time. College Park is seeing incredible amounts of development, particularly in the direct vicinity of the METRO station. There is ongoing construction at the College Park METRO that will bring in thousands of new young riders. Closing College Park METRO is a horrible idea and will only further damage METRO in the long term. ADDITIONALLY, the Purple Line is being built in MD which could link up to College Park and provide greater ridership in the coming years... Please do not close College Park Metro. For the good of everyone in the area and for the good of METRO, which will ultimately suffer as a result...

This is critical to people living near those stations. If it adds more than 15 additional minutes to transit, then some food for thought. I see some stations are not as close to residences than others. But it is critical to analyze the impact on people needing to get safely to and from home. Or to/from entertainment late at night. Safe is critical.

East Falls Church serves North Arlington and half of Falls Church City once the pandemic is over and we are all back to work we need to have Metro back to get to work daily

, this makes travelers who life close to these stations but new cars, spend lots more money, people also work close to these stations, how are they suppose to get to their work?

There is a dense population that lives in Cleveland Park, many of them seniors, and everyone uses the metro (except during COVID). Moreover, there are many businesses that count on metro riders to bring customers. The closest metro stations are probably a thirty-minute walk North or South on Connecticut Avenue, and many people, whether or not seniors, either cannot walk that far because of physical limitations, or cannot walk that far if they are going shopping and are bringing back groceries or other heavy bags. Closing the Cleveland Park metro would be a disaster for thousands of people coming and going to this area.

This would be an extreme hardship for me as it would close three of the four stations that I use most frequently. I live downtown and I do not own a car. Metrorail and metrobus is my primary form of transportation.

What does low ridership mean? When will the low ridership evaluation be made? Due to the pandemic, ridership is down everywhere. If the pandemic is subsiding and people are now using the Metro for work and leisure activities ridership should improve. Making the decision on a date too early before the post-pandemic changes take place will be very detrimental for those people who ride to work every day.

Although this would not directly impact my normal usage, it severely impacts my community (College Park) where many businesses were built based on their Metro access. College Park is not close enough to Greenbelt for that to be a suitable replacement for many people who commute to these businesses. I vehemently oppose this plan.

This mindset is what took WMATA into its last spiral of declining ridership. When service is poor, unpredictable, infrequent, or inaccessible (as would be the case with fewer stations in operation), people will find alternative means of transportation. If you close stations now and re-open years in the future, previous riders will have already found a different way to get around, and may not come back. Closing stations that the areas residents have already paid for in taxes is irresponsible and goes against the aim of providing sustainable, car-free transportation options for DMV residents and visitors.

Federal center SW goes to HHS and Capital. Once people go back to work in person this station should not be closed

I live in Clarendon, but may be moving prior to Jan 22. Not sure where I'm moving to, but I use the metro to get to work.

With this plan, Id either have to bus or ride share, in addition to metro, in order to use this. Puts an undo burden on commuters who are older or handicapped. Discriminated against many in the population. Arlington has been known as a highly-rated community for using public transportation. Lets keep this lifestyle and reputation.

Closure of the Virginia Square stop would further contribute to me using the Metro less, but I understand the motivation and need for the move.

This is too many in areas that are heavily used (CLARENDON???, Cleveland Park, SMITHSONIAN???, FEDERAL TRIANGLE???, Judiciary Square, Arlington Cemetery). You cant close all of those listed above. Some, yes, but youre suggesting closing sequential, not staggered, stations.

Proposal to close 22 Metrorail stations

I use College Park station and it would be difficult to get to work on time if the trains on the red line are slower and then the CP station is closed.

This isn't an equitable solution for people who can't easily access a station that is further away. This is also a huge change that would impact a lot of people who rely on the metro for their sole transportation. This would not be a sustainable financial or environmental proposition, it will disproportionately impact BIPOC, disabled people, elderly people, and low-income communities

Closing East Falls Church would significantly add to my already long commute to work. If this happens, I'd drive instead of ride the metro.

Please no. Many DC stations are already incredibly far apart for the most part as compared with a robust system like in NYC. Entering my walk or bus transfer time will depress my likelihood of traveling to certain destinations or my ability to feel safe and comfortable walking home at night.

I am a senior and bought my condo near Clarendon metro so that I could easily ride the metro. I pay extremely high property taxes for that convenience and am extremely upset at the thought of losing it permanently. It is not acceptable!!! Why not raise the rates, why not close them now temporarily until everyone starts using the metro again. Ballston & Courthouse metros will be so crowded that I would feel very unsafe and would think that would be a problem for everyone. Not sure how you could think this would be a good idea for a permanent closure. Surely, this would have been a much wiser decision to close temporarily while we are at home and much of the work force is working from home. In 2022, I am assuming the work force will be back to working from offices and museums and theaters will once again be open. This is not a good decision; please reassess the options. A temporary increase in fares could be a start, close them now and reopen by end of summer. The 2022 plan to close is not a good or acceptable plan.

Clarendon is the station servicing my office and also where my wife begins her Metro commute from there into downtown DC.

This is an absurd idea to close stations forcing people to travel further to use the rail system.

Closing the stations will make it challenging for parking and extend commuting time.

That would severely disrupt my commute and will make it impossible to use metro.

Although my station at Ballston will stay open I have concerns with three stations near me closing potentially that my station will get too crowded and I will not be able to get on a train, especially if they are spaced apart during rush hour.. I am legally blind and cannot drive so my only option is public transportation.

Grosvenor-Strathmore metro station is vital to the livelihood of North Bethesda and Garrett Park communities. Without the Grosvenor metro station I will no longer be able to commute or work in Washington, DC.

My family and I rely on at least 5 of those stations to commute.

My employer is two blocks away from the Clarendon Metro, The next closest station is Virginia Square. These closures would make public transportation much less attractive for commuting to work via it as I currently do and probably cause me to switch to getting to work via a personal vehicle.

I think it's hard to say that all of those stations could close, but closing some of them temporarily might actually be fine. I don't think ALL of them are good closure options. I will say that I think it is lunacy to expand services to new stations -- I've been excited about the extension of the Silver Line, but if we were talking about cutting down Metro service to 3rd tier metropolitan area levels and closing the Smithsonian station (which was probably used by millions of passengers a year pre-COVID), then why would we add on new stations?

East Falls Church should be open. The East Falls Church station serves for residential areas. We bought the house because it is walking distance to the East Falls. Pre COVID I was using metro everyday to work. I will use (no alternative I have!!!!) metro again when the office opens. Please do not close East Falls Church. Metro is my lifeline.

This won't impact me, but I think that you're going to disrupt a lot of people's lives in Grosvenor and other neighborhoods built around the Metro station.

I live adjacent to the Va Square station. But I can walk a bit to Ballston or Clarendon, so I am ok with the closure.

I'm over 80, and currently able to walk to Ballston from my Clarendon home. Not sure how long that will last, so eventually this would mean a big change. That said, the pandemic has kept me off Metro for months, and I get by with other options. The biggest impact is likely to be on the value of my home being reduced. There will be a LOT of pain in Arlington.

What is close? Are you joking? College Park is 5 miles drive from the nearest station! Really? If you close stations close then in DC. Why don't you close USt? Or DuPont? Again who is coming up with these ideas!

I've been getting on and off Metro, for 19 years at East Falls Church. My daily commute is EFC to McPherson Square. My condo is less than 1/2 mile from the EFC Metro station. I would have to drive my car to West Falls Church, if they close EFC. I would suggest, IF EFC is closed, and people like me have to drive to West Falls Church, then I think parking at West Falls Church should be waived. Thanks!

The closure of these stations would push me off Metro for evening and weekend riding because it would become too inconvenient and time-consuming to ride Metro at those times.

Those stations aren't even near other stations. You can't expect people to walk to another station when it's snowing or when the temperature is over 90F

I would completely stop using the metro

This makes no sense without a regular shuttle service, it will drive people off the rails and into cars. Need to have reliable and regular service to all stations, all the time.

Proposal to close 22 Metrorail stations

I would ride from Innovation Center to Greensboro. Closing either of those stations means I would instead have to drive to work as there are no reasonable alternative stations. The Tysons Corner area is not walkable between stations.

I frequently use a number of the downtown stations slated for closure (Archives, Federal Center SW, Federal Triangle, and Smithsonian) to get to where I'm going.

You still have to maintain the empty space, are you really saving that much by leaving it underutilized. Also, during bad weather when most workers ride, proximity to destination matters.

While I typically would use Smithsonian or Federal Triangle stations as the end point in my commute, I would not be that upset about having to walk a few more blocks to get to and from work.

Wait, I thought the yellow line might run to Mt. Vernon Square? It will have a negative effect on Clarendon business district. Tourists use the Smithsonian Stop. Will have a negative effect on businesses in Cleveland Park too. You need to think this through better.

East Falls Church Metro Station does NOT have lower ridership. I'm not sure why it is being compared with these other stations. I know first-hand that it is a busy station. I chose my apartment building based on the location near East Falls Church Metro Station. In Falls Church, at rush hour, the time it would take to travel to go to another metro station would be detrimental to my commute. I think people are looking at it being close by in terms of physical location and not in terms of realistic ability to be able to go to that metro station or in terms of minutes of travel during traffic-filled rush hour. Please do not consider closing the East Falls Church Metro Station. There are a number of apartment complexes around Washington Blvd with lower income communities who would be greatly impacted by this change. This would be cruel. Also, please do not close the Arlington Cemetery metro station - I don't know why it is on this list. It is not close to another metro station. I have accidentally gotten on the blue line instead of the yellow and the Arlington Cemetery gives people a chance to switch over to head north and switch to yellow at next station. If you remove it, people will have to wait even longer to make that change. And then people who want to visit the cemetery will have to drive there? Where will they all park? What are people from out of town and not familiar with roads to do if they want to visit the cemetery? T

Using alternative stations would be inconvenient, even if supported by bus service. Extensive new apartments to be built adjacent to Grosvenor-Strathmore station with the idea that these residents would use Metrorail. Forcing them to find alternatives would impose severe hardship on the Grosvenor-Strathmore neighborhood by adding to the already-crowded conditions on the roads.

My office is by College Park, and my coworkers would not be able to access the building if we did not have reliable metro service. Additionally, the College Park area is seeing a huge increase in development right by the Metro, so current low ridership totals may not be relevant to what ridership will be in the foreseeable future. College Park is also a hub for both MARC and Purple Line trains, so closing that station would have knockout effects on the whole system. Several of these stations, especially those at the end of one line, don't have another station that's close for those without cars. College Park is a 45 minute walk away from the closest metro. Closures make more sense for stations in the heart of downtown blocks from other stations (Federal Center SW closures make sense to me).

East Falls Church lets NOVA people change trains or at least get out close enough to access reasonable bus/taxi fares to home or to DC.

I work at the McLean Station, and getting from the Tysons center would add 10-20 minutes each way.

Please do not close the Cleveland Park Station. I use this station often to get into town. It will help to kill the Cleveland Park commercial district. Please do not close the Grosvenor-Strathmore site. You will kill that entertainment venue. Seniors like me enjoy taking the metro to performances there.

I use many of the stations on the Orange line to go around the city and it is very convenient so. Given the vaccine rollout expected to cover large proportion of population within this year (2021), by early 2022 things are expected to return to normalcy and ridership on Metrorail should resume. Cutting down stations at the time when travel needs resume will only further reduce ridership in a vicious feedback loop, which would not have a positive bearing on Metro balance sheet over the medium term.

McLean metro station serves my family and thousands of other residents in Tysons East and surrounding McLean and Falls Church neighborhoods, and closing of this station would be tremendous loss. No other station serves these areas. Also, ridership will dramatically INCREASE as soon as the very near term explosive real estate development is completed around the McLean metro station.

I rent my apartment specifically because of its proximity to one of these stations.

I'm sure anyone visiting Arlington Cemetery would love to walk to the nearest station, wherever that is. Same with the Smithsonian. And here's the laughable part: you're proposing closing stations that aren't even open yet.

Think of the future! We intend to age in place in our neighborhood of Tilden Woods between Old Georgetown and Montrose Roads in Greater Farmland. We need the Grosvenor - Strathmore station with its parking for ready access to Bethesda, Chevy Chase and downtown. We don't even have a convenient Ride-On service here.

Proposal to close 22 Metrorail stations

Clarendon is not a short walk from another station, and there are a lot of stores, businesses, and restaurants in that area. Parking is limited, so I want the metro to be an option if I can't or don't want to walk for any reason (weather, after dark, time constraint, etc). The name of the Smithsonian metro stop is important. It clearly marks a huge tourist location, and people will know it is located on the National Mall. I think at least one stop around the middle of the National Mall should remain open so that people can access the museums and surrounding landmarks easily. When the pandemic is over, I'd like to be able to take the metro into the city to go to a museum and not immediately walk several blocks.

Reducing service and closing stations will increase single occupancy transportation in the region.

Closure of Metro stations is not the answer. Currently you have an overwhelming number of people teleworking, who pre-COVID would be taking the Metro. Prematurely closing Metro stations before knowing how ridership may increase is a faulty approach.

Close either Clarendon or Virginia Square (preferably Virginia Square); not both. Ridership is down now, but it should increase after herd immunity.

This proposal would kill many many businesses that depend on METRO for customers. It would cause a serious drop in ridership due to the businesses closing and customers forced to go other places which may not be close to a METRO stop. It will also cause a major drop in property values in communities that developed around METRO stops. Clarendon is a prime example which also has a major building connected to it with workers needing METRO to get to work!

This is just plain absurd, I also live next to Virginia Square station so this would add 7 or 8 minutes to every trip. Also, some of these stations are very popular (Clarendon, College Park, Smithsonian, Archives).

I think once the pandemic is over and people return to work, this plan would be very disruptive to commuters. Several of the stations I use are on this list, as are others that are needed by tourists (e.g., Smithsonian, Arlington Cemetery).

I rely on the Grosvenor-Strathmore station for my transportation. I don't have a car and don't live in an area where stores/businesses are within a walkable distance. Closing stations would severely limit my ability to get around.

Holy cow. NOOOOOO. This is one of the few stations with parking AND it would be terrible for the Strathmore Arts center.

Most of those are stops that I rarely, if ever, utilize

As I mentioned before sooner or later we get back to normal, so the ridership will increase significantly. My proposal is to reduce the number of trains but leave most of the stations (22) open specially at Clarendon.

I hate to see any stations close for residents who depend upon them for safe commuting from work to home. However, if I had to choose, I understand some of these. I don't understand how you can close East Falls Church being that it is the hub to the silver line and a heavily used station in normal times. I don't think Grosvenor should close either because of the large amount of residential neighborhoods there that depend on it to commute.

Absolutely not. I live at one of these stations and have secured housing near a station on purpose. This would be incredibly burdensome for my work commute and life in general.

First, you made a huge mistake by extending the Silver Line to Loudon County. Total waste of money. Second, if you close the East Falls Church station, how do residents in that area get on the Silver Line. You would have to either go to Balston, no parking, or drive to West Falls Church, get the subway back to East Falls Church, then board the Silver Line. Dumb idea. Third, tourists are not going to walk from a further metro stop to go to Arlington Cemetery. That stop is the perfect stop for tourists or area people to visit Arlington. Fourth, are you crazy about shutting down the Smithsonian stop. Always a busy time for tourists and area people to go to the Mall and the Smithsonian buildings. That stop brings you directly onto the Mall. No hassle of trying to cross a street. Fifth, Why build Silver Line stops, then immediately close them. Some great wisdom in that venture. Metro was supposed to help people avoid driving. This just increases that demand to drive. We have an excellent system to transport us to the various destinations in and around Washington DC. The subway was built as a convenience for travel, not an inconvenience.

This reduces the urban subway part of Metrorail to a glorified suburban commuter rail system *everywhere* - its pointless and myopic. Who is advising these things? This is a surefire way to make Metrorail fail - and we can't afford to have it fail. There is zero creativity in this thinking.

When commuting I often use many of these stops, especially Clarendon. If the metro won't be available then I may move out of the area as the Courthouse and Ballston stops are quite far and this is how I get to work.

Eliminating three core/consecutive DC stops at a time when ridership is likely to return would not only pose severe mobility disruption, but impinge future development revenue.

No, during non-COVID times, I use Metro at least once a week to travel to and from Grosvenor-Strathmore Station for rehearsals and performances.

Closing Grosvenor would be devastating to my family's commuting and home value. It would require us to relocate.

It will NOT help customers who live in the areas near the stations Metro wants to close. It will take money away from the system and affect people who work in those areas.

Keep them open and provide more funding to improve service. This will lead to ridership increasing.

The major reason for Strathmore Square development project is its proximity to the Grosvenor Strathmore station.

Proposal to close 22 Metrorail stations

Grosvenor and Judiciary are essential to me. I walk to and from Grosvenor and I go to Judiciary for work.

This would cause parking problems at West Falls Church

Closing the Cleveland Park station would kill the neighborhood business strip entirely. It would make it impossible for my family to get to work and school. We would move out of the city if our neighborhood lost this station. You would kill the entire neighborhood. Eliminating the Smithsonian stop would kill tourism and significantly decrease tourist and tax dollars to the city. YOU MUST FIND THE FUNDING TO NOT CLOSE STATIONS. Entire communities rely on them.

The next closest station to Virginia Square (Ballston) would be too far away for an 80 year old.

The newly renovated parking garage at Grovesnor could attract more riders and become a central riding hub. Closing Grosvenor does not make sense.

This is astonishingly complicated - especially for the Smithsonian which brings millions of dollars in revenue to the city through tourism and local visits; bad move altogether. Further, many of the other stations in Maryland on the red line don't have the infrastructure to sustain drop offs - or parking to absorb the overflow from Grosvenor. There are thousands of people here who use that station. This would be extremely detrimental to real estate holdings as well around this station; there are thousands of apartments that have been built based on the premise the Metro station is here. It seems to me these decisions are being made prior to any experience that we will have after society re-opens and are unfounded without the provision of service expectations we've come to know from Metro. This will carve a deep economic wedge in recovery for the entire area.

I get off at Clarendon Station. In my experience, there are always plenty of people who get on & off this station. Please keep it open.

I live in Cleveland Park but am willing to walk to Van Ness because I understand the budget cuts.

This is not a good option. I like being able to take the metro to Arlington Cemetery (and not have to drive), or to Smithsonian, etc. One of the things that makes metro so convenient is having all the metro stations available. Not a good idea.

Living near East Falls Church metro is a huge benefit for us and our guests during non-pandemic times. Ease of access to DC and eventually Dulles is very important to us and our neighbors. Lack of proximity and parking at other "nearby" stations basically eliminate that option for us. It will be very upsetting to see the EFC station closed, especially since it was recently closed for a length of time for renovation! Why did Metro waste money on renovating a station that would potentially close??

Access to the Smithsonian museums along the mall is a major benefit for tourists....who often use the metro. I don't think Smithsonian station should close and here to see Mt. Vernon Square close as well. As students go back to U of Maryland I think it's important to keep College Park open (tho I have no idea of actual ridership).

Need to travel those stations

This is the worst idea of all with the exception of a few stations such as Arlington Cemetery. People need reasonable walkability to stations especially people with mobility impairments. People have organized their lives around these stations including giving up owning cars when they live near stations.

We purchased our condominium directly across from the Virginia Square metro stop BECAUSE of the metro access, because I am a wheelchair user. I need that station to stay open. Closing it AND Clarendon would be a disaster for me. To go into DC I'd need to wheel all the way to Courthouse.

I commute using the East Falls Church metro and used to use Van Dorn St metro. Closing the East Falls Church metro would throw a wrench in my commute, but I would be able to get by. If I still lived in Van Dorn though, the closure of the Van Dorn St metro would likely cause me to move.

This proposal is, frankly, insane. Never mind my personal travel needs... If we ever have tourists in this town again, they need to be able to get around and enter/exit at all the downtown stations listed. (I feel less strongly about the VA silver line ones)

Closing the Clarendon station wouldn't make any sense. There is significant construction of new residential high rise buildings all around the station that could potentially lead to new ridership. It is also an area with a significant number of bars, restaurants and retail shops that would be impacted by shutting down the station. The distance from the Clarendon to the Courthouse stations is not that short. Of the Arlington stations on the Orange/Silver lines, Only Virginia Square makes sense to be closed as it is quite close to the Ballston station. The GMU law school and planned Arlington tech campus are only a few blocks away from Clarendon station.

Closing these stops would make it significantly harder to get to where I would be trying to go. Specifically East Falls Church as the branch between orange and silver would cause significant challenges.

Definitely use Grosvenor station a lot as well others listed here in survey. Would not be able to travel anymore and it would be impossible for me to get to work if Grosvenor is closed as white flint is too long a walk

This plan will make a lot of people very late getting around the metro area.

I live within walking distance of East Falls Church metro, and during normal non-COVID commuting I would walk to that station daily. If that were closed, and McLean and Virginia Square stations as well, by only option to commute would be Ballston, requiring either a bus ride (assuming the bus route continues to exist), or to drive and park which is neither realistic nor economical.

Proposal to close 22 Metrorail stations

This list includes several stations that we were using on a fairly regular basis before the pandemic. If these stations were closed, we may opt to not use Metro at all and use other transportation options as opposed to going to an alternative station.

I currently walk to the East Falls Church Station, a half a mile away, in less than 10 minutes. That brief walk to the train was the major factor in purchasing my home 15 years ago. Walking to West Falls Church Station, 2.3 miles away, would take around 45 minutes each way. The stop on the other side is Ballston, 3.1 miles away. That would be an hour walk as I would not want to take a bus during Co-vid. EFC is where the Silver Line comes into the Orange Line, so people are transferring on the platforms there. That should make for higher ridership than stations with only the orange line, for example. Please do not close East Falls Church! Thanks for listening.

Grosvenor is the closest station to where I work...I dont know how I would get to work.

Please do not close the station. I cannot commute.

By far the best plan!

Closing the proposed Silver Line stations (some of which havent even opened?!) would cause a massive traffic and parking crunch at Wiehle-Reston and other functioning stations. These stations may have relatively low ridership by commuter standards, but the roads are already packed and would have trouble absorbing additional traffic. Which, as I recall, is why these stations are supposed to be opened in the first place. Moreover, how can you say that Innovation Center/Loudoun/Reston Town Center have low ridership if theyre barely operational?

Highly inconvenient. East Falls Church is also not near other stations

It would destroy my commute and it would impact my home's value.

I would be unable to use Metro if Clarendon is closed. It would be very limiting if Virginia Sq, Grosvenor-Strathmore, Smithsonian were closed.

I need Mt. Vernon Square, Smithsonian, and Judiciary Square to remain open.

I, and thousands of people currently walk to or park at the Grosvenor Strathmore station. There are many very large apartment buildings here and metro would lose revenue from riders who would have otherwise paid to park at Grosvenor Strathmore. It would make more sense to close White Flint or Medical Center, which do not have parking lots. Also commuters do not tend to board at Medical Center, which is primarily used by employees at NIH and the Naval hospital. These employees and patrons could very easily be bused from Grosvenor or could walk from Bethesda station. It is not possible to walk from Grosvenor to medical Center because of the distance and lack of a sidewalk on Rockville Pike over the beltway.

This will mean there are now places that are inaccessible without a car.

Depends on the hours of closure. In central DC, evening closures would work. But Strathmore nights of performances would not. College Park and Howard and AU should not close. We dont want student cars crowding the city.

Please do not close any stations. I would see that as a last resort

This is greatly debilitating as NoVA returns to work. Commuting by car is already unreasonable price wise and traffic and this will just add to the mess and the lack of parking at several stations.

Mt. Vernon Square sounds like a hard one to close since its a transfer station. Not sure this is practical.

A lot of these stops are ones I use on a regular basis

Walking distance to Grosvenor with so many concentrated apartments right there.

I believe that temporary closing stations so cut costs is effective and should be done as needed but I think more time should be taken to consider which ones. Federal Triangle, Smithsonian, Clarendon, and Arlington National Seminary are all crucial for economic success for the area. They not only provide services for locals but are also greatly used by visitors.

Need to use Grosvenor metro

This plan is disasterous for those of use who have to get to work. Close is relative. East Falls Church for example, is not close walking distance to either Ballston or West Falls Church. This plan effectively ends Metro use by thousands of people, and is founded upon low ridership in a pandemic. There wont be low ridership in 2022 if, as expected, vaccines are widely administered.

My station is on this list. If it closes, I doubt I'd take metro at all until it opens again.

Considering that the elderly may be the first to safely travel again it seems problematic that metro would make it harder for them to do so.

Proposal to close 22 Metrorail stations

I anticipate needing to travel into work some days of the week in 2022 and live near the Clarendon metro station, so this would greatly impact my commuting options, as well as likely overcrowd the Courthouse station. There also seems to be a disproportionate impact on stations close to federal jobs (Federal Triangle, Federal Center SW, Smithsonian, Judiciary Square). Are you consulting agencies near these stations on their plans for re-opening in 2022? If most workplaces, including the federal government, re-open en masse in 2022, some stations like Metro Center will face significant crowding conditions.

Keep Clarendon

The stations have low ridership because of the pandemic. Ridership will return once the pandemic is dealt with. Clarendon or Virginia Square are the stations I use. Others are not in walking distance.

You cannot close stations that are next to each other! The distance between the remaining stations are too great to walk on a normal basis. I would switch to driving if this becomes policy/operation. If Metro cannot provide better service, it will need to return the tax payer money it received from the COVID Relief bills and some from the dedicated jurisdictions.

Cleveland Park would be inconvenient for me as I go there sometimes. If the economy reopens surely it would be a terrible idea to close the Smithsonian station!! What about all the people visiting museums?

Why are one of Crystal City or Pentagon City not included in this (note: my regular boarding station is Crystal City, but cmon, this is ridiculous -- if people are expected to walk from East Falls Church to West Falls Church, I can certainly walk to Pentagon City, which is half that distance).

With the exception of Grosvenor-Strathmore, I almost never go to any of the stations you are proposing to close.

I park at these Arlington stations. Why did you waste so much taxpayer money to build and refurbish these stations only to close them? Waste!!!!

I live within walking distance from Grosvenor-Strathmore train station and this would not work for me or my family in Garrett Park!

East Falls Church is NOT near any other station, is a key transfer hub to bus lines, and draws a lot of pedestrian customers from surrounding neighborhoods. The Smithsonian Station is only getting low ridership b/c used the museums closed due to COVID. once the museums reopen, this station will get more traffic. None of the Silver Line stations past EFC are walkable to each other, so closing them increases risk to pedestrians.

Cutting off stops from suburbs severely limits commuters. The stop further out should not be closed. Those like mt Vernon and judiciary do make sense given how easy of a walk.

This will reconsider our decision to buy a place in Arlington if Clarendon and Virginia Square close, especially Clarendon since there are lots of things going on there.

Agree with most stations except Van dorn. Franconia and King Street are the closests stations to Van Dorn...

If service had to be cut, closing stations near others seems like one of the better solutions

How are you proposing closure on unopened metro stations in silver line? You do not have the ridership data to close those metro stations. If this list of stops is reworked then I am fine with closing some of the metro stations to meet budget

Closing East Falls Church if we are expected back into the office would destroy my familys commute. We would need this station open. Closing Clarendon too would have a negative impact on Arlington residents. I agree that closing VA square would be ok as it is still walkable to Ballston. Reducing service to the listed stations would be better than closing them altogether

I very strongly oppose closing the East Falls Church station in 2022. I will depend on the East Falls Church station for transportation to and from work. Closing that station would force me to drive to and from DC during rush hour every weekday. Also, my spouse and I work different hours and both depend on the East Falls Church station, so my family would need to purchase a second car if that station closed.

My aunt lives off the Cheverly stop and I would not be able to visit her. I dont drive and shes not able to come get me.

I do not see the point of closing these stations; trains would be passing through them anyway. That would make low ridership even lower.

Please do not close those stations - some people cannot walk long distances and rely on metro to get to/from work, school, appointments. Closing some stations is a security hazard as people are exposed to longer distances on the street late at night or at any time of the day. this is ridiculous. Its obvious that whoever is planning this destructive plan has no idea of the hardship it will pose on travelers; they probably dont care since they have company cars to circulate AND have most probably never ridden the metro as the commoners.

Absolutely not a good idea. People have moved into homes near these stations so they can travel to work on Metro. These plans are so premature because ridership will increase soon with pandemic winding down and more people with vaccines. Please delay these decisions.

Grosvenor Metro services communities from Potomoc, Kensington, Garrett park and is walking distance to Georgetown Prep and Holy Cross School which students use the metro. In addition Strathmore Ave is one of the few East-West roads that is already bumper to bumper during rush hours.

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| Proposal to close 22 Metrorail stations |
| Closing Clarendon and Virginia Square would be a hardship for me. Clarendon or Virginia Square would be better for me. Preferably Closing Clarendon. |
| I frequent several of these stations and I live in Arlington. As an Arlington resident I don't think closing Arlington Cemetery would work well. Not for Arlington residents and infrastructure, not for visitors to our Capital and surrounding and not for the Department of Army. |
| The surrounding neighborhoods at Grosvenor and Strathmore metro use this station heavily. As the vaccines and less cases covid the passenger will use the metro to go back to work. It is very important this does not close as it will effect the traffic that is already congested. |
| I need Grosvenor Strathmore to be open. |
| This proposal would make my travel more difficult |
| The walking distances are too far between either Ballston, Virginia Square, Clarendon and Courthouse/Rosslyn for this to be an acceptable solution. |
| THIS IS RIDICULOUS |
| This proposal would destroy much of the real estate value in the orange line corridor. It would be catastrophic to the property values and the neighborhoods there. Especially the idea of closing the Clarendon Station is absurd. In addition, closing the Smithsonian station would greatly increase congestion in that area and greatly decrease the accessibility of our nations museums, and closing Federal Triangle and Mt Vernon Square would likewise cut off access for orange/silver line dwellers to main attractions. Closing the Reston Town Center station before it opens would be a huge waste of taxpayer funds that were intended to reduce the need for car/toll based trips. |
| Most of these would work, but a few would not: College Park should stay open for student use, Smithsonian should stay open for tourist use, Grosvenor-Strathmore is the transition point for Red line trains and so bus routes connecting people from further north on the beltway stop here for transitioning to rail. I'd also like Virginia Square to stay open, but that's for personal reasons. Though it doesn't feel like it's in walking distance of the other stations near it. |
| No, this would not work for me. If metro closes my stop--Grosvenor--I will have to sell my house and move. I cannot walk easily to another metro station. The next closest station, White Flint, is 1.5 miles from my house. I do not have a car. It is not feasible for me to walk three miles round trip every day to use the metro. There are buses that I could take, but by the time I wait for a bus, and then wait for the metro--which might only be running every 30 minutes--I would waste an enormous amount of time getting anywhere. Simple things like going to the grocery store or the pharmacy would turn into four-hour errands. This just won't work for me. Commuting to work (I work in DC) would become impossible. There is no way this could work for me. |
| We bought our house specifically because it is walking distance to the Grosvenor station. There are many houses, condos, and apartments at Grosvenor where people live for the ease of using the Grosvenor metro. We when go back to work in an office, my husband will use the Grosvenor metro daily to his office in DC. People use Grosvenor to attend events at Strathmore music center which is attached to the parking lot. It is one thing to say you are not starting and stopping trains just at Grosvenor anymore (although that was a big selling point to live where we do), but closing the station all together would cause some real issues for us commuting to DC. The next station up the line, Medical Center, has no parking, so we would have to deal with traffic, and add 20 to our commute, just to get to the Bethesda Station and find parking, or travel in the wrong direction to White Flint, which also would add 15 minutes driving time and not sure that either White Flint or Bethesda parking can handle the increase of car that need to drive there. |
| I TRAVEL ON MULTIPLE OF THESE LINES AS DO MY COLLEAGUES/FRIENDS |
| DO NOT Close Grosvenor-Strathmore. It is the first station on the north side of the beltway. Closing it will cause a MASSIVE TRAFFIC JAM between the beltway and Medical Center (which has a terrible kiss and ride area). Traffic at Grosvenor-Strathmore will be the fastest to pick up after people are vaccinated as it has a large number of apartments within short walking distance, and is the logical place for drop off and pickup at all hours when the system is open. The traffic is far enough away from Rockville Pike to not burden the Pike with dangerous cross-traffic (which would definitely happen at Medical Center). It is NOT REASONABLE for people to have to walk across the beltway to Medical Center. It's almost a 1.5 mile walk up to the White Flint Station. DO NOT close Grosvenor-Strathmore. In the past when I've travelled the red line, about 80% of the traffic on the train gets off at Grosvenor-Strathmore, with very few people continuing on. This is clearly the WRONG STATION TO CLOSE for any period after June 2021. |
| Clarendon is a crucial station |
| Cleveland park is right in front of the library. many of us use it to go to that library. this would be terrible. |
| Too many stations downtown near places I visit are proposed to be shut down. |
| I think Smithsonian is essential. Tourists jam that station. |
| You just closed the EFC station to work on it! Now you want to close it??? Total waste of money! Also, property values will be lower if houses are no longer walking distance to Metro. I completely object to ANY stations being closed. We need them all! Otherwise, traffic will become even worse than it already is, especially inside the Beltway. |
| Grosvenor-Strathmore is all the time full Of passengers.It means that other stations will be overcrowded without parking. It is incredibly terrible. Time to get to work will increased. We get house close to metro to use it !!!! |

Proposal to close 22 Metrorail stations

Being a very senior citizen who uses the Cleveland Park Metro stop often, I would be very much displaced by its closing. Van Ness stop is almost a mile away as well as uphill. Would it not make sense to count ridership when the pandemic is over and folks are back in offices? Also now that the city has been given the go ahead to build up in Cleveland Park there will be more riders in the future. Please do not close the Cleveland Park station!

If you reduced the train times, that is going to make travel from the Ballston Station very crowded. Also, as a USDA employee, I use the Smithsonian metro station. Eliminating this station would substantially impact my commute.

Pre CV-19, the Grosvenor Station was always busy at peak travel hours. Some days the parking deck was full by 0800 hours.

MY AUTISTIC SON WORKS AT NIH. HE CANNOT DRIVE A CAR. HE NEEDS METRO TO GET TO AND FROM WORK, SO HE NEEDS HIS METRO STATION TO BE OPEN.

Would like to keep Archives, Smithsonian and Judiciary due to my mobility issues.

East Falls Church is not near enough to another station to justify closing.

Closing College Park is very difficult for us and others at the Univ of MD! Obviously, usage is low during the COVID pandemic, since the university could allow heavy use of online, remote work and study. But when the pandemic eases in Fall 2021 - or certainly by Jan 2022, utilization of Metro to and from College Park will significantly increase. And closing so MANY stations would, in my opinion, cause many to abandon Metro because it would not get us where we need to go (or close enough). This seems to be the worst option of all that are proposed.

This would guarantee that I switch my company commuting benefit to reimbursement of my ride share expenses, rather than to my metro card.

This implementation puts an undue burden on riders with mobility or transportation issues and encourages even more hits to ridership because at some point it is easier to just get in your car. Also implies layoffs because how does closing stations save money? Likely by layoff of employees. Just about every single Metro employee is a person of color according to my observance. This implementation disproportionately harms people of color through both ridership inconvenience and job loss

You need to consider people with mobility issues.

Grovesnor strathmore is a hub for montgomery county, and the recent investment in parking infrastructure will contribute additional parking income to metro as soon as covid eases, likely by sept 2021. I live nearby and plan to resume my commute as soon as June 2021, though i understand ridership has been down during covid. Please maintain service from this station. Smithsonian is a hub for tourism on the mall, where metro already has minimal coverage; removing this station would create crowding bottlenecks that decrease ridership during major events on the mall which in the past generated substantial revenue. reducing tourism infrastructure in DC will reduce our citys ability to recover our economy in 2022 and future years.

This includes a lot of stations used by tourists. It doesnt seem feasible.

ABSOLUTELY NOT. If Grosvenor closes Im not riding Metro anymore. Im not commuting outbound to White Flint just to catch an inbound train, and vice versa. And the parking situation at both stations is awful enough as it is. Why on earth would Metro build a big new garage at Grosvenor, and the county plan a big new development there, and then close the station? I dont know what pandemic ridership numbers are -- Im sure awful -- but theyre not going to stay there. When vaccines are available the world is coming back. In addition, there must be decent ridership at Grosvenor, given the longstanding practice of having all trains reach there, a practice reflected in the first two proposals here. If its so low why is it in the every train category, while White Flint is only every other train? And no, getting to Medical Center to get on from here (the Grosvenor neighborhood) is not practical. Theres no parking there. Im not riding a bus to Medical Center when I can walk to Grosvenor.

I can understand temporarily closing some stations until things get back to normal but closing this many stations with no plan to reopen them doesnt make any sense to me. People rely on public transportation in the DC area for so many things.

I bought a house near East Falls Church station so that I would have access ti Metro. Closing the East Falls Church station deprives me if that service and will reduce the value of my property. Further, it will complicate rides on the Silver line. And WMATA will never recoup the \$20,000 per space cost of the bicycle storage facility if it closes this station.

If potential customer is fit and weather is good, the walk from nearest station staying open is no problem. However, older or injured, or otherwise handicapped people will not be using metrorail if their destination is closest to one of the proposed stations for closing.

We have many elder residents living in this neighborhood who are dependent on Grosvenor-Strathmore station on the daily basis. Closing this station will be a huge problem for them.

The closures of Cleveland Park and East Falls Church would not be acceptable as I use these stations infrequently but on occasion.

This is probably the worst idea of all 5 proposals.

Without ascertaining the ridership in Silver Line Phase II, how could you close those stations. Other stations are Okay but the new stations in Silver Line Phase II needs to be experimented for at least one year

| Proposal to close 22 Metrorail stations |
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| Strongly opposed to this option. |
| Why not reduce stops at these stations except at peak ridership times? |
| I regularly use a number of these stations. My jobs (tours) start often at Archives, Arlington Cemetery, Federal Center, Federal Triangle, etc. |
| I don't use these stations often so it works for me. It'd somewhat inconvenient to lose Smithsonian. |
| What about buses connecting at these stations? You don't seem to care about people who don't have cars and have to depend on buses for their transportation needs... |
| This is the worst plan. How are people supposed to get vaccinated or get to work if stations shut down. I know the metro is hurting, but this seems irresponsible. |
| I make weekly trips to McLean with a need to access the bus bay at that station. The nearby bus routes for the other stations do not meet my needs. Again closing stations places a burden on residents and inequitably affects their mobility within the city. It will cause them to spend more money either via ride shares, taxis, or other means of transportation rather than having a public transportation option which is a responsibility of the city government. |
| Arlington Cemetery needs its own stop. Grosvenor Strathmore is a very busy station in normal times and additional parking needed to White Flint. This is my station. Federal Triangle is an important station and should stay open. |
| My house is within the walking distance of Innovation Center which I have been waiting for the stop to be open since summer 2020. I work in Downtown DC which I would need to take Metro Silverline trains to DC for work once Covid is over. |
| That's a lot of stations, and closing them would be the death knell of Metro. These stations mostly have low ridership because COVID-19 dramatically increased teleworking and led to the long but ultimately temporary closures of major DC attractions. Metro should be making plans on ways to *increase* ridership once things are normal again, not gut the system so no one wants to use it at all. |
| East Falls Church is very convenient to me especially now that it also includes the silver line. I can walk to the station which is important to me. Parking at other stations is a hassle and if I am already in my car I will probably not take metro at all which is too bad because I always liked metro. It doesn't make sense to close East Falls Church because you just spent a lot of money to upgrade the station and add the silver line. |
| Closing Grosvenor-Strathmore means I drive to another station and pay for parking or take a bus to and from another station adding more than 1/2 hour to each trip. It's more convenient and cheaper to drive at that point than to use metro at all. |
| Has an analysis been done on the demographics of people going to these low ridership stations? A station like Arlington Cemetery you can probably close with minor inconvenience to most people, but if the lower ridership station is still being frequented by riders who do not have access to a car that station either should not close or should provide a free shuttle service. |
| How can you close Grosvenor when you are saying you are running trains there more often. This station is very popular and has great parking. Don't close it. |
| I'm near E. Falls Church. I'd opt to use my car. I can't easily walk from another station to my home by taking any other station. Late at night, I'd not want to take the bus from Rosslyn or Ballston. Keep E. Falls Church Metro Station OPEN!!!!!! |
| Assuming I am able to return to DC and work in-person by then, I often have meetings around Archives, Judiciary Square, the Smithsonian, and more. This measure would increase costs and burdens for riders like me. |
| Again bad for seniors. would increase travel time and walking distances to and from destinations. To even out ridership, offer discounted fares from low use stations. Closing Grosvenor would be a real hardship for us as we are both in our mid seventies. |
| It is critical that we increase opportunities for public transportation rather than decrease them. Particularly removing suburban stations is harmful to communities of color and workers who live outside the city to make cost of living more affordable. |
| Discriminating against riders with lower mobility capabilities is not an acceptable solution. |
| Orange line access to E falls church indispensable for work and school. |
| I regularly travel to several of these stations. I can make this plan work, but I don't want to. I am very lucky that I am able bodied and can walk to another station... even if that means miles. I know that those in wheelchairs can take a shuttle, but the shuttles do not come every 5 minutes... these people have to wait, and it isn't fair to them. Arlington Cemetery is necessary for tourism and definitely shouldn't be closed. My doctor is in East Falls Church. My kids doctor is in Virginia Square. I take my children to Smithsonian station almost every weekend. Ahhh!!! Maybe I will have to move away from DC if this happens. For real. |
| Folks including myself live near Clarendon and Virginia Square stations so we can walk (25 minutes) to get to one of those stations. We don't drive and park and there's no parking available. Clarendon is always jammed packed at rush hours. Maybe reducing number of trains but not closing these two please! |

Proposal to close 22 Metrorail stations

I can walk to Woodley. I do think Smithsonian station is important for tourists or DMV residents visiting museums - not everyone can walk from Metro Center to Smithsonian museums.

Holy shit. You call yourselves a transit agency?

These stations service people who rely on the metro to get to and from work daily. You are not only impacting their budget by forcing them to fund another way to get to work (ie. car), you are causing further damage to our environment (more people driving cars), causing an increase in the horrific traffic around our city, and decreasing property values of every family that lives near these metro stations. This is a terrible idea - it is hypocritical to be building new stations, fixing and repairing many of the stations listed above only to then close them. I'd also like to mention the overwhelming harm you would be doing to families of a lower socio-economic status by deciding that these stations are no longer needed.

It is expected that Smithsonian museums will re-open by 2022. Closing this station would have a negative impact on the thousands of people who use the Metro to get to the National Mall. Closing Cheverly and College Park negatively affects people in Prince Georges County, many of whom are very dependent on public transit to get to work, medical appointments, shopping, etc. In particular, closing College Park seems very wrong given the proximity of the station to the University of Maryland.

Closing both Clarendon and VA Square would leave functioning stations in Arlington more than 2 miles apart in an area designed to make heavy use of public transit instead of driving. Closing both stations would also seriously undermine the viability of commerce in the Clarendon corridor.

We moved a few months ago to be near a Metro station (Grosvenor). It was literally the deciding factor when choosing between apartments. Furthermore, the other metro station is too far to walk. With the closure of the Grosvenor station, we will likely move again. Please do not close this station down!

Closing Virginia Square and Clarendon will further decrease metro revenue. Virginia Square and Clarendon are surrounded by apartment buildings, restaurants and is adjacent to the GMU law campus. It is heavily used because there is a need. Metro users who use Virginia Square will not walk to go to other stops, they will instead use Uber to get to their intended destination.

This extreme proposal will surely cause the demise of metro.

Grosvenor-Strathmore services a huge community of daily commuters to the NIH and Walter Reeve Medical hospital, helping move thousands of people every day. With curtailed metro access the traffic congestion and environmental impact would be monumental. It also provides easy access to Strathmore cultural center which has very reduced parking offerings.

Grosvenor has parking. Closing it would be foolish.

I would not shut down the McLean station as there are no close stations that a user could use especially if Greensboro is shutting down too.

As long as the Blue line is operating I'm OK. If future location renovation or upgrades take place, which shut down or limit services, then this plan doesn't work for me. How long would it take to activate the Yellow line if the blue line has limited or no services?

Closing these stations would waste costs already sunk in expensive infrastructure that is relatively cheap to operate and could be operating even more efficiently (with additional CCTV and other automation). This also would further diminish ridership. Better to increase fares to more fully meet the cost of operations per rider, differentiated by such stations which are located in generally higher-income areas.

I know a lot of people (including me) who use College Park, so in my case, this doesn't work, but during concert season wouldn't it be problematic to close Grosvenor-Strathmore as well? I use Smithsonian often - especially for work when I host student or out of town professional groups.

I use both Clarendon and East Falls Church stations. This plan would make it impossible for me or my family to use Metro at all, i.e., it'll be easier to use Uber or Lyft. This is way too drastic considering the stations are there-- already built and trains are just passing through them?? Awful plan. Please don't close these stations.

This change would make commuting around the region much more difficult.

East Falls Church is one of the most used stations in my neighborhood for getting to Dulles airport. It is also the station I use for getting into DC and for getting to Virginia Square and Clarendon to visit my children. The pandemic is the reason ridership is down. As pandemic restrictions are lifted then ridership will increase again. Please do not close East Falls Church station.

CLOSING THE CLEVELAND PARK STATION WOULD BE DEVASTATING TO THE BUSINESSES IN THE AREA. MANY OF THESE BUSINESSES ARE SMALL BUSINESSES AND RELY/DEPEND ON THE METRO STATION FOR CUSTOMERS. I FREQUENTLY GET OFF AT THE CLEVELAND PARK STATION TO PATRONIZE THE SMALL BUSINESSES THERE.....IMPORTANT PUBLIC SERVICES SUCH AS THE CLEVELAND PARK LIBRARY AND THE CLEVELAND PARK POST OFFICE ARE LOCATED RIGHT NEAR THE CLEVELAND PARK METRO STATION....VITAL FOR THE COMMUNITY TO ACCESS.

Evaluating station usage during pandemic is not an accurate way to predict the post pandemic needs. Closing all the stations will deter even more people from using metro. I work in Virginia Square. This proposal will directly effect me

Proposal to close 22 Metrorail stations

| |
|---|
| East Falls Church Station is the closest to my house, easily accessible by bus, and very convenient to use on weekends. I would use it on weekdays if there were more parking available. |
| The Smithsonian station is really not near enough stations to close it - that one should stay open. It is also important to consider the effect of closures on disabled riders who will have greater difficulty in reaching their destinations if so many stations close - and the cost of providing additional van service to them as a result of stations closing. |
| I moved recently to be near the Grosvenor metro. I can walk there. At night I can park there. Buses going to Medical Center wouldn't be there if the station is closed. Buses don't run at night anyway.. Since I don't want to drive at night anymore I would have to take taxis, which cut into my very low income. I would have to quit my night job at Kennedy Center, which cuts into my income more. There are several high rise apartments around here with, no doubt, people in the same situation. How would people get to Strathmore? |
| How can you close Mt. Vernon Sq when the yellow is supposed to travel from Huntington to Mt. Vernon Sq? Will the Red line not travel from Grosvenor-Strathmore to Silver Springs? Are these closures temporary closures? |
| This would not affect my expected needs for the Metro too badly in a direct way, but I wonder about increased crowding at the other stations. |
| I am a tour guide scheduled to meet groups at Arlington Cemetery, the Smithsonian for nearby museums and the Mall, including the World War II, Jefferson and Lincoln Memorials, Federal Triangle for the Mall and nearby museums, and the Convention Center. I would be unable to use Metrorail at all. |
| Many of us now have made three fundamental life changes over the past couple years. These life changes essentially allow WMATA to go forward with the proposed service reductions for the following reasons and because of the following life changes:1.) We moved from far out suburbs such as Springfield to Arlington so that we could be walking distance from high traffic Metrorail stations such as Courthouse and Rosslyn.2.) Our income is derived from SSDI partly because we are incapable of getting the good jobs barely remaining after our occupations were outsourced, automated, or otherwise eliminated altogether.3.) We now reside in Section 8 apartments which are walking distance from the aforementioned high traffic subway stations. |
| This proposal directly impacts my commute at both ends (Virginia-Square GMU, Clarendon, & Federal Triangle). Closing two stations in a row means a further walk to Ballston and having federal triangle closed means taking metro center. Many federal employees use federal triangle & if most are vaccinated there's a high probability that their workers will return to the office similar to pre-pandemic, which would leave a high number of commuters without the option. |
| Grosvenor is vital for our commute to work. It is less than a mile walk from home and takes us straight to medical center |
| I live a block from the metro on Eisenhower Avenue; one of the primary reasons I moved into this building was to have a metro station close to me. I would really be sad to see the station closed. Also, I frequently use the Archives, Smithsonian, and Cleveland Park stations. As far as Federal Triangle goes (and probably others you want to close), there are so many people who work over that and I'm sure that would affect their commutes. And Arlington Cemetery--so many tourists use that station and their access to the Cemetery would be much more limited. I get that funding is difficult right now, but one of the reasons I love the DC area so much is because I rarely drive my car and I can rely on the metro; closing all these stations is going to make it more difficult to travel around and there will be more car traffic, which we do not need. |
| I am a regular patron of the Grosvenor-Strathmore station. I prefer to commute by train as opposed to the bus because of concerns with social distancing. The metro Bus service would need to be more frequent, especially during rush hour times, to ensure proper social distancing on Metro buses. |
| A government worker not having access to federal triangle would be an extreme inconvenience. I'm sure ridership had been down due the pandemic, and people working from home. But I recommend waiting to see what happens after then pandemic for these stations. |
| This proposal makes sense if there is low ridership. |
| I live by East Falls Church and work at Federal Triangle. We bought our house because of its proximity to the metro, and as a result, paid a premium for the house. Plus, if I have to take a bus to another station in the morning and then in the evening, there will not be sufficient time for me to work a full day and get to my daughters school to pick her up. |
| My husband is buried at ANC, and I do visit every weekend. That would stop. |
| Closing Metro stations puts added pressure on rush hour traffic into and out of DC and in the Virginia suburbs. Putting more cars on the road will have negative environmental impacts and adversely affect highway and pedestrian safety. Moreover, closing stations reduces commuting options for people who do not have automobiles, potentially reducing their employment options. Further, the fact that Metro is considering closing Silver Line stations BEFORE THEY HAVE OPENED is stunning "what was the point of Silver Line construction if these stations are deemed to be underserved and, thus, unnecessary? The fact that this is even under consideration calls into question Metro's long-term planning and indeed its competence for all facets of Metro operations. |
| This is really difficult to say because it depends on what cultural affairs I will be going to. I understand why you are picking these stations, but I fear that once you close the station, it will never open again. Once things open up, I would expect that Smithsonian would be busy with tourists, especially if people are not traveling overseas for awhile. |
| I need to use orange and silver lines from East Falls church to those area all the times. |

Proposal to close 22 Metrorail stations

This plan mostly makes sense, but it seems like a bad idea to close two consecutive stations (like Clarendon & Virginia Square) or stations that are not within walking distance of another station (like Loudoun Gateway or Reston Town Center).

It seems that this proposal hits Virginia especially hard - lack of equity between DC/MD/VA here.

This is a bad idea. You don't build ridership by limiting access to your service. Also, was the point of building new silver line stations if you're never going to use them? Also, what is your definition of close? I can understand stops that are blocks away from others in the central business district. But Grosvenor-Strathmore is close to what? The answer, there, is nothing. The station is close to absolutely nothing.

We currently use Grosvenor metro to go to DC on a regular basis. We currently park in the Grosvenor parking garage for Strathmore Music Center concerts (so hopefully the garage and parking lot will remain open if you do close the metro station).

I live 5 minutes walking distance from metro now. I have no car, I have kids to drop off at school. Closing my station East Falls Church would really impact my commute, make it longer, affect work schedule. As a mother and woman, working full time and caring for my family is already difficult. This would make my life more stressful.

No no no. Access is necessary for those car free. Not an option.

This is a REALLY bad idea for those of us with walking limitations. I remember when I was on crutches trying to get from Bethesda to Archives with so many out of service elevators that I had to give up and use automobile. And if I had to walk to a more distant station I would just give up, look for alternative.

This is not an equitable way to provide a transit system. It would cause transit deserts and would impact the people who rely on transit the most.

Closing Arlington National Cemetery stop is an affront to the military who have given their lives for our country! Families and those wanted to honor the dead arrive by Metro. Closing the station would be a sin.

Closing this many stations--especially several that service downtown areas seems like a horrible idea to me. First, you want people to be able to visit the mall/museums and other downtown locations without having to drive. That's good for the economy, the environment, and our quality of life. We don't want DC to be one huge parking lot. But moreover, there's serious equity and accessibility issues here. I'm only one of thousands of local residents (not to mention visitors) with mobility issues. If lots of stations close, I can't take metro for many things since it means twice as much walking to get where I'm going and I have a very limited number of steps per day that my body can handle. So I (and thousands of others) become homebound and don't contribute to the local economy as much because it's really hard for me to get anywhere. Seems like another way to drive ridership down further, and ultimately bankrupt the system...

Much too severe. Much infrastructure has been built around Metro stations, with future growth being planned. This would severely damage the area's economy. This option would likely lead to businesses closing or leaving the DC area.

Please remove Grosvenor-Strathmore and Smithsonian from the list.

How does the Yellow line only run to Mt. Vernon Sq. if that station is closed? What are your mass transit options for those who travel between these stations? How are college students - College Park; Virginia Sq; etc. supposed to get to campus if Metro is not running to the stations within walking distance? Smithsonian! Really? You do know the tourists will be back.

Open Clarendon

As a retiree, I chose to purchase a condo close to the Virginia Square Metro station in 2020 so that I wouldn't have to drive. If that station is closed, I won't be able to get around as I had planned, particularly if the next nearest station, Clarendon, is also closed. Closing two stations in a row makes no sense. Please don't shutter both of these stations.

The closure of both Virginia Square and Clarendon would be devastating. This plan would severely threaten the post-COVID economic recovery of the Clarendon commercial district, which relies on Metro accessibility to bring bar, restaurant, and shopping patrons. While ridership may have been low during the COVID crisis, as commerce reopens, Metrorail service will be critical for the survival of struggling businesses in the Clarendon area. Additionally, this plan would leave residents in the Clarendon and Virginia Square neighborhoods without realistic transit options just when they are likely to be returning to offices. This will surely increase traffic and burden already-scarce parking. Families such as mine would be forced to buy additional vehicles and secure parking. This would be a financial burden and undo much of the progress toward car-free lifestyle options Arlington County has made in recent years.

Before COVID-19, I would ride metro 4 or more days a week, both for commuting to work and for personal trips. This proposal would close stations near both my home and my work. If this change were implemented, I would NOT switch to using more distantly located stations. Instead, I would switch to using other forms of transportation, likely either my own car or a ride share service such as Uber or Lyft. I expect many other metro riders would make a similar choice, and my prediction is this proposal would lead to an even larger decrease in ridership and loss of revenue for Metro. Yet your proposal also involves keeping the Silver line in operation, so you would still be bearing those costs. So if this proposal were implemented, you would likely lose revenue while still keeping much of your operational expense. This proposal doesn't make any sense.

Proposal to close 22 Metrorail stations

I would need to travel to Greensboro for work. This proposal would make it really difficult for me to get to work everyday

I rarely use any of the stations named: only Smithsonian and Federal Triangle a couple of times a year. If pandemic precautions continue into 2022, as is likely, I am not likely to be taking these trips on Metro or by other means.

Some of these might work, like Archives, but not all of them. E.g., since Clarendon and Virginia Square are adjacent, closing both would leave a huge gap between Courthouse and Ballston.

This is outrageous. Clarendon Station is in the middle of an enormous commercial and residential center that relies on Metro accessibility for workers, business, and daily commutes. The same is true for Virginia Square, Reston Town Center, and Mt. Vernon Square. Federal Triangle and Judiciary Square are essential for the federal government. Also... How close does a station need to be to be near other stations. Most of these stations are a minimum half mile away from each other. Do you expect people want to walk that far or farther after taking a Metro train? Why bother taking Metro at all?

This change reduces the utility of metro rail in Downtown DC. I would be likely to use other modes of transportation.

Anticipating better rider use after Covid is in herd mentality. Too many condo, townhouses & apartments purposely built near metro's would be affected, thus negatively affecting those neighborhoods. Perhaps shorten hours, but keep business hrs.

Unless there is improved parking at some of the sites or shuttle service between the stations at no cost to the riders- I would not take Metro with longer waits and limited parking. Some of the closures are interesting - in that you are leaving residential areas without trains but federal government areas with stations.

Lower ridership does not mean these stations are redundant. Near other stations is a relative phrase. Trying walking the distances in good and inclement weather.

I can walk to Strathmore Grosvenor easily. White Flint is possible but not as close.

My elderly mother uses the Grosvenor Strathmore metro. She can walk there. It would be more difficult to get to the next closest Metro by walking. Buses don't pick up often enough as another way of getting to a different station.

I depend on Grosvenor-Strathmore metro station which is walking distance from my home. Other stations are not within practical walking distance, which means driving and parking. Grosvenor was busy before things shut down, and it will be again when things open up. People in my neighborhood may choose to drive to work if they can't just walk to the station.

I commute to and from Federal Center SW.

Grosvenor is our primary use metro station

Archives / Federal Triangle stations are not very close to other stations on the green line. These are going to severely impact riders with accessibility issues who can't walk long distances.

Closing these stations would have a long-term detrimental impact to Metrorails overall recovery, and on peoples livelihoods.

HELL NO. When this pandemic dies down the ridership will bounce back to at least 50% pre-pandemic capacity, and people who rely on Grosvenor Strathmore to commute will be screwed. Unless you plan on building an equivalent public parking garage and overhaul the traffic and bus routes at Medical Center to accommodate riders who would normally park and ride at Grosvenor, this makes no goddamn sense. Also, if you close other stations you better make SURE you have shuttles or other bus service that can bring people to those areas easily. What shuttles go to Arlington Natl cemetery, or Clarendon, for example? When this pandemic dies down these areas with high pre-pandemic traffic will pick back up, and then you'll have to readjust again anyway! This is COMPLETELY SHORTSIGHTED.

I need to travel to Clarendon Station for my job.

Closing these metros would have a significant impact on the ability of many to utilize metro. The closure of Clarendon would be most detrimental followed by Virginia Square. The closure of Clarendon would make metro virtually unusable for me and for many who rely on this station daily & for access to social events & good grocery options.

College Park station is an essential stop for students and employees of the University of Maryland. The University is expected to be reopened by fall 2021, so this would make it impossible for many students to get to class and for many workers to get to their jobs.

This is beyond stupid if you're trying to increase ridership. Making it less convenient won't make you more money and you'll still have to upkeep closed stations.

I moved to my specific location because the Grosvenor-Strathmore was in walking distance. This was the sole purpose of my decision.

Having close access to the Cleveland Park station is one of the reasons I live in Cleveland Park. I use the Metro from there for theater, medical appointments, shopping, other events. I'm 76 and getting older. I'm in pretty good shape now, but who knows in the future? And there are a good deal of people I see here who use the CP stop. Closing it at certain clear minimal use times, maybe, but I'd need more information.

Proposal to close 22 Metrorail stations

Do you really want to deal with the congestion and bad publicity closing these stations would bring? Do you really want Chinatown metro to hold everyone from Archives and Mt. Vernon? Do you really think closing Arlington Cemetery will gain you any fans? I'm assuming this is just a threat to get funding cause otherwise it's completely heartless.

Reduce number of cars and have trains running on an hour baisi.

I use a lot of these stations. One is very close to my home and another is very close to my work. This would be a huge inconvenience for me and I would probably stop using the metro.

The capital of the worlds most powerful country can provide service at ALL of its stations that it spent HUGE SUMS to build. The tracks and stations are the most expensive part of the system and you waste them by cutting service, which then perpetuates people's opinion that they can't rely on metro- which then reduces ridership furthe

I have colleagues who commute from the silver line. This makes their commute horrific. Dont do this!

If you close VA Square, Clarendon should not be closed. VA Square station is always lower ridership, but therere many residents will use Metro rail once the businesses are opens.

Cleveland Park is the station i use to travel north to work in MD, and it's the station that feels safer to walk home from in the dark because it's better lit and closer than either Woodley Park or Van Ness. The Van Ness station would require a nearly 1.5 mile walk. The Woodley station would be more manageable than Van Ness, but would still add 15-20 more minutes to my commute.

Two of these stations are my actual home and work stations therefore this would make my commute twice or more the usual time or more since there are only buses to get to the next train station and they are very far apart

You cant close both Clarendon and Virginia Square. They are next to each other.. Virginia Square is close enough to Ballston that you can close it without too much problem. Closing Clarendon would mean a much longer walk for me. Its .9 miles to Clarendon station for me. While Courthouse, the next closest station is 1.2 miles and down and up two very large hills. That would make it impossible to take on a warm day or late at night and would force us to drive. Virginia Square is 1 mile from us, but Ballston is 1.6 miles, too far to walk. Assuming only 80% of commuters go back to Metro, you would have too many people crowding the platforms at Ballston and Courthouse with longer train waits than the platform could accommodate. Before covid, the platforms were packed and I often had to wait for the 3rd train before I could get on. Sometimes they were so crowded, and if trains were delayed, I left and went back home to get a cab or get my husband to drive me to work in the District.

Closing Clarendon station would have a huge negative impact on our property value and hurt all the businesses and commuters that live here.

Grosvenor-Strathmore is the FIRST above ground station after exiting the District. It is a commuter haven as many can drive in from farther destinations, find ample parking and easily cross into downtown DC. It is also instrumental in helping keep Strathmore Hall accessible. Children utilize the Music Hall for classes and can easily walk from the metro safely. There are multiple communities built around the accessibility of Grosvenor-Strathmore. As someone who has to commute to DC for work it would cause many major problems being I dont have a car and walk to the metro for work. Frankly this would deter me from utilizing the metro at all and many would probably feel the same therefore further driving down ridership.

I do not like the idea of College Park station being closed because it gives me access to College Park itself from Greenbelt. But I could live with this closure.

To be workable and equitable additional study should be done to ensure that just because a stop is low-use at a given time of day it isnt still used disproportionately by underserved populations.

This is ridiculous, people have been asking for MORE stations not less. If anything this will make metro usage even lower.

Why have the metro if youre going to close all these stations. It reduces accessibility and it impacts communities without other means of transportation the most.

This would be terrible for people in College Park, greatly increase traffic in our city as people would need to drive to a different Metro station, and probably lead to more people just driving instead of taking Metro. People coming to College Park for the University would likely just drive, making our traffic congestion miserable.

I think this is a terrible idea since people bought homes, rented apartments, and took jobs with the assumption that they could use these stations for their commutes. I, personally, would not be affected by those particular station closures.

As a student of George Mason University at Arlington, I have to regularly use the Virginia Square station for my commute to campus.

This is the worst possible proposal - many, many people live near these stations and rely on Metro to commute to work. A reduced frequency of operation is manageable, we can plan our schedules to accommodate that - but to shut stations down entirely would leave many people with literally no means of transport to work. This is an absolutely unacceptable proposal.

Clarendon and Virgina Square are right next to each other! Can't you guys read a map??? Close one if you must, but not both. In any case, it's clear that you are just doing your best to kill businesses in Arlington!

Proposal to close 22 Metrorail stations

I have lived in a neighborhood close to the Grosvenor-Strathmore station for nearly thirty (30) years. I have grown more dependent on using Metro, even after I retired from my job in DC. (I commuted daily on Metro to downtown DC for years.) My husband and I gave up a second car because of our proximity to Metro and our increased use. We often selected events to attend solely on their proximity to other Metro stations. We often took Metro to visit friends, even in Virginia and parts of Maryland outside Montgomery County. Given our Senior Status, we are very concerned that our station (Grosvenor-Strathmore) would close.

I need frequent rides at Grosvenor-Strathmore

This would depend on bus service to alternate stations - would bus service accommodate removal of stations to allow riders to access the alternate station without undue hardship?

I think closing stations is the worst possible option. I live on the Grosvenor Strathmore stop and moved here specifically for that reason. I rely on the metro because I don't have a car. The nearest stop is at least a 25 min walk away. Not only that, I frequently use Cleveland Park, East Falls Church, Judiciary Sq, and Smithsonian stops - in the event of inclement weather, it is certainly better to wait longer times than have to walk 20-30 min in the rain just to have any kind of access to public transit. This proposal would DRASTICALLY reduce mobility and accessibility and would honestly probably lead to me never using the metro at all. I'd just have to buy a car instead (which would be a SIGNIFICANTLY larger financial burden). I'm a transplant, moved 2 years ago - truly, one of my favorite things about this city and where I live is how easy and affordable it is to get anywhere in the area. Please don't take that away from us.

I live in the Grosvenor Park communities near the Grosvenor/Strathmore station, and use the Grosvenor/Strathmore metro station daily. If Grosvenor/Strathmore station is closed, I would not be able to ride metro to work anymore.

These are not stations I frequent.

I would essentially give up on metro under this scenario and go exclusively to teleworking and/or driving. When you think about inclement weather too, these station closures would be an absolute non-starter and mean the end of my consistent use of public transportation in the DC metro area.

Closing Arlington Cemetery would have to be a huge blow to tourism in the region. In addition, Van Dorn and Mt. Vernon Sq in particular are not that close to other stops. Closing these would have large negative impacts on the people who moved to those areas for easy access to Metrorail.

Keep Grosvenor station Open

Grosvenor was certainly not a low rider station pre-pandemic, and its ridership will increase if metro only runs every 30 minutes north of there. I can't speak to the other stations.

The flexibility of multiple stations in close proximity, especially in the downtown area, eases ridership. It is often more efficient to walk a few blocks to a station on a particular line than to wait for multiple trains due to transfers. Metro should consider subsidizing other modes of transportation (scooters, bikes, etc.) or increasing bus service to minimize the negative impact of closing these stations.

I live in Clarendon and have spinal injuries, therefore I need Clarendon to remain operational

We live within walking distance of East Falls Church station. We are waiting to get vaccinations and trying to hardly go anywhere until we do. We are looking forward to having a somewhat normal life again and not having East Falls Church Metro will not be normal -- and will mean we will not go into DC nearly as much. There is not enough parking at any other metro station nearby!! Why would you close Smithsonian??? That has to be one of the main stops to getting back to normal!

Phase II stations are near tech centers with a workforce that demographically prefers/depends on mass transit. People like myself moved to the area solely because of the conveniences afforded by these stations in the near future. Shutting down these stations will be a significant deterrent to current and future residents and will stifle one of the fastest growing communities on the Metrorail system. This is a particularly shortsighted plan since it will affect fare revenue for the system as well as tax revenue for the area.

This is a huge problem -- and would not work for me at all

If Grosvenor station is closed, I would drive downtown instead of using Metro. I only board/disembark at Grosvenor/Strathmore.

Elimination of this many stations is completely foolish when one considers the amount of money it cost to construct the stations themselves. Metro being a bit short-sighted through the pandemic as within a year or so, ridership will rise and revenues also.

Clarendon and Federal Triangle have a lot of users. Van Dorn has a lot of users who need access to Metro from buses.

No no no!!! This is horrible. It affects real estate and adds more problems to commuting for people living in those areas. Do not close the stations. Cut the number of trains but keep it open.

I moved to Clarendon recently and one of the main attractions was the metro being so near to offices businesses stores and my home, I will now be another car on the already busy traffic in the areas.

I disagree with the assessment that Van Dorn Station is near other stations.

East Falls Church is my metro station pre and post covid.

Proposal to close 22 Metrorail stations

I work in College Park very close to the station and, by January 2022, I will return to depending on it for daily transportation to work.

Dont use any of those stations currently.

I live within walking distance from Grosvenor Metro and have used numerous stations mentioned in downtown Washington, as well as in Virginia for various activities, mentioned previously as well as shopping. Also, living near a Metro station is an advantage when it comes to the value of my condo. The ridership has plummeted during covid but what happens when life returns to a near normal situation?

NOT Grosvenor-Strathmore, where you would be inconveniencing thousands of patrons who come to Strathmore Center for the Arts via Metro, not to mention the commuters who live nearby or on bus routes to Montgomery Mall and the Rock Spring Office Park

This is an economic metric that does not work if you are wanting to attract ridership. You cannot close stations, deprive people of services, increase rates, and still expect to make more money. You need to do everything you can to boost ridership. The stains still run through the same stations. Not stopping for a few seconds and collecting more revenue cannot be justified in any type of economic model.

This would be a severe problem for so many DMV residents. For myself, I would be unable to travel to work or social events if this were to happen. By January 2022, there is a strong chance that much of life will return to normal, including work/office openings. Not having accessible transportation options for a majority of residents will lead to increased costs for people on ride-sharing etc. this means that people have less disposable income to spend and support local businesses which will hurt the local economy. Additionally, it will lead to increased road congestion which has negative environmental impacts. Finally, it would also make the area much less appealing to individuals; one of DCs biggest draws is that it is well-connected by public transport. Many young people especially will look to move to areas that can provide similar amenities to DC as well as public transport options. The DC Metro should do all it can to continue operating the metro at full capacity and avoid closures.

I dont know that I could support this particular decision, especially if it meant closing stations that had just been improved and/or are very close to high-traffic destinations, i.e. Arlington Cemetery, Smithsonian. Also, Van Dorn Station--an improved station--is just far enough from Franconia-Springfield and King Street-Old Town to be inconvenient.

I live in Arlington and use the metro every week to go to East Falls Church for groceries at Eden Center. It is essential for my weekly needs.

This will impact the value of our homes and also significantly make it more difficult to get to work.

Grosvenor-Strathmore is the station I use and walk to. Closing it would make my commute downtown much worse and severely damage my property values. In addition, I use many of the other metro stations, so their closure would have an adverse effect on me as well. I think station closure is, by far, the worst idea I have seen.

East FC connects me to the Silver line, and I would have to take WFC to Ballston to transfer, which again would require extra time, in addition to significantly adding time to my work commute. And this would likely make parking at WFC less available since the people that park now at EFC would go to WFC, filling up fast. And eliminating Clarendon station would be a public safety concern given the number of young people that drink on the weekends and we do not want them driving or having to walk further at night while intoxicated to a different metro station.

Grosvenor-Strathmore is a major park and ride and Im shocked that its considered to be low ridership. White Flint has always had far lower numbers than Grosvenor-Strathmore. This makes me wonder if WMATA is being genuine in their proposed plans or if youre deliberately being provocative to create buzz and secure funding.

I live right near Grosvenor Station and it is why I bought my condo 15 years ago not only for the convenience but the value of my condo. The value dropped after I bought it, and closing the station would devastate the value not to mention the people that come to work for my building and those of us who go to work. This would cause overcrowding in other station parking lots and on the trains. Covid is on a decline faster than expected but your plans have not changed. They should change now that we will be returning to normal sooner than expected.

This plan would not personally affect me now but would have affected me in the past and also would negatively impact tourists and a number of folks who work in tourism. Judiciary Square serves not only the courthouses and the Police Memorial but also serves as an alternative to Gallery Place when there are events at the Arena. College Park does not have any stations that are close enough for riders who do not have cars. Smithsonian and Archives both serve as useful gateways to the Mall for tourists as well as locals who are headed there for work or recreation.

Closing stations will cause less ridership

Van Dorn Street is not that close to another station by walking distance, and one that is kind of nearby (Eisenhower Ave) would also be closed under this scenario, which makes absolutely no sense.

Need transport from EFC

it is a long walk from Virginia Square and Courthouse, given my office is at clarendon

Proposal to close 22 Metrorail stations

These are stations I use on a regular basis. But it strikes me that closing so many stations would make Metro less useful in general and therefore would tend to make it less used, leading to a downward spiral. I understand the need to cut costs because of covid-related ridership declines, so I'd feel better about this if it was framed as a temporary measure while Covid is still affecting ridership.

This is based on a misconceived notion. You're leaving everything open in the downtown core (destination stations for inbound commuters) but then closing a whole bunch of source stations. If you close East Falls Church, I won't ride Metro. Right now, I'm working from home, but before the pandemic, I walked or took a short bus ride to EFC every day with my daughter, who I drop off at Rosslyn for daycare. This plan makes that impossible because Ballston is not walking distance. EFC has low ridership right now because so many people near it can telecommute due to the nature of the area's population. But if you close it, you're losing me, and that's 4 daily train boardings - EFC to Rosslyn for daycare dropoff, Rosslyn to Foggy Bottom (work), Foggy Bottom to Rosslyn (daycare pickup), Rosslyn to EFC (home). We literally bought our house and chose our daycare location around access to Metrorail. Closing EFC would result in me being extremely peeved, to the point of raising a major stink with elected officials. We also are former residents near Virginia Square. You can't close both that and Clarendon. That's ridiculous. That's a high-density residential area, and Ballston and Court House are nearly two miles apart. You'd be putting huge pressure on bus routes along Lee Highway (e.g., 3Y, ART 55) and whatever service you haven't eliminated on Pershing Drive. Again, you'd be driving a ton of people away and making them really, really mad.

This would work but only in the short term given the tourists that depend on the availability of mass transit to several of these locations.

This would personally work for me (slightly annoying that I'd have to walk to Clarendon, but I'd live) but it seems absolutely insane.

East Falls Church, Grosvenor Strathmore, College Park, and Clarendon are important neighborhood stations; Smithsonian and other downtown stations are important for tourist traffic and revenue. If these are removed, then more car traffic will be pushed onto the DMV roadways. The highway infrastructure is not built to support such an exponential increase.

My closest station (Clarendon) is already a 20-25 minute walk from my house. The next closest two, Virginia Square and Court House, are 30% farther, and the extra walk would absolutely prevent me from using Metro. I would drive and deal with parking before walking that much farther.

Closing these stations is unacceptable.

Would impact job

Closing Smithsonian is a bad idea for many reasons, including being a central stop on the mall of tourists but also being central to many government agencies. Smithsonian is a MAJOR thoroughfare and should NOT be closed!!!! Most other stations in the list could possibly be closed without causing too many problems because there are other stations nearby, but Smithsonian should definitely not be closed. College Park would be the next most important to keep open to facilitate students and since there are already few stops out into Maryland and Maryland needs more stops.

I walk a lot so this might work. Certainly a better way to cut costs than by reducing frequency and hours.

East Falls Church is/was used to connect to Silver Line. West Falls Church not an equivalent option, and Ballston is too busy for effective transfer to/from Silver. Federal Triangle and Federal Center SW are in the middle of a high commuter use area. Closing them for ??? which stations? Closing Smithsonian seems just cruel to out-of-town visitors, and more self-destructive than beneficial to overall METRO use.

Absolutely NOT!! This is the plan of an imbecile who wants to eliminate ridership. Fire whoever came up with this one

My station is Grosvenor-Strathmore how do I suppose to travel to my work at the NIH? How do I suppose to travel to DC? I hope that everyone who depends on Metrorail answers the question with the same feedback: Big headache, and inconvenience for all of us who depend on public transportation.

This is a lot of stations. There might be a need to temporarily close some of these stations until ridership returns, or maybe forever. But, once normal activities return, a lot of these stations may increase their ridership, and stopping the service will again make people look elsewhere for transport options, which will likely be a long-term issue for Metro.

The definition of "close" matters a lot here. In the city where it's pedestrian friendly it will have less impact. In outlying areas or non pedestrian friendly areas (cheverly for example) it will really hurt

Closing stations will create chaos and severe backlogs during rush hour. It will also create huge crowds and hazards at the open stations, especially since most of those were not created to handle major crowds. Closing stations is robbing Peter to pay Paul -- it is not a real solution, especially during rush hour.

East Falls Church is easy ingress and egress for automobile traffic as well as having a brand-new, secure bike parking structure that I would like to utilize. If this station is closed, my next option is West Falls Church, which creates a longer commute. I have not tried a bike locker there (not sure if my bikes would fit) and I will not leave my bike locked and unprotected (from weather and parts stolen, etc.).

Proposal to close 22 Metrorail stations

Closing Grosvenor makes no sense with the proposal to make train arrive only every 30 minutes above Grosvenor. It also makes no sense in terms of the newer dense housing that has been built and proposed near this station. Quite frankly, one reason I bought my house was to be within walking distance of a Metro station and closing Grosvenor would not only force me to use private transportation more but also negatively affect my property value.

Don't Close these Stations especially Grosvenor/Strathmore riders depend on this station that lives in the Grosvenor area.

Closing metro lines within the Ballston to Rosslyn corridor would be extremely detrimental. This would force ppl to have to uber or drive in the surrounding areas that all rely on multiple metro lines, especially with how populated the northern Arlington area is becoming with all the new apartment buildings going up.

Major development has occurred and is planned around the Grosvenor Strathmore station, and people rely on the parking.. it would be grossly unfair to take that away now.

Change would add additional time to my commute. If Federal Triangle station closes, I would have to get off at Metro Center and it would add additional 5-10 minutes to my commute. Why not have the proposed stations only open during a.m. and p.m. rush hours?

this short term thinking would be very damaging long term... we need more better and affordable for all public transit options not fewer (think of the planet! think of people of lesser means!)... think!

I would be extremely unhappy with this change to service. I frequently travel to the College Park, Mt Vernon Sq, Judiciary Sq, Arlington Cemetery, and Clarendon stations and would likely opt to not take the metro to destinations near these stations rather than walk to my destinations from other stations.

Please do not close Eisenhower Ave.

This absolutely would not work for me - I use the Grosvenor-Strathmore station very, very often as a working senior. ALSO, I travel to the Virginia Square station from the Grosvenor-Strathmore station on Metro for work requirements. Closing those stations would be devastating for me personally. I use an older car to park at the Grosvenor-Strathmore station, and as a working senior would have a very, very difficult time using another station. I am also partially disabled and closing the Grosvenor-Strathmore station would likely result in me having to leave the work force which I cannot afford to do. Please DO NOT CLOSE that station. Also, please keep the Virginia Square station OPEN. Thank you.

Our station is Grosvenor-Strathmore. Our entire families use metro to go to work, take our child to school, shopping, going to doctors appointment, etc. If the station is shut down, we will have no way of transportation other than Uber, which is super expensive. Metro is essential to our day to day life. Please do not close this station up. There are 5,000 riders at our station each day before the Covid. How can all these people go to work if this station is shut down?

I work near Judiciary Sq. station. I won't be able to get to work.

These stations should stay open with no booth attendant. Almost all of these stations have only one booth, which if not occupied, will still save money. Additionally, if these stations are closed, then thousands would stop using Metro simply because of the confusion of closed stations, making commuters fearful of using the system and finding out their station is closed. Please, please, please keep these stations open. Even though some, especially Smithsonian, are used by tourists, the sheer fact that they are open, and are options, brings more people into the system. Open stations keep open the fare revenue. Close them, and the number of people on the Metro will sharply drop and they won't come back.

No. This is horrible. Mt Vernon square's metro station is a 15 minute walk from Gallery Place or Shaw/HU. Don't cut off accessibility to a metro station in a highly residential area.

We depend on Metro service to go to work: from East Falls Church Station to DC and Md.

This would be bad for residents and especially business in these areas. As people get vaccinated and go out more, we will need these stations to stay open.

Green / Orange / Red line closures will negatively affect my travel.

Closing stations is a terrible idea. There has been development due to station locations. People have chosen where to live based on stations. Closing stations is basically telling people that they should never rely on Metro. It is telling people that Metro doesn't matter. Metro and its stations matter.

For those of use with small children close is very relative. Closing Clarendon station means an extra half mile of walking beyond the roughly mile we already walk. As an adult this isn't too bad, but for 3 and 4 year olds is considerable.

Of all proposed plans, this is the most damaging to city unity and important equity access issues to public transportation. I am in no way in favor of the permanent closing of any stations.

I can walk to East Falls Church in a timely manner. Several others are near where I go. Make cuts elsewhere.

As soon as I am called back into work my travel needs will be exactly as they were in January 2020.

My origin and destination stations are both on this list. Closing a station like Grosvenor, which has a significant amount of parking (the next station down the line, Medical Center,, has no parking) is ridiculous. If metro wants to move itself toward fast irrelevancy, making it less accessible and less convenient for its customers by closing stations will do exactly that.

What does closing a station save metro in terms of dollars?

Proposal to close 22 Metrorail stations

This is absolutely unacceptable. Grosvenor strathmore is a major commuting hub and is one of the only with a reasonable garage. How are we supposed to get back to work in person if you close down the only available options?

I don't regularly use the listed stations but closing huge parts of the system would make it vastly less usable and sustainable.

Closing both the Virginia square and Clarendon metro doesn't make sense. You can walk to Ballston from Virginia Square, but to walk from Clarendon to Ballston or Rosslyn is outrageous. The buses would not be able to safely accommodate the number of travelers in 2022. Even if ridership is low - to close both the smithsonian and federal triangle post vaccines is a bad idea. L'enfant can't be the only option for those who want to go to the mall.

I chose to live in my community, Grosvenor based on access to the metro, as I am sure others have done. Closing the metro would be a huge inconvenience to me and my family, forcing us to travel by car to get to work and other places. We use it to go downtown, to the airport, to the Smithsonian, to other red line stops.

The bus from capitol heights to morgan blvd takes 50 minutes but the train only takes 5-7 minutes. If Morgan blvd is closed it would add too much time to get to ritchie marketplace.

This proposal makes no sense. Once tourism starts back up many of these will see increased ridership. I think it is unconscionable that Metro would end services to Arlington Cemetery.

Archives is my work station...suppose I could walk from LEnfant plaza, but that is about as long a walk from Mt Vernon which is also mentioned. Judy Sq is closing too...but then waiting for a red line train to get there (possible 15 minutes) would be just as long as walking. Oh, damned SARS-CoV-2. Be gone, vile virus. How would you decide when to re-open? It seems if you close the stations, people will drive, and then they will never re-open...

This is by far the worst option. Several of the listed stations are not near enough to another station to make the alternative viable. Absolutely do not do this option. All stations should remain open. Many people with disabilities and other needs depend on these stations for home or work.

I use Grosvenor-strathmore because my ride on bus goes there and there is also adequate parking

I live right at Grosvenor-Strathmore and having the train right there was a major factor in my decision to live there. Also it is one of a few stations that have ample parking. There is also residential development starting which would add more residents right at the station

This is unworkable. These were very busy stations and can be again. The proposed closures will further drive down ridership. This DC administration will be remembered for killing the Metro.

This plan does not work at all. Reason we live here was due to proximity of Grosvenor Metro allows us to walk to the metro keeping more vehicles off the roads. This is the same message heard from neighbors. In addition, new plans for the apartments/condos and the expanded garage underway at Grosvenor would kill any opportunities for the property at Metro in the current development taking place.

Without service to Van Dorn, Metro is no longer an option for me.

Why lose Smithsonian??? It's the most Mall-convenient station. And Clarendon is the most central Arlington food, bar, and retail station.

What a great way to further decrease use of the Metro. What other station is near Grosvenor-Strathmore? New buildings are no longer required to have sufficient parking spaces for multi-car residents. How do we get to the next stations? Really? You think you will maintain any ridership if people have to take buses to get to the next station?

Cleveland Park is MUCH too important for travel to the National Zoo. I know Woodley Park is the designated zoo station but it is cruel to make families with kids and strollers hike up the hill. Also Grosvenor is the closest station with parking to NIH which makes it VERY important

These stations are not all close to others. More importantly, this plan, reducing easy access, would only further decrease ridership.

Though it seems Woodley Park and the Zoo should be closed, and Cleveland Park left open. The zoo is actually closer to (certainly an easier walk) from Cleveland Park. Those that use Woodley Park would be able to walk to Cleveland Park or DuPont Circle.

I work directly across from the Fed Triangle station. I ride the VRE train to LEnfant and when the weather is bad (ice, snow, rain, very cold), I ride the orange/blue lines to Federal Triangle. Per the first proposal, a metro would come every 12-15 minutes because it's a double line (i.e., orange and blue). That is fine. But if I have to ride to either Metro Center or Smithsonian, it would be too far of a walk and that would defeat the purpose of taking the Metro to avoid the bad rain, ice, etc.

We use the metro station at Grosvenor-Strathmore to go to work and to return home

The distance between the courthouse metro and the Ballston metro is uphill and would be a barrier for any differently abled individuals who are not able to walk uphill for long periods of time. If you need to shut a station it would make more sense to pick either Clarendon or Virginia square but not both.

It is not easy to get from Grosvenor-Strathmore to another metro station, as it is not walking distance to either White Flint or Medical Center, if you live right at it.

Please don't do this. I get off at many of these stations, including Eisenhower to visit a friend, Fed Center, Fed Triangle, MVS, Smithsonian to visit places in downtown DC, VA Square to visit County library. And yes - I have used - and will use - Metro during Covid-time. It feels quite safe to me.

Proposal to close 22 Metrorail stations

I have a disability and am unable to walk long distances. I work at the IRS on Constitution Avenue NW which is directly across the street from Federal Triangle station so if that station is closed it would greatly effect me.

I would ask whether these stations would have an expected re-open date. If not, this is not a favorable plan especially for individuals with disabilities. Closing these stations in busy areas would require further walking and this could make it impossible to move around the city.

Arlington Cemetery should remain open as it is a common tourist attraction. McLean is walking distance from many companies including Capital One. Clarendon has a lot of bars and local restaurants which was a common destination pre-pandemic. It would be a shame to see this shut down. College Park should remain open as it is close to the UMD campus.

I personally use many of the stations that are planned to be closed. The surrounding stations that are "near" others are not close enough for riders to simply use a different station and walk. Many of the stations I use are in close proximity to many of the business people use. Closing Virginia Square and Clarendon are two stops next to each other which would be even less ideal for riders

My take is that if ridership is low then if there are buses that can take customers to these locations or at least close by maybe a shuttle can take customers??

There are times that I use Eat Falls Church, Clarendon, and Virginia Square depending upon where I am going that buses wouldnt help.

I live near the College Park station. There is not enough parking at the Prince Georges Plaza to handle any overflow from College Park, and I do not feel safe parking at Greenbelt in the evenings.

I live by the Grosvenor-Metro station on purpose, to facilitate Metro access and use. Closing that station would make living in this area no longer possible or attractive to me.

More insanity. .

The Grosvenor-Strathmore stop should remain open for a myriad of reasons. My top 2 would be because it supports the Strathmore Arts Center and a substantial number of multi-unit dwellings have been built within walking distance of this stop. The area was designed so that people could live in the area and not use a car because of the availability of Metro. Once things return to a semblance of normality Rockville Pike can't handle the extra traffic caused by this closure.

I live within walking distance of grosvenor-strathmore and depend on this station

I always use the East Falls Church station because all others are too far from my house.

As a senior citizen I depend on the metro at Grosvenor-Strathmore. I would be willing to pay full fare instead of the reduced rate if that would help keep the station open. I think the low ridership is a result of the Covid-19. Rush hour trains were always full. During the day it seems feasible to cut back on service.

It would be very hard for me to get to work and I think it would negatively affect businesses and tourists.

McLean is my commute to work - that station is directly in front of Capital Ones MASSIVE development. Keeping that station open will encourage folks traveling across the DMV to take metro there for the journey. Dont close that station, please!

Although I sometimes use Grosvenor-Strathmore, I wouldn't mind it closing, but Strathmore Center for the Arts would suffer. Closing Smithsonian stop in 2022 is stupid. I am sure it is little used during Covid, but once museums are open and more people go back to work, Smithsonian will once again be busy. Closing Federal Triangle as well makes it difficult for tourists to visit attractions at the west end of the National Mall.

This change would not effect me but other people could encounter longer commute times and packed train cars.

While I am closest to the planned Ashburn station, my concern with these stations is the subsequent impact of volume on the remaining Silver line stations in this area. The stations have yet to open and it's not yet clear whether ridership predictions will be accurate. Nor is it clear whether the stations have been built to handle the additional ridership if the nearby stations were not going to open. Additionally, part of the draw of the Silver Line is access to Reston Town Center for dining and shopping options.

I commute from Grosvnor-Strathmore station.

Dont close Eisenhower Ave! We have a lot of new apartments being built and people moving in around here who use the metro. try other things like fixing the iPhone passes.

Its ok to close either Virginia Square or Clarendon but not both, especially since you also plan to eliminate the 38B.

Closing these stations would mean loss of transportation options for essential workers who have no means of owning a car or paying for ride-sharing service. This policy is anti-poor and only reflects that the WMATA does not care about the greater population who dont own cars and need a reliable mode of transportation.

No. Closing metro stations are horrible idea. Do not close them. It is bad for real estate, it bad to commute. People who near by those stations would need to find ways how to commute to other stations. This plan makes no sense to me. It is so

Why would Grosvenor-Strathmore close with the upgrade in the parking garage taking place? This is the closest station with parking in the area. What is the ridership percentage at White Flint and Twinbrook?

Proposal to close 22 Metrorail stations

Please do not close Grosvenor-Strathmore station since many residents depend on Metro services for their daily jobs. In addition, Strathmore music center is closeby and is convenient for music lovers to attend events.

I use East Falls Church Metro to commute to and from work. Not having this station would significantly alter my ability to get to work. The likelihood is that if this station is closed, I would have to use a personal vehicle to get to work.

If its a temporary closure fine but once ridership picks up youll have to reopen these stations, other stations will become over crowded. You also have handicapped people who use all these stations where a bus or metro access may not be suitable.

On a personal level, I just bought a house within walking distance of Innovation Center, so no, that wouldnt work for me. You should consider that several of the Phase 2 stations are planning Town Centers around them, which would increase ridership in the long term. For the more urban stations (e.g., Archives, Clarendon, Cleveland Park, Federal Center SW, etc) the next metro stations are close enough to walk to and/or there is easy bus access to get to them, so while inconvenient, it would not be as impactful to close. For the more sub-urban stations (e.g., E. Falls Church, McLean, Innovation, etc), bus transit is not strong, so more people would have to drive, and since theyre already in their cars....your risk of losing riders is high. For Arlington Cemetery, its already closed after 7pm. There isnt enough parking for the visitor traffic; this station should not close permanently. Lastly, Ill just point out what a huge embarrassment it will be for WMATA to close brand new stations--talk about a lack of planning. As a longtime user of the Dulles Toll Road (267), Id want tolls to go down in exchange.

Grosvenor-Strathmore should remain open. It has a huge commuter ridership during non-COVID-19 times and that ridership will be back soon - and certainly by January 2022. In addition, why would you close a College Park Metro stop and deprive undergraduate and graduate student commuters of any ability to take Metro to get to their classes. Others will weigh in about these other proposed closures, but I do not support a closure policy at all.

I get on at East Falls Church.

East Falls Church is a densely populated area with residents who rely on the pedestrian-friendly neighborhood and easy access to public transportation. Since moving to this area 5 years ago, I have relied on the East Falls Church station to reduce the use of my personal vehicle in an attempt to improve traffic congestion and the environmental impact of single-passenger vehicles. This neighborhood has made significant efforts (at great expense!) to increase public transportation use - pedestrian/bike trail improvements, bike share, bike lanes, etc. Closing the East Falls Church station would negate these efforts. Please keep this station open!

Grosvenor is our main station! That would directly impact us! We use other stations like Cleveland Park and Smithsonian too. And many tourists rely on the Smithsonian station! Why would that be closed? Makes no sense! And Grosvenor Station is at the Strathmore Concert Hall - also makes no sense to close it!

Clarendon, Virginia square and east falls church should not be closed, with vaccinations individuals will return to work. Once the majority of the population is vaccinated, tourism in dc will return to precovid levels. Archives, Arlington cemetery, federal triangle and smithsonian should not be closed.

I live within walking distance of the College Park station and count on it to get around the Metro area and downtown DC, since I dont have a car. I am fortunate that I dont count on the station to get to work on a daily basis, since I usually work from home, but once the pandemic is under control I will use it several times a month both for work and recreation.

i only live where i live because it is walkable to grosvenor strathmore. if you close this station, especially after all of the garage construction...that would be really shitty. It would be a shitty solution for my commute, as I would have to drive farther out, arrive earlier to pray for a chance of parking, to be treated like cattle once again on the train. probably add an hour to commute. i cant believe that you are considering closing grosvenor...there are so many people that walk to the metro. we cannot help it that a pandemic has put our health and lives at risk, and you try to punish us by removing our transportation to work, JUST because our work place is trying to keep us safe and allow for remote work.

Depending on the line you are on, Archive, Federal Center SW, Federal Triangle are necessary entry/exit points for Federal Workers. If the pandemic restrictions are lifted by January 2022, then travel on the metro will increase again. It would have been understandable to close these stations during the pandemic, not after. Once the museums open again, Smithsonian station will be popular for tourism.

Closing of the Strathmore station would have a significant detrimental effect on the Strathmore Music Center and Mansion as well as the residential areas that have grown to depend on the service. Considerable new development is planned surrounding the station that would be heavily impacted by the stations closure.

Proposal to close 22 Metrorail stations

How will tourists and residents get to Arlington Cemetery to visit once covid is under control if you close Arlington Cemetery. Clarendon is a very busy station with all the shops and restaurants and people commuting from the apartment and homes in the area. If you close Smithsonian/other metro close to Washington DC attractions - how will visitors without cars and residents who like to visit the Smithsonian get to the museums. RE: Virginia Square and Clarendon - if you have to close one - close Virginia Square - as that is very close to Ballston. However, do not make permanent decisions based on covid ridership numbers. Things will get better in time. If you have to do something temporary in the short term to save money - fine, but do not make any permanent decisions. If you make more people drive (who have cars - I do not have a car), that is also worse for the environment. You have to balance your plans - things will improve again once more and more people have the vaccine. I've heard from a number of neighbours that their offices are talking about working at the office from March. This is likely to increase as time goes on. Please don't penalise those who need the metro to get to and from work, among other things.

Might as well close the entire system. Having so few stations is a horrendous idea that will kill off METRO. Requirement to walk much further combined with additional safety concerns would cause my family to choose auto travel nearly always.

I live at Grosvenor, and would travel to Smithsonian often when museums open. How would I get there? There's no parking!!! That's why we have Metro!!! Would I need to drive to a Metro station??? And park where?? How long a walk from wherever station to Smithsonian??

This is ridiculous many people choose to live near one of those stations to utilize the metro as a means of transportation. Also people who are unable to walk to the next station from their home will then either need to drive to work or the next station or take the metrobus.. Oh wait you are cutting that service as well by 50 in 2022. So not only will the waits be longer but time needed to get on a train will be increased. This punishes people who do not have a car

While these stops may have lower ridership numbers, closing them would be a large inconvenience for the riders. It would create an additional challenge of having to stop at a nearby Metro station and separately arranging transportation to the original stop.

While it would sadden me to lose so many stations, I understand the need for closures of metros that have other stations very close by. I am however concerned about a permanent closure of these stations. Additionally, I would ask that the station be used in some safe citizen focused way during the closure. Perhaps, they could be used by local homeless shelters, art groups, buskers, or food vendors. Or any other enterprise that meets the needs of that particular community.

Many of these stations (especially Clarendon) are positioned close to restaurants and bars that may be allowed to resume more regular operations as more people are vaccinated and the risk of covid declines. Shutting stations that service popular nightlife and dining neighborhoods like Clarendon will slow the recovery of these businesses and, perhaps more importantly, leave metro poorly positioned to capitalize on the increased ridership that will accompany the economic recovery resulting from the end of the pandemic.

I am visually impaired and can walk to Grosvenor but can not walk to "nearby" stations safely or conveniently

Absolutely NOT.

Instead of closing these stations, I hope a compromise can be found, including adjusting schedules--e.g., make some stops less frequently

And then what? Take a bus between stations? This overruns the mere existence of the metro rail system. If you are adding more traffic to the streets, more buses, more gas emissions. ASK for more money from each State and Federal Government - otherwise all this investment in metro system would have been in vain !!!

This plan does not affect me personally but I would assume anyone trying to get to work at these stations is going to be majorly inconvenienced!

College Park is not a low ridership station, nor are many of these other stations. We want more stations, not less. Again, the lockdown can't last forever if we want a future here in DC. It's time to demand better of our spineless politicians, not destroy commerce and public transit.

Major govt buildings are right off archive station. Bad idea to shut down any stop

Smithsonian is the only metro on the mall, hard when tourism returns

I do not commute to these stations.

This is an incredible proposal. Why even have a transit system if it's not in any way convenient? Further, the absurdity of Metro opening 3 new stations and immediately closing them after Virginia residents paid to construct them is too much to take.

You might as well shut down the whole system, in terms of getting riders back on those trains. What people need from mass transit is convenience (as well as reliability, safety, and economy). This does the opposite. Your planned changes will not bring riders back to METRO, it will have the opposite effect and further debilitate the system.

Grosvenor is a very important stop because of the parking. If it was closed, would WMATA allow parking and run buses to close stations?

That's too many closed stations. Metro needs to come up with a better plan. Otherwise we are going to have to quit jobs due to lack of transportation. These days since the pandemic we are already losing employment.

I usually use the a few of those stations. I think in 2022 many things will go back to normal, like going to school at the Arlington GMU campus.

Proposal to close 22 Metrorail stations

NO. I work and live at two of these stops! I like in Cleveland Park and I work at Federal Center SW (half time) and Federal Triangle (Half time). I also have friends that live in Mt Vernon and McLean! How could you close Smithsonian!? Thats how people get to the mall!!! Its not near any other station.

Grosvenor-Strathmore closure would have a negative impact on those wishing to attend concerts at Strathmore Performing Arts Center as well as residents of people who live in the apartment buildings nearby. As a senior citizen, closing the Smithsonian stations would make it difficult to visit some of the museums on the mall.

Must have access to College Park and National Archives

I frequently use the Van Dorn Metro to commute for work.

Given the fact that the station Grosvenor heavily populated with condominium around the station, there are many citizen to rely on the metro instead of driving to work. If the Grosvenor station closes, the residents who normally walk to the station come up with the plan to travel to the nearest stations, either by car or by public transportation that are not readily available, that will end up reducing the ridership further down. It is absolutely inconvenient for residents live in condominiums around the station. The residents around the Grosvenor station are most likely favored the fact of convenience and availability of access to Metro to live around, but if the changes to be made, then they will lose access to daily commute to work. Please consider leave Grosvenor station open.

Unless the ridership is at an absolute 0 closing the stations is ineffective. It creates greater difficulties especially for those who have no means to get to the "nearby" stations. As someone who used to rely on the Van Dorn station but has since relocated, I know for a fact that especially during non-pandemic times, that station is constantly in use to either transfer to other lines or to get to their employment. It is especially used by service members and vets getting to the pentagon. Again, it is a moot point to shut down stations in any capacity. By shutting down stations you are leaving people without transportation, without the means to get to another station, and decreasing your own revenue from those riders who would have been getting on at those stations.

I don't agree with directing all metro traffic toward specific stations. Those stations allow flexibility for commuters and travelers in my opinion

How does Metro know what will happen on stations that are not opened yet!? Again, Metro backwards process and I have been here a long time to see what that accomplish, nothing! Think outside the box

Grosvenor-Strathmore serves unique role in serving adjacent cultural site (Strathmore Hall) as well as 3 schools within close walking distance & planned residential growth as well as a very mixed residential community. It also provides needed parking! Ridership significantly down during recent pandemic but certain to increase as pandemic controlled.

Are you kidding??? Our station, Grovesnor-Strathmore not only provides much needed metro parking but is central to a rapidly growing, high-density hub of neighborhoods. It is also a key transportation hub for those wishing to visit Strathmore Hall for concerts and other activities. Drop off and pick up access at Grovesnor-Strathmore is by far more accessible and better designed than White Flint which essentially exists directly to the main roads--vs a dedicated pick up and drop off area. There are high density development plans under way that would further increase density--and ridership--in the immediate vicinity of the station. The bottom line is that the Grovesnor-Strathmore station is a key transportation hub to all the immediate neighborhoods, including Kensington and many others that do not have nearby metro access.

We need Van Dorn St metro station, there are no other metro closer to Van Dorn (VD) Station nor other line in VD metro. if you close this station, it will be very inconvenience for people to go to work to DC from Alexandria. Instead of closing VD station, would you please considering reducing Orange or Silver lines. The come very often and are duplicate most of the stops, only a few extended stations (after East Falls Church and Stadium-Armory) that are different, maybe just run a few trains that back and forth from these 2 stations to go to Wiehle-Reston and New Carrollton. Blue lines passengers already suffered enough, longer wait and so packed before pandemic. We are human too and need to go to work like other people. Thanks for your considerations.

As my closest walkable station to home is Grosvenor-Strathmore, this would be not at all acceptable as it would require having to use my car or find some bus route just to get to a metro station for both work and leisure.

This is a horrible idea.

In inclement weather I wouldn't be able to walk to my destination.

Definitely would negatively impact our entire family. Two travel daily from East Falls Church to Smithsonian. Another person in our family is a dependent disabled person with Attendant care. The disabled person uses the East Falls Church Metro-trains to get to and from services. But more importantly, the Personal care Attendants (utilize East Falls Church Metro to get to their workplace). Because Attendants do not have a car, they would forced to find another job, consequently leaving the disabled individual without Attendant care.

How would visitors get to Arlington Cemetery? Are they supposed to walk from Rosslyn? Or Pentagon? Very stupid to close Smithsonian which services all the museums on the National Mall.

Proposal to close 22 Metrorail stations

I cant speak about the other stations but closing College Park? Absolutely catastrophic. Not only do people who commute to the University of Maryland as students or employees use this station to connect with shuttle buses it is also the only station anywhere near the main National Archives bldg. It is already a nightmare commute for staff because Metro has already cut one of the two busses that serves the National Archives. Note that the National Archives College Park site holds most of the records so in addition to staff who commute via public transport, they also get a large number of researchers, many of whom are international who schedule extended research visits. I can confidently state that one of the reasons College Park has low ridership is because Metro service (including the C8 bus) was so abysmal pre-COVID, that any National Archives staff that could either transfer to another site or agency in a better location or buy a car did so. If service was dependable, more people would use it but again for those people that cant afford a car or dont drive for whatever reason, and/or cant transfer, and this is absolutely catastrophic. Seriously, WTF?

We rely heavily on the East Falls Church Metro station, which Metro just spent a good deal of time and money to renovate, and which we and our neighbors can walk to--keeping our cars entirely off the roads.

Close Grosvenor-Strathmore??? Seriously? Thats still one of these busiest stations on that part of the line. No way is that going to work with the large concentration of people heading back to the office in 2022. Youre going to end with a total mess at White Flint.

I am in the Va Square community and the entire Ballston to Rosslyn corridor is part of this walkable community. Not having metro to go to Clarendon for grocery shopping would be a huge inconvenience. Plus I have medical issues which preclude me others to get around easily.

The Grosvenor-Strathmore stop should definitely not be closed in any case. Reducing frequency of trains or operating hours is one thing, Outright closing is another. And again this seems rather dramatic and extremely pre-mature.

Sounds like a ploy to get more funding. Why would stations giving access to tourist sights near tourist sights and venues be closed? Good way to lose more revenue

No stations close to the Penn corridor should close. There are several agencies just outside of Federal Triangle and Archives specifically. Also, Morgan BLVD is great overflow for riders who arrive in between being really early and qualifying to park in the permitted spaces after 10:00 am. The Largo parking garages fill quickly and I have often needed to drive to Morgan BLVD for a space, even further to Addison Road when Morgan gets filled. I would like Morgan BLVD to stay open especially as several condos, townhomes and new housing developments are steps from Morgan. I would imagine pushback from developers as being across the street from public transportation has to be helping their sales. Finally, Morgan is within walking distance to Washingtons Football Stadium.

My family depends on using the Grosvenor Metro station to get to work downtown DC and downtown Rockville. We bought our house because it is a short walk to the station.

I bought my home near the Cleveland Park Metro. Dwindling businesses have driven down the value of my home. Proximity to Metro is one of the best things about being here. If I had to walk a mile or more to another station, I will not do this regularly. Stations will get too crowded and weather will not cooperate. Please do not punish those of us who choose Metro over private vehicles.

One of these stops is where I currently live and another is where I currently work. I already walk 15 minutes to the metro and another 10 minutes to my work after riding the metro. So I am now supposed to walk further to another metro station when there is one that works perfectly fine in my area? Why make this inconvenience for several people who live in neighborhoods right next to the metro stop that's slated to close? This would more than double my commute time. This is unacceptable.

This is a bad option. I use the Greensboro Metro station to get to work! If this location closed, it would drastically impact my commute, as the next closest station is at least a 20 minute walk away. This is so so impractical, and I would say in my experience there are many commuters who rely on this station to get to work as well. I probably would stop taking the Metro if this station was closed. Additionally, I also use the virginia square metro to get to work, as that is right by my apartment. I use the clarendon metro often to get groceries. I use the Mt. Vernon square metro when visiting friends who live in Mt Vernon Square. I would use the Reston Town Center stop to get to the town center / to visit friends in reston. This option does NOT work!!!!

This would be a personal disaster if Clarendon and Va Sq are closed as I have no car and am 76 yrs old. Both stations have grocery stores next to them,, Va Sq has Geo. Mason U. where I take classes and Clarendon has all the shopping places that Ballston where i live does not. I moved here 20 years ago because of METRO which I have ridden since it opened in 1976. Again I have no car. I used to live at Dupont Circle and rode metro from there as well. Clarendon is one mile from Ballston station and three-quarters from Courthouse. If I had to walk it would be 2 miles for the first and and one and one-half miles from the latter going both ways. The bus is no good as one has to wait outside in the weather rather than underground on Metro. I had a horrible time getting food during the pandemic when both stations were closed. It caused me heart trouble from worry. PLEASE DO NOT close those two stations -- Clarendon and Va Square. It would ruin my life and no kidding about that.

Grosvenor-Strathmore Station should NEVER CLOSE !!! At the Grosvenor-Strathmore Station Stop Strathmore Art and Music Center is located, plus extensive high rise building, low rise dwellings, townhouses and Rock Creek Park area for busy weekdays and weekend public use.

It is bias and unsafe, especially in the evenings.

Proposal to close 22 Metrorail stations

The College Park station is very important for serving the University of Maryland and giving faculty, staff, and students easy access to campus. Additionally, the connection to the Purple Line at the College Park station will be pointless if the College Park station is closed. The other nearby stations are not walking distance from campus, and more students, faculty, and staff would need to drive or pay additional travel money to get cabs to the next closest station. This could increase traffic congestion in the area or further decrease ridership. Additionally this station is important for funneling traffic for sporting events at the University of Maryland. Also Mt Vernon Sq is very important for access to the convention center for staff and convention attendees. Conferences might be hesitant to book the space if the metro station is closed.

This would be a disaster for our community! Plus, it is the only station serving the arts and Music Center at Strathmore, a hub of community activity and a densely-populated area that the Metro station encouraged. Don't close this station, and assure it remains open for some period after scheduled events conclude in concert/activity evenings.

Not a good idea to close both Clarendon and Virginia Square. We often use V S when attending programs at the Smithsonian—good parking nearby. Clarendon a lively night spot; we've met visitors who have taken Metro from D C so we could dine together. Arlington praised in past for planning to have so many convenient Metro stops. We also are frequent users of both Federal Triangle and Smithsonian.

I am very opposed to this plan. All of my regular metro stations are on this list (stations at both ends of my commute to work each day), and this plan would make it very difficult for me to get to work (or would significantly increase my commute time). Parking is not an option for me.

You are closing stations that bring tourists to our city, like Archives, Fed Center SW, and SMITHSONIAN!?!.

Grosvenor-Strathmore is my station. Quite a substantial number of people here use this train to go to work in DC, to travel to airports and train stations. There are building projects that have been built and are underway that are using the close proximity of this station to entice people to live in this area. Keep Grosvenor-Strathmore open.

How does one define near other stations? Arlington Cemetery is at least a mile away from Rosslyn. Virginia Square is close to Ballston; however, if both Clarendon and Virginia Square are closed, that would create a huge void in between Court House and Ballston. That could be a serious issue for the north Arlington community. East Falls Church isn't close by pedestrian means to either Ballston or West Falls Church, so that is entirely befuddling. This seems like the least desirable option amongst the proposals I've read so far with wide ranging negative impacts if implemented.

This is an enormous number of stations, and would drastically impact my & many other people's ability to have metro train service be a reasonable transportation option. This will decrease ridership both among those who have access to a car and among those who don't and need it most. In trying to save money, you'll be making a system so inconvenient to use that ridership will be limited to those with no other option- my trip from home into DC is often frankly faster and arguably cheaper if I drive instead of ride

This is a horrible idea which would seriously impact myself, my family and a large percentage of commuters in Northern Virginia. This would result in extremely crowded stations that are not closed, dangerous conditions on platforms, significant inconvenience for frequent riders, and loss in property values for those near the shuttered stations (to note, the last concern would not impact me as I am not that close to a station to impact my property values). The D.C. Metro is not like N.Y. with many stops, so this plan would further degrade the system, and likely significantly delay a post pandemic recovery. I would most likely decide to stop using Metro ever to commute if the closest station to me is closed, and highly suspect others will make the same decision, resulting in other commuting problems for the entire D.C. area. I would not pay the price Metro is currently charging to be left miles from my residence. This is option is extremely short sighted and will result in a change in transit habits that will take years of not a decades to recover from if the stations are ever re-opened.

With little parking downtown it has been nice to take The train near to the destination point. With these closures there will be more walking for these with disabilities and elderly

I am a regular commuter from one of these stations and being forced to another station would result in too much congestion at the receiving station, and add another 30+ minutes each way. My commute could go from approx 1 hour to 1.5 hours each way, and my home is only 7 miles from my place of business. I would likely switch back to driving to work adding to the already increased congestion on the roads from the years of necessary work on the the metro system.

I live close to Grosvenor-Strathmore metro station. If it were closed, the closest metro stations (Medical Center and White Flint) will definitely need me to drive there, and find a parking, pay for a parking fee. We bought our condo because there is a Grosvenor-Strathmore metro station! I am expected to go back to work by fall 2021.

I frequently use the Cleveland Park station. This plan would close a lot of the stations near the National Mall that would bring in ridership from tourists, I think they should stay open.

Proposal to close 22 Metrorail stations

It is surprising that Archives is considered a low ridership station. Comparing it to stations like Gallery Place Chinatown with its attachment to the Verizon Center is an unfair comparison. Judiciary Square is a nearby station to the Archives. Again, I think it might suffer with comparisons with its tourist dominated neighbors. Closing Archives and Judiciary Square, Federal Triangle and Smithsonian would leave a large area bordered by Union Station, Gallery Place and LEnfant plaza with no metro rail service. The National Mall, the adjacent museums and government office buildings would be bereft of Metro access. It affects tourists, locals, and commuters (it makes people less interested in using metro and may drive them to MARC (Union Station) and VRE (LEnfant plaza) when in the past they may have solely used Metro, or used the commuter rail in combination with Metro. A compromise would be to open these stations for rush hour. I think the combination of closing these station would decrease ridership by more than the amount represented by these stations. It is unclear what station College Park is near. The increased development in College Park, the university, and new employment locations such as the new FDA headquarters means that people heading to those locations are not going to metro to Hyattsville or Greenbelt to access College Park.

What's the data and equity impact this will have on black and poor communities? How has metro address the lack of infrastructure improvements at black brown communities station and bus routes while spending money to build/invest new "affluent" and white communities west of the river? Why are these cut not coming out of capital expenditures for new stations?

I rely on the East Falls Church station and there are not stations near this stop that I can get to. You would need to increase the 2A route to get to Ballston as it is definitely not walkable to get to Ballston from EFC. I think you could close either Virginia Square or Clarendon but not both since there are nearby stops.

Are you seriously proposing to close stations that havent even opened yet? And, lets be clear, the insistence that there exists another station close enough is tantamount to telling disabled people that they dont matter at all. How much further do you want working people to have to walk, after theyve already worked their entire day? This is a tax on poor peoples time, when they have the least of it to give.

If WMATA cannot contemplate future operations without wholesale closure of stations, they might as well give up and outsource planning to another entity. At best, this is a scare tactic designed to shape future negotiations with Federal/State/City/Locality governments, Unions, Ridership, etc. At worst, it reveals a detachment from reality and severe deficiencies at the highest levels of leadership. Why spend so many millions of dollars on new stations to close them before opening? How many more stations get closed when new dedicated funding sources prove not to be enough for WMATAs appetite? Ridiculous.

I speak specifically to any plan to close Grosvenor-Strathmore. I cant imagine this would be seriously considered given that just across the street is a campus of five high-rise apartment/condo buildings (one of which my wife and I call home), another large campus of smaller apartment buildings, three areas of newly developed \$1 million plus townhouses. I know for certain that the reason residents pay top dollar to live here is because of easy access to the metro, including a special entry that allows access for pedestrians (and there are crowds of them most mornings) under Rt. 355. The metro also accommodates people attending concerts and other programs at the Strathmore Performing Arts Complex, an endeavor that will need every bit of help in surviving post-covid. Certainly any closing would have to be weighted against the tremendous disruption and financial loss it would otherwise cause.

Closing stations means closing opportunities for those who rely on public transportation. I personally use Judiciary Square, College Park, East Falls Church, and Clarendon stops to get shopping done and see friends and family.

I would find it disappointing not to have access to many of these stations and again would make using Metro difficult for myself and tourists.

This is a lot of stations, and closing these stations would impact my travel. It would hurt businesses near these stations, cause overcrowding at other stations, and require people to walk further which is difficult for older and very young populations (or those who accompany them). While ridership may appear to be low at these stations, many are smaller, so that is to be expected. I feel safer using smaller stations. I also think that our experience with the pandemic will change how people feel about being so close to each other. Crowding into LEnfant Plaza instead of Federal Center SW does not appeal to me at all.

Would you want to have to walk blocks out of your way to get to the nearest station? Oh wait, one only has to drive there or catch a bus, right? Adding to travel time. What about when incimate weather strikes? Again none in management uses metro do they? Must be nice.

Customers work or live near the stations that would close.

Closing Clarendon is an interesting concept. This is a bustling area for the restaurant and young adult scene. Since these cuts are targeted for 2022 one would assume that the restauraunt and bars will be at full capacity. Has anyone looked at the feasibility of how this will affect the local businesses? Same with some if the other closures. Tourism and many government and other businesses will require folks to be back in the office full time. Closing Smithsonian/ mcclean / falls church / etc will greatly impact the traffic on the roads.

If you close stations will you replace the Maps, Guides, etc. That could be quite a cost to consider.

I live near Grosvenor-Strathmore station and would like for it to remain open

Proposal to close 22 Metrorail stations

Just No-

This is a ridiculous proposal. You might as well close the entire Metro because what purpose will it serve?

There are times I need to get off at Federal Center and walk to my office in the morning or evening because of either train issues or you have the Capital South closed for cleaning. I need to be able to get back to L'Enfant Plaza.

This would be horrible and assumes that ridership will not return. We use the Archives and Cleveland Park extensively. Smithsonian is also used by tourists. I think this will force people to drive and there is inadequate parking. This is the worst proposal so far.

Probably fine to close a few of the downtown stations, but the ones in the suburbs aren't that close to the other open stations. I live a half mile from the Clarendon station (where I usually do my grocery shopping) and three-quarter mile to the Virginia Square metro. It is 1.2 miles to both Courthouse and Ballston, doubling my travel time. On a nice day, not a big deal, but in shitty weather...

Closing Grosvenor strathmore would be a disaster. This area is full of workers who do not use cars to go to work.

I sometimes go to college park, so this would not be great for me. I could live with it if I had to though.

We need more, not fewer stations. This would make public transit even less accessible!

I work downtown and use Metro to get to my office and to travel to other offices for meetings, etc. I use several of the stations you have listed mainly because the bigger stations (Metro Center, L'Enfant Plaza, etc.) are so crowded. If you close the smaller stations, it will lead to even worse crowding at the bigger stations making them less safe.

NO! I use the McLean stop, along with thousands of C1 employees every single day when not working from home, and anticipate doing so again post-COVID. This would make my commute hellish.

We use (precocious) Clarendon for shopping; also use Smithsonian which seems busy for those going to the Mall, same with Arlington Cemetery. It seems a shame to close those stations.

This is not okay. All these stations exist for a reason - to provide accessibility for people who live or work in these areas. A public transportation system is supposed to serve the public. Please don't close any metro stations or bus stops.

These changes will discourage Metrorail customers from returning. It will make the commute more complex and increasingly multi-modal, which would put more pressure on other Metro options, such as the bus system. The buses could not transport at the same volume as train cars. It will also be more difficult for people with mobility issues who don't utilize Metro Access to use Metrorail. Before the pandemic, I rode Metrorail every day, primarily for commuting. Closing these stations would double the length of the commute and double the cost of my commute. The cost alone would put it on par with parking at my destination and driving would be a quarter of the time. In that situation, I don't see any reason why I would use Metro to get to work. In general, don't make it harder to access Metrorail. That should be the last possible option if you want to increase ridership.

I use the East Falls Church station regularly. Closing that station will create great inconvenience for commuters such as myself who live in that area.

Certain of those stations serve large commuter populations, why would you make their commutes that much more aggravating??

No this would NOT work at all. Grosvenor is the station I would start from / return to in most cases, whether heading to DC or heading to Shady Grove. Suspending service at Grosvenor seems to be a very unwise decision, especially given the presence of the Strathmore Concert and Arts Center that (pre- and will be post-pandemic), the high density of multi-story, and townhouse residences in the immediate vicinity, and the new housing being built there now and also planned in the near future - all within easy walking distance of the Grosvenor Station. Closing the Grosvenor station would disproportionately disfavor persons and families who have chosen to live close to Metro. Perhaps consider another idea to have every other train stop at Grosvenor / White Flint (alternating) - if service continues to Shady Grove with one train going all the way to Shady Grove and the next train stopping at Grosvenor, the next train going all the way to Shady Grove, and the next train turning around at White Flint (if switches there permit). If there were not service at Grosvenor it is very unlikely that I would use Metro.

I need McLean station, unless you are going to subsidize move of private shuttles like Mitre shuttle to other stations. East Falls Church is a major transfer point between metrorail and buses and should remain open for that reason. Also, aren't Arlington Cemetery and Smithsonian major tourist stations that are worth keeping open at least during summers for tourist income? Remaining stations are the right choices for closure, if necessary.

As a bicycle/rail user the Reston Town Center, Innovation Center, E Falls Church, are close to significant bike infrastructure. These stations provide logical efficient ways to bike to DC from the Virginia suburbs. To remove these station from the system is a great disservice to a whole class of users.

I use some of these stations for special events such as the Walk for Epilepsy. Also, Judiciary Square is the station that I may need to go to when called for Jury Duty.

Proposal to close 22 Metrorail stations

Arlington Cemetery should stay open no matter the volume of use. It tells visitors and tourists there is a way to get there besides driving and the DMV supports travel other than cars and no other stop will get you there. East Falls Church is a commuting and visitor stop for riders to DC who are not in walking distance to a Metro stop. The idea is to get cars off the road. As soon as things open up it will be used again.

On a regular basis I need to go to Federal Triangle in the evenings and a station closure would be a big disruption to my normal travel plans. There aren't many bus options in that area.

Clarendon is the closest stop to my home -- and the one I use the most. I can't believe that you are proposing the closure of BOTH Clarendon and Virginia Square. This would be an imposition on a lot more people than just me -- businesses in Clarendon, students at GMU Arlington

I live near the Clarendon station and these closures would greatly affect me enormously. Once I am able to go back to work, I will need to commute along the Silver line from Clarendon to Spring Hill, and the closure would greatly increase my commute. Additionally, as Clarendon station and Clarendon proper is an important economic zone, the closure would be disastrous for local businesses, restaurants, and entertainment venues. I think the Clarendon closure would be a terrible move by WMATA, especially if the alternative to get to McLean is by bus, because the 66 corridor is horrible during commuting hours.

If they close these stations I won't be able to get to work in time

White Flint is much further away from our house and uphill. For someone who is almost 80 years old this would be a serious burden.

There are several apartment communities near and behind Grosvenor-Strathmore Station. There are also commuters that come to that station and take the metro to Walter Reed and NIH. Closing that station would significantly impact people who commute to work nearby and who chose to live in that area for that reason and who commute into DC also. It is very convenient and great to have it there. I would pay more to ride the metro if that were to keep this station and others from being closed.

That's not near. You are also suggesting this for the stations with the new bike parking. Why? I signed up for the EFC bike park and it is going to be part of my multi-modal commute starting this spring. Also, how are visitors supposed to get to Arlington Cemetery?

This is a terrible idea for people with mobility issues. So the plan is to just have ghost stations downtown?

How do they plan to assist the people who DO use these stations? And is this permanent? If so, what is the plan for the stations?

You cannot close Clarendon and East Falls Church. After COVID vaccination, we're all expected to go back to work. Losing those stations will cripple the workforce.

Why take Metro at all into Arlington if you can only get to Ft Myer Drive.

I live 2 blocks from the Clarendon metro station and rely on it heavily getting to and from work in downtown DC. While my travel and metro use is currently limited due to COVID-19, I expect to use it much more again once restrictions are lifted. When I purchased my home in 2009, being in close proximity to the Clarendon metro station was a major factor in my decision.

My family depends on Grosvenor Station, and the substitute stations are far too distant to be considered near for our travel purposes. I would suspect that many households would switch to private vehicle and/or move away rather than take buses to other stations, and those alternatives involve unpleasant costs, too. I believe it is worth confirming why ridership is currently low - there are a lot of federal- and related professionals that live in high-density buildings near Grosvenor Station (my wife and myself included) who will begin taking Metro when there are fewer barriers to safe work (e.g., once we are vaccinated).

I don't use any of these regularly.

Transferring would be the only option if these stations were to close.

I live one half mile from East Falls Church and was hoping to resume my daily commute to and from Foggy Bottom when our building reopens for regular operations. Don't have parking in the city nor regular access to a car for commuting. The Metro (and the ability to walk there) was one of the joys of my daily routine -- and key to my getting to work. Ballston and West Falls Church are quite a distance from each other and from my home.

This would be a disaster. We are both 79 years old, do not drive and have difficulty walking long distances. . We live near the Cleveland Park Station. We could not walk to the Van Ness Station or the Zoo Station. We would be TRAPPED if the Cleveland Park Station closed.

Terrible idea

Maybe reduce service sometimes at stations like Arlington Cemetery or Judiciary Square - say, close that station at 6 or 7 pm - since these serve places that keep shorter hours and there's little nightlife. But to close so many orange/silver line stations would be a self-inflicted wound, since not only have people chosen to live there BECAUSE of Metro, but you'd also be impacting issues like disability access to transit, and it would be hard for the system to earn back riders' trust.

People are handicapped or can't walk to other stations and need to be able to access the closest station, and even if the ridership is low now, it should increase again soon. I mean federal employees work right there, closing those would be ridiculous.

Proposal to close 22 Metrorail stations

These stations are mandatory do to the fact that they are residential stops. They need to be left as is with running times being reasonable for ppl to use. Once pandemic is over the usage will start to creep back up, but if they are still packing it in like sardines ppl will shy away from using. You would be hurting urself by lowering ur usage even lower than it is now because once pandemic is over ppl will still be a lot more aware of there surrounding and situations

Several of my work headquarters are located at this locations. Smithsonian is also the easiest stop for enjoying the sites

Shutting down the Clarendon metro will hurt more residents than saving a couple bucks! Clarendon is filled with professionals that use the metro to commute!!! It would be completely out of the way and too far to walk to another metro and it would be illogical to Uber to another metro station. DO NOT GET RID OF THE CLARENDON METRO! There will be ALOT of disgruntled residents!!!

If one station is close enough to another that a person by foot or wheelchair can reach the still open one without a car or bike, sure. If the idea is to encourage more cars to pile in more to one station, maybe. But it still reads as another signal to riders to have negative thoughts about metrorail. Discouraging ridership doesnt seem like a good idea.

My wife frequently takes the children and used most of the metro stations so she doesn't have to walk farther to her destination with 3 kids in tow and a large stroller

Red, blue and green line stations need to remain open. Closing a stop near any sort of shopping or recreational area would be very hard on the nearby businesses.

Some of the stops list above are fine ie Arlington Cemetery, East Falls Church, Archives. Cheverly, College Park etc would be cut off without stops. Believe that post pandemic, business will surge + those who need those stops for jobs, school, getting home, would be stuck using unaffordable Uber.

I can walk to certain stations but I can't to others. I would have to drive to another station or to my destination. Obviously I would drive to my destination. If I'm vaccinated I would be taking Metro a lot more.

I would be in favor of closing arlington cemetery but otherwise other stations are needed for those who cant walk to other stations because of health issues.. Plus if we start going back to work and school those stations will pick up.

If you close the Cleveland Park Metro, youre cutting off a lot of access to the CP library, which was only recently renovated and hosts many community events from all over the city due to its meeting and entertainment areas. Many people who participate in events Ive arranged have to come by way of Metro.

I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies. I moved to the Grosvenor area because of the metro being right there, am i supposed to see my home and move ?

I would have no problem with Silver Line Phase 2 stations closes (except for Dulles) as they are mostly car-dependent anyways.

These are a lot of stations to close. McLean in particular affects me and a lot of other riders. There is no safe pedestrian route from Tysons station to McLean station. Also, there is no parking at the Tysons station but their is a private transit lot next to the McLean metro station. There will be no way to park at McLean and get to Tysons station. Some other stations make sense to close like Van Dorn St, and Eisenhower Ave. There are a lot of other parking options, and buses along Eisenhower avenue so riders can park at Springfield, Huntington or take the bus to Kings St.

I was going to rent an apartment near Grosvenor/ Strathmore. Based on the possibility of that Metro closing, I declined to sign the lease.

As someone who frequently used the College Park and Smithsonian metro stations, this would completely disrupt the ability for thousands of people to commute or gain easy access to DCs resources. The availability of these metro stations to people on the outskirts of DC allow them to have just as much opportunity as the people right next to larger, more popular stations.

This proposal would result in more people being packed into fewer Metrorail stations at rush hour and give people fewer options for accessing public transit. Further, it will make public transit a less convenient and potentially less reliable option. I like being able to choose between Tenleytown (a shorter walk but longer train ride from where I live) and Cleveland Park (a longer walk but shorter train ride) to get to work, depending on the weather and my energy. This proposal, like the others so far, will likely decrease ridership even further and cause further declines in revenue as a result.

While I understand these stations are close to other stations, the whole point of public transportation is that I can walk to my metro station not Uber which defeats the purpose. If you close Clarendon and VA Square I would have to walk over 20 minutes to Ballston- MU in which case I could have chosen to live somewhere else but I wanted to be metro accessible for both school and work.

ABSOLUTELY NOTNO WAYTHIS IS DISTURBINGThe reason for metro is accessible public transportation- try walking anywhere near Tysons Corner- its literally a 30 minute walk.Cleveland Park? You have got to be kidding! What about tourists who visit Arlington National Cemetery?Smithsonian!! what on earth are you thinking? People will eventually return to work, unless MATA knows something no one else does about the end of civilization.

Proposal to close 22 Metrorail stations

Closing stations will cause lower ridership. Wasteful use of budget should be reviewed before cutting stations. Would these stations reopen once ridership increases? What is the cost of maintaining those stations when they are closed? This is caused by poor management.

This would be absolutely terrible!!! It should not need to be explained just how devastating this would be to millions of people and businesses. I and many millions of other riders use these stations every day to get to work and to our recreation destinations. Some of these trips I could replace with Uber or other transit options, but many of these trips I simply would not make if the station nearby closed. If Metro closed these stations, ridership will never return, businesses downtown will suffer, and the city will never recover!

I pay high taxes because I'm close to the metro. Are taxes going to be lower on my property if Grosvenor stop closes all together?

Cleveland Park is the stop closest to me. This is how I get to my job in Maryland every day. This would be very inconvenient to me and make my commute much more difficult

Federal Triangle should NOT be closed. I am disable and its a short 2 min walk to work. There are over a few thousand who use Federal triangle who work in near by locations. Ronald Regan Building to include- IRS, FBI, Clinton, Post Office, US Customs, EPA, D.O.J, American History etc. and a few others. FEDERAL TRIANGLE SHOULD NOT BE CLOSED!

Closing the East Falls Church station would most likely prevent my family of four from regularly using Metro. We moved where we do to be close to that station and there are no other Metro stations within miles of that stop. Please please cut back service hours there or at other stations but do not eliminate the station.

Closing any stations on the Orange line, especially in high-density north Arlington would result in increased crowding, delays, and potentially higher rates of disease transmission - or still lower ridership to avoid the aforementioned.

This is not really acceptable, as many of these areas, Specifically on the Silver line are not reasonable walking areas to get in between stations. For Example from Tysons corner station to Greensboro, there is not a straightforward or safe way to walk between the stations, so anyone who was previously serviced by greensboro would be unduly affected. Also many people have opted to move out near the Silver Line Phase II stops specifically due to the upcoming metro access. If anything maybe a better solution is Express and limited lines that would bring more people to city center quickly while having less frequent multi stop lines to service the smaller stations, much like express line buses. Just a thought.

I can't walk that far too the next nearest metro stops and bus routes wouldn't get me sufficiently close. Closing the metros nearest federal buildings and high-traffic National monuments/museums and will lead to lower tourism, more private vehicles on congested streets, even less parking and more pollution.

East Falls church metro seems like a very useful metro station for people outside DMV area working in DC. It will discouraged the use of public transportation.

Closing both Virginia Square and Clarendon would be troublesome. Keep one or the other, but probably keep Clarendon open.

I am only familiar with the stations in Washington, DC, so I am not sure how the closing of stations would affect the other areas of the DMV.

Mothball silver and purple lines, which are inop or not showing extensive ridership, until such time as the economy returns to normal. Do not impact existing network stations.

Are you talking about permanently closing these stations? That is madness...especially the Smithsonian, Archives, Cemetery, Federal Triangle stops. These are all heavily used by tourists who WILL be coming back to DC in the coming months. Temporarily shutting down until workers and tourists return, ok. But permanent closures would create so much more car traffic in DC. Arent we trying to minimize car traffic?Again- I am a tour guide. I know how important these stops are, especially the ones I mentioned above. As far as the Arlington stops go- closing both Virginia Square and Clarendon makes no sense. One of them- ok, but both? The Rosslyn and Ballston stations are so difficult to get to as is, this would exacerbate the problem.

With so many people being vaccinated we likely are reaching herd immunity in two months. You are not considering the rise in ridership once covid subsides and people go back to work. Furthermore, please do not close the Grosvenor Strathmore station as that is the main way people attend concerts at Strathmore. Property values will also plummet at the locations which are clustered around and across from many of these metro centers.

My most convenient station is Grovenor-Strathmore. It also has the most parking. Medical Center is close, but has no parking. the station can also be used to get to performances without using a car. Smithsonian is the most convenient way to get to the Mall and the museums and is always crowded with tourists.

Nearness to other stations doesnt mean much if its still too far for me to get to places that would have been closer. I will go shopping less, then. I will necessarily buy less weighty items.

I would like Grosvenor-Strathmore to stay open.

I dont have a car and use the metro for all of my travel. Virginia Square is near my home and I use it almost everyday. I use Clarendon and East Falls Church frequently. I use Arlington Cemetery 3 to 5 times a year to visit my parents grave.

Proposal to close 22 Metrorail stations

Looking at that list, I'm not convinced every station identified there is correctly described as "near" another station. If walking is your primary method of access to college park, there is not another station within walking distance. You would be relegated to a bus, or forced to buy a car. I don't know if I'm fully opposed to this proposal in concept, but I disagree with this assessment within the proposal. Also does this actually save that much money? Will there be shuttle service from closed stations to opened stations? Is that cheaper? I'd need to know much more before I could ok this one.

If these are permanent closures, this is the wrong move to make. It seems to me like you'd just be cutting off potential revenue from people who would use those stations and would end up driving to work, as some of these stations, while relatively close to each other, may be far enough apart that closing them would be enough to entirely disincentivize people to want to use the metro at all. I also can't find another place to put this comment, so I want to put this here. First of all, I recognize the difficult situation you all find yourselves in, and I appreciate the work that you are all putting in to keep this essential service running. With that said, please, please, PLEASE, **PLEASE** do not delay the Silver Line Phase II opening again. Last year, I moved from a place that I loved specifically to be near one of the new Silver Line stations. I was told that the station would open in summer 2020. Then it was fall 2020. Then it was spring 2021. Now it's summer 2021, but I dread the day when I look at the news and it's been delayed yet again. I get the situation. I get that there is a pandemic going on, and that you've seen ridership drop to unbelievably low levels. However, I am here, and I specifically want to give you my money, using infrastructure you have already built, and yet I am unable to do so because the Phase II expansion is consistently getting delayed. Moreover, I am paying a premium tax on a service I cannot use, and I believe you'd be frustrated by that fact, too. I - like many others in this area - will more than likely be going back to work sometime in the summer. We will need the metro. We want to be able to use the metro. Many of us moved to where we are specifically to have access to a metro station. And when the day comes when we have to commute back to DC, we want to be able to use it. I can deal with cutting the service hours. I can deal with the trains running only every 30 minutes. But I would like to be able to get to the point where I can even grumble about those :) So I ask you all, please do not delay the opening of Silver Line Phase II again. Please open it in July, so that we can help pay you back for the investment you've already made in our area.

Not sure how that saves money? If the train is going through those stations, what are the costs of stopping? Is it such a great savings that justifies skipping those stations? Bottom line, having reliable and frequent public transport would lead to people using the system more if they feel they can depend on it. But when metrorail keeps trying to cut services, people stop trusting the service. We need to be more like NY, Boston, London and Paris in our metro service and public transport. After all, DC is such a small city and even the greater metro area is relatively small when compared with other places. So not sure why securing regular, frequent and reliable service is so hard.

This is absurd. My home station is Grosvenor Strathmore and it is always busy on the platform during rush hour. My work is at Clarendon. I do not have a car and would have no way to get to work without the metro.

I live next to Grosvenor Station. This station has a shortcut to the bus stop Ride on 46 Montgomery College. We always ride at this bus. There is also a tunnel that leads to the other side of the street, and if it closes, people would have to cross at the intersection which would be more dangerous and time consuming.

I don't use those stations often but I know many people who do. also closing stations before they open is insane. arlington cemetery is useless though, only used by tourists. close that one.

Taking away Convenience is a slippery slope. From out of the void you create, people will find better alternatives and other companies will provide provide niche offerings that are better. You are wrong in thinking that Metro is irreplaceable--this is what the taxi industry thought as it kept raising fares, giving rise to car sharing and then Uber/Lyft. If you keep raising fares while reducing services, Metro will fail and it will be abrupt.

I walk about a mile, one way, to Grosvenor-Strathmore

Prepandemic I relied heavily on daily trips to Clarendon. I live in DC and work in Clarendon. After the cessation of the pandemic, I expect to resume my daily commute to and from Clarendon. Please don't close that station.

These cuts would cripple the Orange and Silver Lines.

Please keep Eisenhower Metro Station open. Even though King Street Metro is not too far, Eisenhower is convenient if the weather is terrible or if you must take Metro at night. Also there are many businesses close to Eisenhower Metro Station that would be affected.

Basing station closures on an anomalous year is misguided. It will lead to chaos when people return to commuting soon, as well as drive down property values for homes located near the now closed stations. Also, Arlington Cemetery is not walkable from other stations.

These ideas seem crazy. Less open stations, less trains, and more people crowded into smaller areas... How can social distancing be maintained? As things begin to open back up, we need more trains and stations not less.

I live walking/biking distance from College Park MD and it is our main metro station for commuting and going into the city on weekends. Closing College Park Metro Station would severely impact our lives, likely forcing us to commute by car to work.

Proposal to close 22 Metrorail stations

This would ruin the point of the metro. Having so many stations closed would make it very difficult for many people. Less people would use the metro

Grosvenor metro station is walking distance to our home and we use the metro frequently. The proximity of metro was an important reason for buying our home here. Most of our neighbors feel the same way. Also the Strathmore Music center is here and people who come to concerts on metro would not be able to get here on public transportation. That would likely have a deleterious effect on attendance at concerts and on the Strathmore music centers financial stability. Our quality of life and property values would be seriously affected by the closure of Grosvenor metro station.

EFC is the only station I can walk to.

Stations with parking spaces such as the Van Dorn St station allow commuters to take the metro by cutting the time to get to the station. Closing those stations might force commuters to find other means of transportation altogether leading to a further decline in revenue from fares and parking fees.

I volunteer at the Smithsonian, and use the Federal Triangle stop. If not, I would use the Smithsonian stop. But you propose closing both. How do visitors get to the Smithsonian?

NO! PLEASE NO! PLEASE PLEASE PLEASE DONT SHUT DOWN CLEVELAND PARK METRO!! I have difficulty understanding the reasoning behind this suggestion. If you close down Cleveland Park metro station, the whole neighborhood will lose. The shops are already struggling. The apartment buildings rely on public transportation. Another consideration is to limit personal vehicle use. The whole world is trying to take measures to limit the usage of private vehicles and encourage public transportation. There is really no other metro station in a realistic walking distance to Cleveland Park. If Cleveland Park metro station is closed, we will have to purchase vehicles, really bad for the environment. Also, please remember the post station and the public library. Please need metro to access these essential public services. Thank you for considering this ask. PLEASE DONT CLOSE CLEVELAND PARK METRO STATION.

Closing Grosvenor-Strathmore would place an undue burden on my family. Going to the next closest station would require a significant adjustment in our daily routine and make it that much harder for us to get to work on time. It would be helpful if Metro could comment on the possibility of reopening the stations when ridership picks back up after the COVID crisis abates.

Again, making the system more inconvenient would only disincentivize people from returning to the system.

I use the Orange line most. This proposal would shut several stations in a row (ie, Va Square & Clarendon) rather than every other station. Ballston to Courthouse is a long gap. Also Smithsonian is a major stop for most tourists - is the only reason it's showing low ridership is because of the drop in tourism due to the pandemic + people working from home?

East Falls Church Station is my boarding and exit station for almost all my Metrorail travel. I live west of Vienna Station but drive to East Falls Church and board and exit there because it is served by both the Orange and Silver lines, nearly doubling the number of trains I can ride into and out of the city. I do not object to closing stations to reduce operating costs but I would very much prefer that East Falls Church not be one of those closed.

I am surprised that the EFC metro station is considered to have low ridership. That certainly does not comport with what I've experienced during morning and afternoon rush hours. I'm unclear how closing these stations - that metro obviously did research before opening the station and since its inception - would benefit the ridership population. It's actually quite clear that these are purely one-sided cost-cutting measures that don't take the needs of the consumers into account.

So how would closing half your stations after the pandemic is over help you gain riders??? Again the time to close stations to save money was last year!

It is hard to imagine that the Clarendon Metro Station experiences low usage given the extensive growth that the area around the station has experienced over the years. I would also note that development in the area is on-going. Closing both Clarendon and Virginia Square will only compound a bad decision since it will leave an even larger, densely-populated region unserved. I strongly disagree with this proposal.

Grosvenor Strathmore should be open when there are performances at Strathmore.

Absolutely No! Again, ridership is important, there are college campuses and a large population of millennials, Gen X residents in this area commuting to school, work, to shop, dine out and exercise. Inclusive of pet owners, people rent to live & thrive on city living. Don't take away the metro stops, this results in decrease in condo & apt renting forcing people to move towards suburbs.

It wouldn't work the greatest for me because I work in the Waterfront/Federal Center/Capitol South area and typically take Metro to get to meetings on Capitol Hill/Federal Center area. Closing Federal Center, Federal Triangle, Archives, and Judiciary Sq stations potentially increases my travel time and travel costs greatly; travel for meetings and training. With the new normal possibly beginning this fall, closing these stations will hurt Metro's bottom line and once riders start taking other modes of transportation/use of technology (substituting meeting more in person), Metro will not get these customers back.

Proposal to close 22 Metrorail stations

I work at College Park and expect to be working in person by September 2021, if not earlier. When College Park station was closed temporarily a few years ago, it increased my commute time by ~30% or more. If cost savings are required through this mechanism, I would recommend closing the station temporarily now, while many classes are online, and then opening it back up in the summer or fall once we're back in person.

Grosvenor-Strathmore is hardly a station with low ridership. With the increased congestion on Rockville Pike, we use the metro to get to Rockville Town center, Downtown DC, or the airports...even on non-rush hour times. All of the areas new development is being built with fewer parking spots, etc. due to the proximity to Metro Service, all of those people would now have to drive somewhere to catch the metro rather than walk to it. How does this proposal help sustainability, climate change, and all those other big picture things? When cities worldwide are trying to reduce car trips, we are closing a public transportation option?

Closing the Clarendon & Virginia Square stations would devastate my commute as well as my spouse's commute. We rely on these lines & have already been told of our return to a commuting life will be in the fall of this year. It will also punish, unnecessarily, we fear our property value. There should not be a permanent closure of any DMV Metro stops. This would make this area as provincial and congested as old rust belt mid-west metro areas. Why would this decision be on the table? Who will be able to actually work in the district? It will be way too burdensome.

DC needs a robust public transportation system that operates like any other major metropolitan area. This is a NO GROWTH mentality and wrong for the region.

I use Clarendon regularly and closing it would severely hamper my commute to and from work.

I almost always start and end at Cleveland Park; and often use Smithsonian; occasionally I use Judiciary Square.

East Falls Church is two miles from the nearest station. In what world is that near? This proposal basically takes the Eden Center off the metro.

This plan makes no sense. You would be shutting down much of metro, pushing potential riders into cars or ride shares. DC needs MORE public transportation options, not reduced options. Once metro loses riders, it will be very difficult to get them to return to metro. Why do all the upgrades to stations (such as East Falls Church, which draws many riders from Annandale and Alexandria, in addition to much of West Arlington, if you are only going to close the station. Same for other stations. Ridership on the Silver line will increase once the Dulles station is finished, and closing this station would be particularly counterproductive since many bus routes would take people the EF Church to go to Dulles airport.

Do not close Cleveland Park. This station is integral for zoo traffic and also is a preferred entrance for the ADA affected. Additionally, the thousands of people that live in the neighborhood rely on this station to commute downtown and to Virginia and Maryland. Closing this metro would be devastating to the residents, and you will absolutely have ridership increase once the COVID vaccine rollout is complete.

Any reduction in service threatens to drive ridership down, creating a downward spiral for Metro. Also, how does someone get to jury duty or early voting without Judiciary Square? How do tourists get to The Mall without Smithsonian? Reduction in service also impacts those who cannot afford other modes of transportation.

You are closing the two closest stations to me. Clarendon and Virginia Square. I would probably have to get a car of my own for commuting.

DC metro stations are spread out as it is. Closing additional stations will further diminish the incentive of taking the metro rather than driving.

Need East Falls Church.

Absolutely terrible. College Park station is needed by UMD students without cars, and Grosvenor is definitely needed. There is a large population served by the Grosvenor station (people who live nearby) and it makes access to the concert hall available without driving). We're trying to cut down on driving, remember?

I question metro's use of low ridership. EFC and Clarendon both seem to have a substantial number of riders. Lower perhaps than other stations but substantial still. Forcing these riders to go farther to other stations would likely put more cars on the road when riders decide to simply drive to their destination.

Too far between stations. Inconvenient for many people.

Bus schedules aligning with the metro schedule will be important - if the bus is running right to get us to the rail within 5 minutes then it should be workable - if we have to get the bus, ride a short distance, and then wait 20 minutes or more for a rail, this would be frustrating - so please if you close the metro stations - do what you need to do - make every effort to fix the bus schedules so we can get to the rail at a reasonable time

I would have to try making a trip on Metro to see the difference.

I rent an apartment at Grosvenor-Strathmore and will rely on Metro to get to and from work in DC each day once my office returns to normal (non-telework) operations. I don't drive and chose this apartment solely due to its proximity to Grosvenor-Strathmore Metro Station. I would have to move to another apartment near a Metro station if this one closed.

Keep Clarendon Metro station open. Many people live, work, and shop along this corridor specifically BECAUSE of Metro service. Keeping Clarendon open would also help Metro and businesses around Arlington thrive after the pandemic. If temporary closures are needed it would make more sense to close Virginia Square as at least it is walkable to both Ballston and Clarendon. Keep Metro a reliable system "Don't close a station in a business district and busy pedestrian area like Clarendon! Thanks.

Proposal to close 22 Metrorail stations

It's critical that Judiciary Square remain open - it's very difficult to park or get dropped off at a specific time, and most people attending a hearing, jury duty, etc are unfamiliar with the trip.

I take every day to work

We purchased a house intentionally close to East Falls Church metro. When the pandemic is over, two adults will be using the East Falls Church metro on weekdays to and from work.

YOU ARE NOT MEASURING RIDERSHIP CORRECTLY. CLOSURE OF STRATHMORE WOULD BE A DISASTER!

Clarendon, Cleveland Park, and Reston Town Center are stations that I use. Keep them open. Others can be closed.

I live closest to Eisenhower, so although it would be inconvenient having to walk to King Street, it seems reasonable if there must be closures. I would not recommend closing Arlington cemetery and Smithsonian due to tourist significance though.

These stations are vital to the community they serve. Closing them is discrimination for the citizens who live and rely on the stations. They made decisions on where to live and work based on the use of the stations. Also,, tourists will be ill affected with any proposed cut backs.

I use Archives multiple times a day. I would prefer it not being closed.

I will just drive or Uber if there isn't a station close to my destination.

This is not acceptable. Find other places to cut.

A big reason I moved to Cheverly in 1987 was because Cheverly had the metro station. I have depended on the Cheverly Metro station for all these years: going to work, medical appointments, dining, socializing. Could the station be kept open if it was managed remotely (to save money)? PLEASE do not close this station.

The Clarendon station is extremely accessible to me. I use the station everyday going to and from work. It makes my commute to DC for work very easy and less stressful. It also saves me time and money in which I am allowed to put more into my bills. Closing the Clarendon station would create an additional bill for me and will add stress to my work commute. I ask that you please reconsider closing this station.

Close either Clarendon OR Virginia Square. Not both. There is quite a distance between Courthouse and Ballston with thousands of apartments, homes and businesses in between. I don't see how this would work at rush hour especially if trains are 30 minutes apart. It would be a disaster. These closures also seem to be far worse for Virginia stations than Maryland stations.

This would hurt my children's ability to go to school! Please avoid this option!

why would you close stations at tourist destinations? Wouldn't ridership go up once tourism comes back?

Just because they have low ridership does not mean that they aren't needed. This is the Nations Capitol - we shouldn't be closing ANY stations.

There is a lot of new construction surrounding Grosvenor and White Flint. Platforms and Trains get crowded. There is not enough parking at the existing metro stops already. (Pre-COVID of course)

East Fall Church is a relatively busy station, major bus hub, distant from other stations, and the initial transfer station for the Silver and Orange lines. Not sure how it made this list.

I do not regularly use the listed stations. If I needed to I would use Ride Share, rent a car, or take the closest station and use the bus.

This does not affect my particular work commute but would be terrible for social/leisure/tourism/downtown activities. Archives, Smithsonian, Federal Triangle, Federal Center Southwest and other stations are important for these purposes.

Closing Grosvenor would be a true hardship as many in this area many people live in walking distance of the station and do not own cars. My sister is blind and can go nowhere on her own without Grosvenor Metro. The area near Grosvenor is well suited for a stop bc it is within walking distance of so many Metro users and is near the Beltway so others can drive to the stop.

I guess I would adjust. But those adjustments have impacts. Having used Metro as a primary source for commuting for 20 years, this plan would often force me to adjust plans in ways that steered me away from some neighborhoods. I can only imagine the economic impact on those areas wouldn't be good. This would also close the metro stop by my office (Eisenhower Ave), which would lengthen my already long (80-90 minutes) commute.

This would seriously impact my commute time. I already take a bus from home to the train, if the closest station closes my commute will likely change from 1hr+ to close to 2 hours., which is not acceptable.

If you close the two stations closest to my house and the one where I work, I will drive to work

Most of the stations I don't go to. In the case of the Downtown stations, I gave good mobility and could walk the extra distances required without too much difficulty. Obviously that is not the case for many people.

Proposal to close 22 Metrorail stations

There is a huge contingent of pentagon workers on these stops. Once the DoD goes back to normal operating schedule this would severely impact where people can live and commute to DoD installations.

While inconvenient to someone who uses these stations on a daily basis there are alternatives nearby. I already walk almost a mile to my station so a little longer walk at the other end wouldnt concern me too much.

I work in Virginia Square, so immediately closing Clarendon and VA Square stops would seriously affect me. Several of these spots probably depend on levels of reopening, like Federal Triangle and Smithsonian I have definitely seen be very busy with tourists and such when people can go to museums. I think closing all of these at once would be too severe. Also, for East Falls Church, there would be a massive gap of accessibility for NoVa. And then Ballston would be the new split for Orange and Silver? On top of the extra crowds from removing Clarendon and Virginia Square? That would be too much.

No! Closing Grosvenor-Strathmore is unacceptable! I understand during this pandemic ridership is down, but this is a temporary situation. Grosvenor-Strathmore is located next to several neighborhoods and condominium complexes. It is a primary means of getting patrons to the Strathmore venue. I live next to the metro bridge and hear every train go by. The idea that I would put up with that yet not be able to enjoy the services of my local station would be an aggravating insult. It would significantly damage property values as many residents rely on that strain to get to work and local areas!

Reducing train service is not acceptable. Does the Metro Board even ride the Metro? This proposal is not worth considering for the Nations Capital.

I live off the Wiehle-Reston and work at Virginia Square. Metro would become essentially useless to me if this occurred. This is illogical and would have made more sense during the initial COVID-19 closures but now (by 2022) would literally cut people off from their jobs and communities. This would be to extreme detriment of us returning to normal. This would also take away from DC revenue as people in the Northern Virginia area would just stop going into DC.

you are closing my station, East Falls Church. And while you can easily walk to Virginia Square from Ballston or walk from Courthouse to Clarendon, you cannot easily walk to another station from east Falls church. While one can take the 2A to Ballston it doesnt run that frequently and takes a REALLY long time to get there because of traffic and # of stops.

Not enough access to the mall and Smithsonian. Not enough affordable parking at Ballston

How could you close all of these esp the smithsonian? We won't be in quarantine for ever. I recommend careful consideration of use and population access. Downtown cleaning crews are not going to have viable alternatives. That said I haven't been to some of these stations ever.

I moved to Cheverly for the proximity to Metro. We depend on Metro transport us all over DMV area. The Metro is a jewel to the Cheverly Community and Prince Georges county.

The entire point of living where I do is the ability to access the metro. If Grosvenor-Strathmore metro station closed, I would not be able to get to work, and likely would end up never using metro and never going into DC. Also, many residents of my apartment complex by Grosvenor-strathmore station are elderly or disabled and rely on the metro for most (if not all) of their transportation. Closing this station would cut them off from their ability to go anywhere. On top of that, outside of the pandemic, when Strathmore hall is running in-person programming again, both visitors, and staff and artists regularly use the metro to commute to Strathmore Hall, and this would severely limit who could attend shows or work there.

Please do not close Eisenhower Ave.

If my office reopens in 2022 my preferred stations would be impacted by your plan.

The only one that I see that may be negatively impacted is Judiciary Square which is the one I use after the basketball games to get ahead of the overcrowding at Gallery Place.

Again, I would use uber. It does not seem a good idea to limit transportation to tourist especially at the Smithsonian, Archives, and Arlington Cemetery. Again, what will metro do if our travel turns normal.

Falls Church and adjoining portions of Arlington have come to depend on the East Falls Church station. Those who use the station will have poor choices if the station is closed. The Silver and Orange lines diverge at East Falls Church, so departing from West Falls Church or McLean would mean longer waits for trains. Going to Ballston would mean joining heavy inbound traffic on I-66 or U.S. 50. Either option would require many people who currently walk, bike, take shuttles, or use the Kiss & Ride to instead pay for parking (and increase crowding in garages). Recent renovations at East Falls Church have made it more accessible and functional; as a taxpayer, moreover, I am not happy about paying for those improvements only to abandon the station. The soon-to-be-passed COVID-19 relief bill did not include \$30.5 billion for public transportation systems, which should make such drastic measures unnecessary, but even in the absence of this relief I would strongly oppose closing the East Falls Church station.

The current number of stations make Metro convenient and accessible - a reason to ride. Closing stations does the opposite.

I use grosvenor-strathmore to commute to and from work as well as into Bethesda and other stops for grocery shopping etc. It is a critical stop for arts, entertainment, and commuters. There are many new businesses and homes being built in the area that would overwhelm other stops especially at rush-hour.

Proposal to close 22 Metrorail stations

Grosvenor is not close to other station. One cannot walk from grosvenor to medical center, there is not walkways or sidewalks as it's above 270/495 . Why not close twinbrook instead?

I use the Grosvenor station daily.

I use Greensboro for my commute and closer would add further delays and overcrowding at the other open stations.

This is an extremely bad idea. Its a vicious cycle. You would strand many people who rely on Metro, and you would lose the riders who use it regularly but can choose other options. You will lose riders who live near the closed stations and those who want to go to those stations. And it will give the impression that Metto is a poor option, since you cant get where you need to go. Knowing so many stations are closed, people wont even consider Metto. They might just assume they cant get where theyre going, so you lose customers who arent even directly affected. Why use Metro if you cant get where youre going?

Please give me your definition of close because the northern Virginia ones are not close to one another unless you have a helicopter

This would be a disaster for the system and ridership. Grosvenor -- substantial new residential and mixed development is going up there, which would leave substantial ridership with no practical Metrorail access. Smithsonian is also an important stop for locals and tourists alike accessing the citys Mall and Museums. Cleveland Park is also highly developed around that station.

Ridiculous. You just spent hug amounts of money at the East Falls Church renovating the stop, parking, and putting a bike area, etc. Why would you spend all that money to just close it down!!!! Before Covid I parked there everyday and plan to so again once we are able to return to work. Looking at your list - it looks like you are closing half the Metro system.

This has got to be one of the worst proposal I have ever seen. Im sure the various educational institutions around the region like GMU would love this one. Are you really intent on making what has become a world class metropolitan area into a one-horse parochial south city.

This seems to be idiotic at best. The suggestion here is to have no realistic metro stop for the mall.

Closing the Cleveland Park Metro would cause a lot of problems. Because of existing limited parking and plans to change the roadscape with even fewer places to park -- this area will be for walkers and people taking mass transit. Community businesses are already suffering -- if foot traffic would be limited from people coming in from other neighborhoods because there would be no Cleveland Park station -- it would shutter already compromised businesses. Plus there are a lot of people using this station -- if we were forced to use only Van Ness the trains would be too busy.

I rely on the EFC metro station. It also seems misguided to close Reston so soon after it first opened!

REGARDING THE GROSVENOR-STRATHMORE STATION: POTENTIAL CLOSING OF GROSVENOR-STRATHMORE METRO STATION This proposal is absurd for many reasons: 1. The presence of the Music Center at Strathmore. 2. The fact that METRO SOLD the outdoor parking lot for a huge development that will include apartment & commercial development. The Development will cause a HUGE INCREASE in local traffic. Part of the granting of the Development by the COUNTY PLANNING COMMISSION was the presence of the G-S Metro Station. 3. If METRO IS SERIOUS ABOUT THIS, I WILL PETITION THE COUNTY COUNCIL TO CANCEL ALL PROPOSED DEVELOPMENT AT THIS SITE! IM NOT KIDDING!!! GET REAL FOLKS!!! Gary W. London, MD 10404 Strathmore Park Court suite 204 North Bethesda, MD 20852

No way this will work for me. Metro is a life saver. I take metro to work and return home. I take it at Grosvenor Metro and there are thousands of people in this area that take the metro at Grosvenor. It would be terrible to close it. Please do not close. I need the metro badly.

My office is located 2 blocks from the Clarendon metro so this closure would be untenable for me post-pandemic. Cleveland Park is also a station central to many homes and businesses and closing it would pose many problems.

Clarendon station is close to my office with in one block. This would add to my daily travel!

Is inconceivable how you would close Clarendon, Smithsonian, or Virginia Square GMU. The proposed plan forces people back into their cars.

I rely on many of these stations to get around my neighborhood (Clarendon, Virginia Square, East Falls Church) and others to get to family (Reston Town Center, McLean) or friends and sites around DC (Smithsonian, Federal Center SW). Beyond my individual needs, these stations are critical to making DC an accessible and affordable place to live. Without metro access, folks who live and work near these stations will be forced to add significant time to their commutes (for example, its a 20 minute walk from Clarendon to Courthouse, one way) a significant barrier for people operating on tight time schedules or persons with disabilities for whom long walks may be inaccessible. DC metro already has fewer stations than other large US city subway systems, and making the system even more inaccessible by closing stations is simply unacceptable. In addition to the community ramifications, closing these stations will contribute to greater greenhouse gas emissions in our area as individuals who could have taken metro choose instead to drive into the city, especially as many metro stations further out from the city do not have adequate parking.

Moved to be near Eisenhower Station. King Street is too far to walk to, especially at night.

Proposal to close 22 Metrorail stations

How will Arlington cemetery visitors get to site without metro? How will students commuting to UMD get there without College Park Station. I just bought a house in Herndon because of access to metro. Have you considered instead of closing these stations to just limit the times they are stopped at/open?

I walk to one of the stops in question so forcing me to use a nearby station would not work for me.

How does the plan to close mt Vernon square relate to terminating the yellow line there? Would the yellow line go one stop further or terminate early? The yellow line needs to go at least to Ft. Totten.

East falls church is a 2 mile walk from West Falls church - that is not a viable option for those of us without cars who rely on metro.

Grosvenor is a 25-minute walk to White Flint, and it would be a 25-minute walk to Medical Center if the pedestrian road didnt disappear. You think thousands of morning commuters are going to fit on Ride On Bus 45, when it only comes every 15 minutes (at best) during rush hour? Do any of you actually even take the Metro? Where do you come up with these toilet-drain ideas?

Many neighborhood stations (Cheverly, Greenbelt. and those in Northern VA) serve office, retail, and government employees traveling at different times of day. College Park serves thousands of students, faculty, and visitors to the campus year round and is more than 4 miles from stations in Hyattsville or Greenbelt. When classes and activities resume in August of 2021, a fully operational Metro station will be critical for equitable and sustainable travel.

I use the College Park station and would have trouble getting to Greenbelt. I also use Grosvenor-Strathmore, though in that case it is not too difficult to get to Medical Center.

I personally dont see any benefit in closing any station along the metro line since the trains would have to ride across that station regardless. Furthermore, distances between two stations are often wide and not easily walkable. Specifically, in regards to Grosvenor-Strathmore, since that is an exchange station, I see its closure possibly creating more problems than solutions.

Impacts to me personally would be minimal. The only station her I frequent is Smithsonian, but if other nearby yellow line stations are open there could be workable alternatives.

I mean at this point, with the proposed 9pm cut off and service line cuts, and then closing a bunch of stations -- why have a metro service at all? It feels like were just knee-capping it to death.

The whole point of a public service is to do things that arent entirely profitable. Closing stations now also means less development and investment in those areas later. The Metro is an economic fertilizer that shouldnt be removed from anywhere.

Having to reach a close by station increases commuting time and traffic. People will have to add a bus to their commuting or switch to car. Often people choose to leave close to a metro station to facilitate their commuting and because they dont have a car. Closing station also impact on property values of the neighborhood. This is a very disruptive plan.

Closing the East Falls Church and Virginia Square Stations would result in a hardship for our household. We would no longer be able to use Metro.

Metro is a transportation system not a get-people-to-work delivery system. Get real.

While these stops do have stations nearby, that doesnt always mean that its easy or practical to get off at one stop and simply walk to your destination. Especially in Tysons, the only routes are often heavy traffic areas or littered with construction which can make them unsafe during the day and even more treacherous when its dark outside.

Unclear what the impacts would be

Its disappointing to have fully functional stations that cant operate due to budget cuts, but because these stations are all pretty close to others I guess the damage could be worse.

What If is the world goes back to normal.. Then this station are close

ABSOLUTELY NOT!!!

I and many people live near Grosvenor-Strathmore and use it. After pandemic, people need train to commute and closure make large impact on our life.

I use Greensboro. This is a new station that is severely impacted by COVID closures. When those businesses come back, ridership will improve and we will be stuck sitting in enormous traffic jams again, thus defeating the entire purpose of building the Silver Line in the first place. It is also bad for attracting talent to the area. Accessibility to metro had an immediate positive impact on attracting talent to our business. The reverse will happen if we lose access to public transportation. My company has experienced this in other parts of the country where we moved away from a public transportation hub. There are a lot of jobs in the area, we are having trouble filling them already, removing a public transportation option will just make it more difficult.

It will work for me because the stations I most frequently use aren't affected. But I take issue with this framing; it's deceptive to combine justifications for closing stations. Closing stations because there are other stations nearby (like in the downtown core) is an inconvenience which can be overcome. But closing stations that have low ridership, but don't have another nearby station, is very different. It penalizes neighborhoods without lots of development near stations and makes it very difficult for people living there to commute.

Use of Metro would be much more inconvenient if stations in the suburbs are closes. In particular, it would be bad to close stations that have adjacent parking. Such as Grosvenor-Strathmore. If stations with parking are closed, would people then travel to/from Metro stations? I am against closing the Grosvenor-Strathmore station.

| |
|--|
| Proposal to close 22 Metrorail stations |
| Clarendon???? East Falls Church??? Wow--please dont!!! |
| The closing of the Grosvenor-Strathmore station, in particular, would make things extremely hard for me and would make Strathmore inaccessible to some people. |
| Do you not close Grosvenor |
| While managing the Metro budget is understandable, I am fully opposed to closing stations. Grosvenor-Strathmore is a key station and does receive a good amount of foot traffic, as well as a key metro station in Maryland as it offers an accessible for work commuters, as well as families as this location has parking. |
| As a regular commuter from Grosvenor-Strathmore to Metro Center in pre-pandemic times, the cars would fill up from Grosvenor to Bethesda and every next station would require people to remain standing up. There are no metro garages in the stations surrounding Grosvenor-Strathmore, so shutting down this station is the worst possible option for commuters who need to drive to the metro. |
| I depend on East Falls Church station. Ballston and West Falls Church are inconvenient to where I live. When I resume commuting to work in DC I would likely drive my car or bicycle to work rather than taking the time to bike or take the bus to Ballston. |
| i ride this station |
| In the introduction you talked about closing stations that are close to another or have an easy replacement yet most of the proposed closures are quite far from another station and have very limited bus alternatives leaving people to drive. My commute involves two if not three of the proposed stations. I get on at East Falls church and commute to College Park with a transfer at Mt Vernon Square. Closure of these stations would force me to drive to work because my Metro commute would increase from an hour to probably two hours. College Park station is very far from other Metro stations. It serves the University population. There are very few adjacent bus routes and those that are there wind through the neighborhoods. East Falls Church is another station that does not have a good network of buses that could replace its service. |
| College Park Metro Station should remain open due to its proximity to the University of Maryland. |
| Too many nearby residents living in building developments around Grosvenor Metro rely on the station for daily commuting needs. The deleterious effects to surrounding property values is a secondary concern yet notable. |
| I get off at several stops often |
| Not all metro stations listed are near enough to other metro stations. For example EAST FALLS CHURCH closure would severely inhibit our ability to use public transportation and there is no good bus alternative in our neighborhood. |
| I think it makes sense to close the stops in the city, like Mt Vernon Square and Federal Triangle (and we dont need Farragut North AND Dupont Circle). However I think closing stations like College Park is a bad idea. I would not like us to close a station that serves our flagship public university. |
| I routinely use the Clarendon, Cleveland Park, Federal Center SW, Judiciary Sq, Mt. Vernon Sq, and Smithsonian stops. I would very much feel the loss of these stations. |
| Some of these stations are not really all that near other stations, and closing the College Park stop would be a real problem for students at the University of Maryland. Given the purple line development, which is supposed to link up to at least one of those stops, this seems extremely shortsighted. When you consider the impact on disabled riders, especially when broken elevators often require riders to get off at the wrong stops and travel farther to get to their destination, this could make the metro unusable. |
| I dont know how close these stations are to other stations that are more commonly used. I understand the need to streamline this on some level but it needs to be really thoroughly examined about the impact of these closures. |
| This discriminates against people, particularly the elderly, who can not afford to have a car and drive and who depend on a bus system that is deteriorating due to longer waiting times and more crowded conditions. This would be a severe handicap for me. |
| I have always used the College Park station, when it has been open. Surely the station will not have low ridership once the University of Maryland fully reopens. College Park is nearest to my home. The station was always well-managed. As a handicapped person, I valued the ability to use the garage--even if I could not always get a handicapped spot. The garage, after all, is well lighted. Under this plan, the trains will go past the stop nearest to me, adding more commuting time and cost; and then I will have to drive back in the direction from which I just came. The Greenbelt station is also well managed; but the parking lot does present difficulty for someone with mobility issues or, in summer and winter, with heart and lung problems. There are not enough handicapped spots; and when it is dark, the long walk to the outer edges of the lot can be a bit difficult. I often use the Archives station and would regret to see it closed. I found it helpful when there were elevator issues at LEnfant Plaza to get off at Archives and take some other form of transportation. If one is trying to get somewhere at a specific time, the shuttle bus option for elevator problems is not really adequate, as much as this accommodation is appreciated. I would use the Archives station to go to the Archives, the National Gallery, and the closer Smithsonian Museums. This proposal seems to assume that tourism will not return for a long time. |
| Not sure why you think East Falls Church is a low use station, but any reduction in service locations and service frequency would create a death spiral for Metro train service. |

Proposal to close 22 Metrorail stations

These stops are vital for university students (VA Square), capital region workers, and tourists. By closing these stops WMATA is also discriminating against those who cannot drive due to disabilities, who cannot afford a car, those who have long commute times if they were to drive, and those who take the metro to lessen their carbon footprint. By closing these stops, WMATA is heavily contributing to climate change, ignoring the disabled, and worsening the already horrible capital beltway. Ask Congress, VA, MD, and DC for more money, and stop mismanaging WMATA. Compared to other cities' public transportation, WMATA has become a joke. Especially if WMATA closes these vital stations. If WMATA needs better managing and operating, which it does, recruit Transportation graduate students from GMU's Schar School of Policy and Government. They will make WMATA respectable again.

Some people literally decide where to live because its close to a metro station, such as near Grosvenor--its all apartments and condos in that area and its a trek to Medical Center/White Flint without a car and theres no parking at these stations. This would negatively affect many communities.

Cheverly needs to stay open. The large parking lot is critical for me to park at safely when I need to take the train late and then drive home from there. Archives needs to stay open as it's an alternative to Gallery Place when there is overcrowding because of events at Verizon Center.

Smithsonian, Virginia Square, and Judiciary square are important to my getting to work, attending court, and taking my visitors on tours. The impact to my routines and needs would be incalculable.

This is the last terrible proposal so far, but will result in more overcrowding of adjacent stations and have negative knock-on effects on bus transit.

Closure of Clarendon, Virginia square, Reston town center, East Falls Church would add to the traffic congestion on I-66 and route 50. This is unacceptable.

I think it's ludicrous to be planning station closures when we don't know what the ridership will be at the time. Before Covid, would you have shut down Archives? Tourism relies heavily on Arlington Cemetery. What is saved by closing the station? Maybe consider scaling back on station managers or have one station manager that roves back and forth. I'm not at all impressed with station managers. Most I've talked to had a major attitude and zero customer service skills or desire to look at their jobs as customer is who I serve.

Again, I take the Eisenhower Metro and bus service is never reliable to get to another station in a decent amount of time. I, along with other fellow riders, bought condos near Eisenhower for the convenience of the metro. You will end up with over-packed stations and a lot of impatient, frustrated and angry passengers. What happens when all of this collides with the tourist season? Those stations will still be needed and it is not fair for WMATA to punish those of us who live in the suburbs and rely on metro.

This will exceedingly impact my travel plan to work/personal errands etc

Absolutely not. Expanded service is needed not less. Please do not close these stations. People need to get to and from these places.

Don't like it, really limits flexibly & will encourage more ride share cars on the roads.

I live in Grosvenor Park II, and the metro station at Grosvenor-Strathmore was one of the reasons I bought my apartment.

I certainly understand curtailing service but for the life of me I dont understand closing stations. Despite the pandemic, people are going to work and need public transportation. Plus, in light of a new prioritization of climate change (thank goodness) why would we be closing stations? Frankly, we need to stop building highways and keep our subway system open, even with curtailed service. It is absolutely crazy to talk about closing Metro stations.

This proposal will have a devastating impact on people who use these stations. I'm one of them. It will force those impacted to commute by cars adding to traffic congestion and increasing pollution.

rather than close stations can Metro find ways to increase ridership? closing these stations will definitely impact a lot of people not only for work but recreational reasons; and impact housing attractiveness nearby; can Metro collaborate with area attractions/restaurants/retailers to give incentives/discounts to get more riders go there? Metrorail is about improving peoples lives, providing options for riders, contributing to a healthier environment...

East Falls Church is critical for commuters and Silver line riders.

Dense housing and development was expressly designed and built to follow Metro lines. Closing the stations that serve these residences seems a very poor idea. Also, bike lockers at these stations service the people who live just beyond walking distance to metro and would no longer bring riders to commuting location. This plan would put way more cars on the road, and leave carless people stranded. I use Clarendon, Virginia Square, Judiciary Sq, Mt. Vernon Sq, Archives and Smithsonian every week if not every day, and would be very inconvenienced by this. Eisenhower avenue and East Falls Church are also used with some frequency.

My stop is McLean and I travel there from the East Falls Church station which would leave my commute without metro rail access whatsoever.

Cleveland Park Metro Station is central to the neighborhood. D.C. Public Library, restaurant, and other employees who work in Cleveland Park depend on it to get to work; neighborhood residents who work elsewhere rely upon it to get to their jobs. It is especially important to keep late night hours at Cleveland Park to sustain local restaurants--both their employees and many of their diners need to take Metro to get home.

I need Mt. Vernon Sq. stop, or I'd just opt to bike to work(off the green line) as the Chinatown station is a lot farther away.

Proposal to close 22 Metrorail stations

Archives - the gateway station for most access to the National Mall. Essential for tourism and residents. Arlington Cemetery - essential for tourism, National holiday events Clarendon - used by young commuters with no personal transportation Cleveland Park - used by residents with no personal transportation. Federal Center SW - the only station close to the Capitol - essential for constituents and tourist to reach their elected officials Federal Triangle - used by commuters and tourists Smithsonian - the only station giving access to the west side of the Mall - necessary for residents and tourists

Wow...permanently close 3 stations on the silver line? After it took years to develop and construct? If WMATA has to close stations, why did you ever build them in the first place?? Rather than close these stations, you should sell them off to a private transit company in the hopes they'll be able to buy the rail system from WMATA and actually run it successfully.

Clarendon, East Falls Church, and Archives should all remain open because the walking distances and terrain (hills, traffic patterns) often restrict pedestrian access to adjacent stations.

I ride from and to East Falls Church each day.

East falls church station is critical and not close to other stations.

Judiciary square is necessary for those on jury duty or accessing the courts. Federal Center is my closest station so it would directly impact me and others living in my building and neighboring buildings. This station is also very busy during rush hour times given the people who live near it and those who work at NAS and other federal government offices located nearby. There are also hotels nearby and tourists use that station. The stations listed in the suburbs would, again, lead to more people driving into the city to work and a significant loss of revenue for metro, which seems contradictory to what we should be trying to do which is improve service to increase ridership.

I want to speak specifically to the College Park closure - that stop and transfer hub is essential to the student, employee, and residential community around the University of Maryland, particularly with continuing development of the Purple Line and Rte 1 economic development. PG Plaza and Greenbelt are not suitable alternatives, given the dearth of last mile options in the area and infrastructure development required to make it happen. The college park metro is walkable to campus and has a straightforward accessible route with only one major road crossing at Rte. 1. It is less than a half mile from a multi-use path that connects to Lakeland, Berwyn, and Lake Artemesia to the north, and Hyattsville and Riverdale to the south. PG Plaza is further away, requires navigating the crossing at 410 or Queens Chapel, and does not have safe bike or pedestrian facilities to the UMD campus, Riverdale, or the Hyattsville Arts District. Capital Bikeshare at PG Plaza cannot be used in College Park. Greenbelt is not walkable to any of those destinations I have listed above. Removing this stop would be a huge blow to campus commuters, and residents like myself who want to see the Route 1 corridor blossom into a diverse hub of economic and cultural development.

I depend upon the metro to get to Grosvenor-Strathmore and there is no convenient way get there from another station quickly.

I take Orange and/or Silver Lines every day from East Falls Church Station for work. East Falls Church metro station is the reason why we moved close to this station. If you close this station we will have to move elsewhere, which would be a way bigger problem for us. PLEASE DO NOT CLOSE THE EAST FALLS CHURCH METRO STATION. PLEASE AT LEAST ONE LINE -- ORANGE OR SILVER -- OPEN AT THIS STATION. Thank you.

We would very much like for Grosvenor-Strathmore station to NOT close. Prior to Covid, numerous residents, as well as, non-residents in the Grosvenor community would utilize the Metrorail, so much so that parking during rush hour was very difficult to find.

Mt. Vernon Sq. should remain open

Prior to the pandemic, I frequently made use of the metro stops at East Falls Church, Virginia Square, and Clarendon. I also frequently commuted to Judiciary Square and went to events at Strathmore. If you were to shut down the stations at both Clarendon and Virginia Square, it greatly reduces access to the Arlington campus of George Mason University and many businesses around Clarendon.

I think this would work for stations that are relatively close to other stations. E.g. Cleveland Park is roughly equidistant between Van Ness and Woolley Park. People who rely on stations that are not walkable from others would be at a loss.

I use some of these stops as my primary location to visit often. This proposal makes metro useless for DC metro.

This would not work for me at all. I am a federal employee commuting daily from North Bethesda to College Park. I cannot get to work from PG Plaza or Greenbelt stations, I need to use the College Park Metro station daily!

Clarendon needs to stay OPEN; other approaches MUST be implemented

The Eisenhower Ave metro station is an important metro station for those living near it. Closing the Eisenhower Ave metro station would cause severe damages to workers and residents in this area, such as the people who work in our grocery stores and hospitals, support city government services, public safety, healthcare, eldercare, childcare, who rely on the metro heavily. The closing would have devastating effects on the city.

Proposal to close 22 Metrorail stations

This works for me, but VA Square is a popular station for outings at night and closing VA Square might not be good for business on the line. Clarendon has a lot of apartments so maybe close at 8pm instead of permanently. Mclean is just getting started with a Wegmans and a Capital One center also has new apartments and I fear this might be an issue to customers who live at Mclean.

I do not regularly travel to/from these stations but think loudon gateway should be reconsidered for is proximity to dulles

This is a recipe for collapsing the system. You make it hard to use, you waste a bunch of fixed capital, you make it impossible to get places, and you guarantee no one will use it. People will literally move to other metropolitan areas. This is foolishness.

Please do not close EFC metro. I need this to get to work every day!

Van Dorn is my closest station and I plan to use it regularly in the future. Several of those stops are in the heart of DC, close to work and tourist attractions that I also regularly used before covid hit.

I think this is a far better option than shortening hours and train frequency

Grosvenor-Strathmore and Im sure all of the metro riders for the above metro stops feel the same about proposal #5. What is the game plan for reopening? This is THE ONLY way for most people to get to and from work. As return to work propositions are being made, what is the plan to reopen all of the metro stops above? I cant just tell my leadership that I cant make it to work because the metro isnt running from my house any more. More elaboration is needed here.

I work at the University of Maryland, and closing the College Park Station will affect my ability to get to campus. You would need to ensure other ways for University students and staff to be able to get to campus in a timely fashion. Also, the University is currently planning to have campus open as close to normal as possible next academic year.

If Grosvenor-Strathmore is closed, the Metro Board needs its collective head examined. The Grosvenor-Strathmore station serves a densely settled area, with more high-rise buildings scheduled for construction in the near future. The adjoining Metro parking lot was recently expanded, at great cost. The Grosvenor-Strathmore station also adjoins the Beltway, which makes it a great drop-off spot when traveling on the Beltway with passengers who need to go downtown, thereby easing traffic on Conn. Ave. and Wisc. Ave.. I would be willing to testify on this subject and could so very effectively.

Grosvenor-Strathmore is the station I use and it would be a huge inconvenience to me if it were not available. There is not sufficient parking at White Flint, Twinbrook or Bethesda to use them.

Closures may generate more options for ride-sharing services for commuters needing to travel to the next closest station.

I am 71 years old and female. I do not own a car. I live 2 blocks from the Cleveland Park Metro station. Please do not close this station since it is the way in which I am able to access the system. I can walk to Van Ness or Woodley Park during the daylight hours. However, it is not safe for me to walk to my home from those stations after dark.

Stations should be open if there is poor weather to protect riders from getting sick due to prolonged time outdoors.

Theres low ridership because people are working from home currently. It will not be that way in January 2022. Your GM should have changed the way things are done during the pandemic, not afterwards. If you close down 22 stations, some in the middle of the city or some to the biggest tourists spots, youre going to lose even more revenue. Seriously, you want to close the Smithsonian stop the year tourists return to DC?

For people who have difficulty walking, this isnt a good solution.

not only do i and my neighbors use the Grosvenor -Strathmore station, but my son has used it on his visits to me after flying to DC. i have neighbors who rely on it for work trips and there are new high-rise residential buildings in various states of development, located adjacent to the Grosvenor -Strathmore station BECAUSE of the availability of Metro. Closing the Grosvenor-Strathmore station would put all this work related traffic on the street. This level of density would never have been approved had it not been for Metro. Many people access the Strathmore Music Hall via Metro , and some may not be able to attend with Metro access.

Stations should not be closed at all

This is the second worst option. Again, why bother having a rail system at all if you cant get anywhere on it?

we need these stops

i typically use archives, mt. vernon sq and eisenhower ave. Several of these run in the VA suburbs and considering that were paying rush hour prices and an upcharge every time we cross the dc city line....it seems counterintuitive to shut these stations. Also...low ridership might be linked to the fact that there has been significant track work that has discouraged regular ridership. I know on my part for the last 5 years the yellow and blue lines have had SIGNIFICANT delays every day that forced me to make other arrangements to get to work. Instead of shutting these stations down, be more mindful of the impact of your actions and dont punish VA riders for events outside of their control.

I regularly use Grovenor-Strathmore and am surprise that it has a low ridership based upon the number of fellow passenger I see in the station. I seriously question the ridership statistic and wonder if they are distorted by Covid-19 pandemic which should no longer be a factor effecting ridership in 2022

Proposal to close 22 Metrorail stations

At least Cleveland Park is very important for me

Judiciary Square - Close to the Court House (Really??) Arlington Cemetery - Close to working and tourist attraction and getting to VA, Morgan Boulevard, serves PG County Southern area, Smithsonian (Is downtown Washington going to close also???) Archives is sometimes used for emergency on the yellow/green line. How will this effect riders using the Greenline going to Southern PG County area.

Clarendon and East Falls Church should definitely be open on weekdays (I know this from friends, and my HQ is in Clarendon). Reston Town Center should stay open because business travel has a lot of potential there, and it could sneak up very quickly. Loudoun Gateway is the only station that could have closures (or maybe a delayed opening?) without an adverse impact on development or traffic. There is not much around it yet.

It is an outrageously bad idea to close EFC. I moved to my present neighborhood so that I could walk to EFC station, and have used EFC for daily commutes for 30 years. Many people have made their housing decisions based on proximity to Metro. EFC is a long distance from both adjacent stations, not near, and traveling to one of those stations to get on Metro would not be an option because of time and expense. Rather, these riders would be lost to cars. Closing any stations is a bad idea. There are likely ways to reduce operating expenses at the stations, but closing stations would kill Metro.

As for many others in this area, East Falls Church station is how I get into work. My commute time will double with a closure.

This closes off access to the University of Maryland and Federal government facilities and tourist attractions such as the Smithsonian museums and the National Archives. This would hurt tourism to the area, which is an economic driver, just as visitors would start to return to the region.

Federal Center SW, Cleveland Park & Clarendon are three that I will use regularly once things open up. We need to decrease the amount of cars and traffic coming into and choking streets throughout the city, not increase auto use!! The metrorail system is THE efficient way for people without cars, (including suburban people who leave cars at home) to get around. The post pandemic world needs to be a collective world, not every man/woman for himself/herself.

I walk to the Metro station, and the next closest station will be a good walking distance away.

Is this a joke? Am I being punkd?

My husband commutes from Clarendon to East Falls Church. I commute from Clarendon to Brookland. We recently bought a home near the Clarendon station because we do not own a car and rely on metro rail for all our commuting needs. Closing Clarendon and East Falls Church would result in us NEVER using metrorail and likely turning to a car to get us places, which will result in greater traffic in an already congested city. I wonder how many other families would be in the same position as us? I think closing these stations will have serious economic and environmental impacts that we will be dealing with for years to come.

We are the people who are waiting for the business reopening after one year lock down. The metro stations were not closed during the entire pandemic time, but is planned to be closed while reopening business. This will be a world class joke!

The solution to making metro more used is to make it more convenient, not less. Adding 10-15 walks in addition to longer train wait times is completely the wrong approach.

I am a resident of Reston, and am looking forward to using the Reston Town Center station for ease of access to other parts of NoVa. Please reconsider the closure of RTC station.

The two stations on this list that Should remain open are Arlington Cemetery and Smithsonian. Why? Tourists !These two stations are the best way for tourist to visit museums and the famed burial site for American heroes.

This is probably fine, so long as shuttle buses are provided, as is usually the case when stations are closed.

Need Grosvenor-Strathmore open!

This would mean no access for me to DC govt. services, museums, etc.

I use some of these stations regularly. This would make my commute very long.

The closing for the metro stations downtown would significantly impact my use of the metro. I often take the metro to and from meetings at Federal Center SW, Federal Triangle, and Judiciary Square. If these stations were closed, I would not use the metro and instead take a cab/car. Also closing Mt Vernon square is extremely short sighted as the convention center traffic will be confused and use other methods of travel cutting that revenue stream. 2022 will be a much more normal year when the pandemic is under control.

I use the orange line to get to work near the Virginia Square Station.

This plan would close both of the stations I use to commute to work. Many of the stations listed are not near other stations, include multiple stations in sequence, and do not normally have low ridership. Closing stations seems likely to be counterproductive and will further depress ridership.

Please do not close Grosvenor-Strathmore! Not only does it serve the surrounding neighborhoods, but it also services malls and senior living centers that were built specifically for their access to Metro. Closing it would also cut off Metro access to the Strathmore Performance Center, a cultural centerpiece of the Bethesda area.

Proposal to close 22 Metrorail stations

Closing metro stations at Archives, Clarendon, Virginia Square and East Falls Church would cause me EXTREME DIFFICULTY in my daily transportation needs. Particularly since I DONT OWN A CAR. This change would be near DISASTER for me !!!!1!

This is ridiculous. Closing stations GUARANTEES low ridership. Circular proposal.

How can Metro close stations located close to UMD. Are not there plans to bring students and employees back in the fall?

Regardless of ridership, metro stations are important to the public. In particular, certain stations are in business district locations - examples: Clarendon, Virginia Square. As the pandemic subsides, business will increase, and demand for metro ridership should increase, substantiating the need for these stations. without them, traffic will increase, putting a burden on the surrounding neighborhoods

We have relied on the Grosvenor Metro Station for 35 years, as we live within walking distance. Its service has met our needs as well as those of friends from other neighborhoods, who prefer it to White Flint. Also, wasnt the Strathmore Music Center built where it is because its accessible by Metro?

Limiting the service areas within the dmv defeats the purpose of having the metro. All the stations s should remain open

These stations will be in demand once people get vaccinated and the offices reopen. My husband is a regular commuter of Metro from Grosvenor-Strathmore.

This is very sad. We hope things will open by jan 22, so, especially VA Square and Pentagon. We pay a lot of money to rent near these metro stops. Please reconsider keeping VA square open!

These are some of the stations I use most frequently. I would be unable to visit Arlington Cemetary. College students rely on the college park station.

I see no problem here, since I do not travel to Morgan Blvd. As for Greensboro, that would mean I would have to walk to and from Spring Hill, which is inconvenient, especially at night.

East Falls Church is a major user when things are deemed safe. Of course, it hasnt been open for over a year because of Expensive and important upgrades. As a commuting entity, it is Not close to other stops, as pedestrians and drop-offs can attest. Closing it now makes no sense to me. The improved site should at least be tested for a year to give ridership a real chance to rethink their schedules with the station in mind. How can you justify all those repairs, which would be a shocking waste of money if you close it?

I rarely go to any of those stations, so this proposal would be okay with me.

I use Cleveland Park Station every day to commute to work.

Consistent reliable service is not compatible with closing stations. Stations must be open to build ridership; building ridership should be the short-term goal to reach the long term goal of more riders at each and every station. We invested in those stations, they should be used! If runtime is the issue, a better alternative is to ADD express trains.

My home station (the one I use most frequently) is East Falls Church, so I dont want to see it closed, especially since it has been closed a lot in recent times for renovations. Archives, Federal Center SW, Smithsonian are additional stops that should not be closed, given my expected travel needs. I use a cane, and I just cant work around these changes. With all due respect, this is nuts.

The Clarendon station is one I use frequently for my dentist, bank and stores/restaurants. So I am totally opposed to closing that one.

Which station is Gros-Strath near? Medical Center is only for those employees, Rockville has no parking. Residences are being built at G-S, where would they go? Strathmore events would suffer. It makes no sense at all to close G-S!

This wont work for me!!! I am at Grosvenor-Strathmore and rely on Metro to get me to and from work when I am able to return to the office. Driving up to White Flint...that creates a parking problem since there will be even more riders going to that station if the G-S stop closes.

This list is too broad. I can imagine closing Arlington earlier because of the cemetery hours, but others, such as Smithsonian, Federal Triangle, Clarendon, Cleveland park, etc are near vibrant neighborhoods that are active all day long and rely on Metro. Furthermore, most of the "stations that would stay open would become dangerously crowded. I have often ridden to a nearby station to avoid the crush at a station where narrow platforms and too few benches made waiting uncomfortable.

Please do NOT close these stations. I understand the situation that metro is in, but closing these stations will have ripple effects on the region for years. Some people have purchased homes near metro stations specifically because they do not want to rely on or have a car. If you close these stations, people will change their patterns, likely permanently. This is bad for our environment, bad for peoples mental and physical well-being, and will take years or decades to reverse. The DMV is working to become a more environmentally, less car dependent place to live. Please do not set the entire region back by closing stations that people rely on for work and leisure transportation. In addition, many of these stations are in places where lower wage workers cannot afford to live. These people use metro to come to work in these areas. Closing metro stations increases pollution, traffic, and inequalities. I live near East Falls Church and rode my bicycle to the station before the pandemic. I am looking forward to using the new bike parking structure. Projects like this improve the quality of life in the DMV. Closing the stations will reverse years of progress. Although these stations may seem close to other stations, in practice, there are not easy or fast ways to get between the stations. People will just stop using metro if stations are too inconvenient and far apart.

Proposal to close 22 Metrorail stations

| |
|---|
| The system will collapse under the excessive dearth of unavailable options. And how will at least some of those commuters park when stations with garages already have parking issues? |
| The closing of Clarendon and East Falls Church would cause major difficulty for my metro travel needs. |
| Leave open Clarendon. |
| This makes riding the metro so confusing and frustrating for commuters. Please leave these stations open... |
| Clarendon is important in my travel plans |
| I frequently use many of these stations to get to and from work (meeting or leaving my tour groups), to get my groups to various sites of interest (saving a motor coach from having to transport us), and just getting to places I need to access on days off (e.g., banks, grocery stores, other local errands). |
| Removing the Federal Center SW Federal Triangle Smithsonian and Judiciary Sq stops limits access to the mall and during peak tourism times will swamp capacity at gallery place, metro center and lenfant making it impossible for actual residents to board a train in a timely manner. |
| Closing stations will certainly impose hardship on many commuters who may decide to drive all the way to their destination if they have to drive to a more distant metro station. It will reduce ridership without substantially reducing cost since the trains will still have to travel through the closed stations |
| Again no. You can't base these decisions on the past year. |
| I need to be able to know that I can rely on all rail stations being open to access the region. |
| Cleveland Park is my closest station. If bus service is cut a proposed, closing such stations would pose a major inconvenience. |
| The whole point of having a station (even ones close to other stations) is that ridership will see the station as a viable alternative to driving and see it as a convenience. It is hard during the pandemic to envision this, but the economic impact of having the station when ridership is high is huge. Shutting them down due to proximity is short-sighted. |
| Not all of these stations are that near other stations. Im healthy, but not everyone could easily walk from Woodley Park to Cleveland Park, for example. Same with Grosvenor--not very near the next station. Also, we hope to have tourists back, and Smithsonian is an important stop. |
| You have many seniors and folks that have given up their vehicles because living close to Grosvenor-Stratmore metro provides their transportation around the beltway. |
| I use Grosvenor- Strathmore almost daily |
| I rely on the train for transportation including to/from work which is near the Federal Center SW the station that I use since I do not own a car. When moving to DC a few years ago, one of my priorities was finding a walkable area where I could walk to train station that had a train that would take me directly (no transfer) to the train station near work with a commute time under 1 hour. I moved from a city that had a better, 24 hour public transportation system where I went car-less and loved not having a car. If these changes including closing train stations are implemented, I will be forced to buy a car thus contributing to the gridlock traffic in DC area as well as increase in cost and commute time to me. I would also most likely move further out from DC area as there would be no value in staying in Arlington area where the train stations would be closed. |
| If Federal Triangle AND Federal Center SW AND the Smithsonian stations are closed, how will tourists and residents access the west and southwest areas of the Mall via METRO? |
| We use Clarendon and Cleveland Park stops at times and rarely Grosvenor as well |
| Less stations mean larger crowds together. I think it would depend on social distancing protocols. If things are better by 2022, but ridership is still very low, then maybe consider temporarily closing some of these. |
| I can only speak for the College Park station, but that station is extremely important for the University of Maryland student body. For many students, its the only, or at least the most convenient by far, way to get to and from D.C. for internships and other activities. I think closing that station would have a huge impact on the university if there is no suitable alternative. |
| You cant close Mt. Vernon Square if you are terminating the Yellow line there, though. |
| I believe all current stations should remain open, as ridership will go up as people begin to return to working in the office. |
| I now walk from home to metro station at VA SQ & Clarendon. This proposal will require my walking about a mile to reach either Ballston or Courthouse. |
| I live near the Rosslyn station and often take the Metro to the Clarendon station, which often saves me around 15 minutes of transportation time. I also use some of these other stops, albeit less frequently. Cutting down on the availability of stops would greatly reduce the utility of Metro for me. |
| Use Grosvenor-Strathmore station to attend school |
| This option is not ideal, but I would rather have trains running later than 9PM and more frequently than every 30 minutes. |

Proposal to close 22 Metrorail stations

This is a terrible proposal. I live at one of the suggested stations in Maryland and do not drive or own a car. I moved to this location just to be close to a Metro station. The buses do not come all days. Without train service, I would be cut off from everything. Please, please, please think of people who do not have an alternative option (yes, even those who live or work near "suburban stations"), put yourself in their shoes, and consider what it would be like to suddenly lose access to your only method of regular transportation.

might as well close the whole system

These are not among the stations where we most often board, but they are among our destination stops. Again, I suspect that overall Metrorail ridership will decline, deepening the system's budget challenges, requiring more road and parking space, and increasing the contribution of our regional transportation to global climate change.

I live near Cleveland Park station. The uphill climb to Cleveland Park from Woodley Park would be a serious inconvenience. And Van Ness station is still a pretty far walk. I also think the businesses at Cleveland Park would suffer, leading to closures -- making food shopping and local dining difficult.

The value of a public transportation system in an urban environment cant be measured simply by numbers using any given station. It should be measured, rather, in its entirety of service, if it is to be at all useful as an alternative to cars, thus more environmentally friendly.

This will directly impact me and my neighborhood. I live in Grosvenor and we do not have any other station within walking distance. This will not only impact commuting times since we will need to take a bus and then the metro to commute downtown but also the community that has grown around the station (and of course house values and the new development that is undergoing for which they cut a good chunk of the forest... we will be left with no forest and empty townhouses). It will also impact the Strathmore theatre as well. Moreover, an empty station in the suburbs has a good chance of becoming an unsafe area, affecting again all the families that live in the more than 10 building complexes around the station. I also want to point out that this area is pretty isolated from commercial areas and the metro plays a fundamental role in connecting us (for example, besides the proximity, there is no direct bus to get to Bethesda downtown).

Clarendon and East Falls Church metro stations are the one I use and it would be hard for me to get home if those will be closed.

Would definitely increase commute time but it might be feasible.

We moved to our current residence because of our proximity to Grosvenor-Strathmore station. As a seniors it provides a vital link for me to the rest of the Metro area. I am an active volunteer with several cultural, educational and service organizations--that would be impossible without the Metro. Please dont take our Metro station away!

Yes, this is a great idea and would save costs until membership improves.

Arlington Cemetery IS NOT NEAR another station. Its already far enough hike now for older/disabled/kids to walk from that station to the cemetery. This is not a good idea for city thats a tourist destination once the COVID lockdowns end.

East Falls Church is the closest station for many families - and in walking distance - in the Westover/Seven Corners area. If by 2022 events and nightlife return to DC, this will significantly hurt our community. Has WMATA considered every other stop if some are walking distance?

We use the Cleveland park station to access the library. we use the Smithsonian station to get to the mall. College park is not near another station by foot.

My office was directly connected to the Clarendon metro station; it would have been really inconvenient to add a 15 minute walk from Court House to my already 45 minute commute.

It would be terrible to close Smithsonian - the station is an easy spot for tourists to recognize and ussr as a starting/end point for their metro adventures. It seems like a bad idea to close the VA Square and College Park stops because they are near higher ed campuses and students depend on easy transit.to get to/from campus, especially to get to evening classes after work. Cleveland Park and Clarendon have commercial corridors and residences that are super cool convenient b/c of Metro - without trains it will be more difficult to get there. The downtown stations suggested for closure make sense; its an easy, accessible walk to the nearest next station.

I dont think this is the optimal option as it would affect many residents near these stations.

Are you nuts!??? Might as well just shut down the whole Metro! If all of those stations were closed, or even most of them, I would never ride Metro again. Most of those are places I have taken Metro to many, many times.

The following stations should remain open: East Falls Church (where I reside), Cleveland park (where I go to the movies, my doctors office, the DC Library), Smithsonian,(to visit museums on the mall) and Judiciary Square (which is where the DC Courts and Municipal Center are located). The other stations are not relevant to me.

I would encourage metro not to close consecutive (adjacent) stations. Especially for disabled riders, this would present a hardship.

How can you close Smithsonian for tourists? Closing G-S will defeat Baltimore Symphony and other cultural events. Cleveland Park merchants depend on Metro foot traffic. Virginia Square is Arlington Library. Judiciary Sq is access to DC government offices. Federal Triangle is alternative to Smithsonian for museums.

by jan 2022, i hope to be employed again, and would likely need to use one or more of these stations. this is too many stations to close - nearly 25%!!! This will disproportionately affect low income people of color and essential workers.

Proposal to close 22 Metrorail stations

I use the Grosvenor-Strathmore Station and am 74 years old and live within a short walk of the station. Even for a younger person walking to the near by stations is not a real option as they are not near by. I am sure that there are many other people in this same situation with this and a number of other stations as well. When the station was closed early in the pandemic it infuriated me to see trains rumble through the closed station without stopping. With vaccinations happening and hopes that things will start going back to normal, closing stations will be a big hinderance to that. Closing stations is a very bad idea and will permanently cost Metrorail a lot of riders.

Given this particular list, this is unacceptable. Once COVID allows for return to normal, a complete study should be down.

This would seriously impact my use of Metro. And why would you close two adjacent stations? For example, both Clarendon and VA Square? And youd also be loosing not only residents but tourists if you close Smithsonian, Arlington Cemetery, etc. What do you expect the public to do? Talk about a black mark on Metro....

It is totally unacceptable to even consider closing the Grosvenor- Strathmore station. These is high population density there, along with the Strathmore Arts Center.

Several stations I use most are on that list! Would also be a disaster for tourists.

This is a TERRIBLE idea! Many of these stations are essential! There is relatively little parking or expensive parking at stations such as Judiciary Square and Federal Triangle. College students will be returning and they will need the College Park station. And the Grosvenor-Strathmore station is needed for the residents of the area as well as the Strathmore venue. And closing the Smithsonian station? The stations are really not that close to the Smithsonian and it would discourage people from going downtown. I am also concerned about those individuals with disabilities being forced to travel further than they do now to enjoy the same benefits that are available now.

Closing these stations would make metro useless! These stations are essential to traveling throughout the DC area nearly impossible, both for getting around downtown and commuting in and out of the city. This plan would also definitely hurt tourism because so many of the proposed stations are around highly visited areas (such as Smithsonian, Arlington Cemetery, etc).

Closing metro stations next to the museums would make it very hard to get to them.

HELL No. I live in Cleveland Park. Our neighborhood is a thriving area and close to the Zoo. Do you really think ALL the traffic to the Zoo will easily go through the Woodley Park Station? What about the Cleveland Park population that depends on the CP Metro stop to get to work, downtown, and other areas of DC to spend our money? I pay a LOT of money in rent to be not only in CP but near CP Metro. Is my rent going to drop when mass transit goes away and I have no access? I dont think so. I cannot tell you how angry I am about this proposal.

The tourists wont like this, but as a regular commuter I am unaffected.

Why even bother to keep the metro in operation with this many stations closed, my station is Clarendon so if its closed I will never use the metro.

Apparently, the planners dont know what they are talking about. Closing Clarendon AND Virginia Square stations. Recommend the planners get to an appointment in these areas without these stations. Parking is inadequate. And, good luck taking a bus

I live within walking distance of Grovesnor-Strathmore station, but a longer distance from other stations. For a senior citizen such as myself, the walk to other stations is a bit too far - especially at night. If you close Grovesnor-Strathmore, I would likely stop using Metro altogether. I also want to point out that the Grovesnor-Strathmore station is very close to Strathmore Music Center and The Mansion. Some people rely on Metro to attend events at those two venues. Once again, I view this proposal as being self-defeating and counter-productive.

Time changes are a much more reasonable and appropriate proposal than closing stations. People can adjust their schedules to the train schedule. If some peoples train stations close, they may not have a way to get to another station or it may add a significant cost burden to them. Many people choose where they live according to their train station, so I encourage you in the strongest manner to change train schedules and not close stations.

Try to keep all stations open but limit the trains stopping at those locations as frequently. Again think of those riders who rely on your trains for transportation in those locations right now, if you close they have no other means of travel. Closing cant be the only option to cut costs. Im sure there are bright personnel in your offices that can think of cost cutting measures to get riders where we need to go and still keep the metro operational. Riders depend on you, dont let us down.

Ridiculous! Of course ridership was down during the pandemic. These stations are still needed by those of us who depend on Metro.

I do not regularly access any of these stations, but it would limit my flexibility and ability to explore new areas.

This is ridiculous taking into consideration all the money invested in these stations to operate and adjacent territories. Grosvenor Strathmore parking was recently extended to be a bigger parking lot. White flint can not accommodate everyone parking wise, there is no additional parking to be found anywhere close by, and the distance from white flint to Grosvenor is not walkable. Closing stations is not an option to be considered, people will give up on it and move to Uber or Driving to work especially after this pandemic ends office parkings will be more accessible.

I live near Cleveland Park. What am I to do son any evening walk??? I am over 70! Would you send your elderly parent out at night to walk home ??????

Proposal to close 22 Metrorail stations

I can walk to Grosvenor/Strathmore Station and use it often to go into Bethesda and into DC. Many people in this area work in Bethesda and can take the metro to work. Also Strathmore Hall is with in easy walking distance of the station. It is used by many of their patrons and by students who attend classes there.

I currently live in between the Eisenhower Ave and Van Dorn St Metro stations. Either close Eisenhower Ave or close Van Dorn St or ask DASH to run buses more frequently to mitigate this issue. I would not like for both to close.

This is unconscionable. Instead of adding public transportation options you are reducing them?

I take Metro from Grosvenor to Medical Center. I work at Walter Reed, and they require 2/3 of employees to use public transportation, they do not issue enough parking places for cars, per a DMV initiative to reduce personal cars and encourage public transportation. its better for the environment!

Grovesnor station needs to still open for the commuters who lives there and need to travel.

Obviously not ideal, but i would use Lyft, Uber, taxis, buses/shuttles, walking and maybe even bicycle share program as workarounds as necessary. Unfortunately many people cannot afford anything except buses, and maybe barely that, and bus schedules are often not very accommodating. and if metro is contemplating cutting bus schedules and entire routes that would complicate things.

Attending DC sites on the Mall and nearby area would be greatly limited

If rider numbers return to normal by Jan 2022, then this would lead to massive overcrowding at the other stations near me during weekday rush hours.

You MUST keep Grosvenor-Strathmore open for me to use the system and keep my neighborhood viable. Keeping stations open is critical. Frequency is far less important. If stations are closed, then travelers must necessarily switch to cars or busses which may leave out many people and slow down overall travel times.

Like thousands of others, I live within walking distance of Grosvenor-Strathmore metro station and commute to downtown DC during the week. Other stations are not within walking distance. It is not credible that closing the station in January 2022 would save any money. More likely it would cost money as commuters abandon metro entirely. It would also have an adverse effect on local businesses whose workers rely on metro to get to work.

East Falls Church serves as Metro Center for Orange/Silverline exchange and Metro access to Tysons Corner businesses and very large shopping Mall, Metro just spent \$\$\$\$ upgrading this station; Clarendon is a hub for business and entertainment in North Arlington; Smithsonian is the MAJOR station for residents and visitors-you cant be serious closing this Station; Virginia Square serves George Mason University; Federal Triangle is central to downtown WDC, White House, National Theater; Archives is a major center to Archives, Smithsonian Museums, John Hopkins U.,and downtown WDC; Virginia Orange lines feed into Washington Nationals stadium, , Verizon Center--major sports venues for the entire area. Closing Northern Virginia stations will directly affect housing prices as Arlington County has always focused building around its Metro stations. I live in East Falls Church and would not be able touse Metro for work or any evening, weekend events.

Closing stations that have just been upgraded seems like a waste; closing stations would affect real estate prices in the neighborhoods where they are located; ridership should rebound after pandemic; closing stations will increase private car use and thus increase pollution in metro area; closing stations will further affect businesses and bring a decline in tourist visitors to the area.

Handicap people especially not served if have to use station at even more distance from destination.

With the closing of stations, the value of property surrounding the area will decrease and people will not move into those areas leading to people leaving the areas. Closures will also cause people to have longer commutes to work.

Closing stations would ensure that people stop taking metro which would further impact metro's revenue.

If they are near other stations... Where would I walk to, especially e.g., instead of Strathmore or Reston? I frequently use the Metro at night, and I dont relish walking to or from stations that are aa distance from my closest stop. Especially in January!

It depends on how near is defined. If more than a short walk, then it isnt near enough. Riders shouldnt be forced to add an addition bus ride because the transfer times really add up.

The issue here is not the proposed closure of stations. WMATA needs to analyze actual usage of stations - not politically-motivated usage. Pre-COVID, the western side of the Silver and Orange lines were areas of significant growth for ridership and parking; yet these stations are marked for closure. According to 2016 data, excluding the newly-opened Silver Line expansion stations, the system has 86 stations. Only 5 of the 19 designated for closure rank in the bottom quartile of ridership. WMATA should consider conducting a legitimate analysis to determine what financial measures are needed for reform. It is fiscally irresponsible to close profitable stations while ignoring those with low ridership.

Half these Metro stations identified are NOT near other stations, as you purport

I live 15 seconds from one of these metro stops, this would increase my commute by 10-15 minutes and would make me less likely to take metro.Also, closing both Clarendon and VA square means youre essentially closing two adjacent stops. This would make those in between those spots increase their commute time by 20-30 minutes if by foot.

Proposal to close 22 Metrorail stations

I go to many of these stations often. For example, I would not be available to people unable to drive. Many people living in Reston would start clogging up busy roads if the station closed. They would not drive to other stations to take metro.

My husband and I live close to the Grosvenor-Strathmore Metro station. My husband uses the Grosvenor-Strathmore station to commute to his job in Washington, DC five days a week. He walks to the Grosvenor-Strathmore Metro station and thus does not require a parking space for his car, so Metro doesn't have to provide additional parking areas there. I use the Grosvenor-Strathmore Metrorail when I need to go to Washington, DC. If my husband and I were forced to drive to Washington, DC, as you know parking in DC is very difficult. Also, if all the people who currently use the Grosvenor-Strathmore Metrorail station drove into DC, it would cause congestion on the roads as well as pollution (especially on weekdays when people are commuting to work.) It is not a good idea to close the Grosvenor-Strathmore Metrorail station.

My station is Grosvenor-Strathmore. This would be problematic since both adjacent stations do not have parking.

Based on the wording of this proposal, would ALL of these stations be closed or only a selection of these? If the answer is that ALL would be closed, my answer would be a firm NO. For example, Clarendon and Virginia Square stations in Arlington are in the midst of educational and commercial districts that serve a growing population that prefers not to use cars. I would recommend that some of these stations that have low post-rush hour activity be closed early and the rest remain open until system closure.

I would not close Clarendon station while also closing Virginia Square. This is a high traffic area - Clarendon in particular - with a number of businesses immediately in that area that people need to be able to access. Ballston to Clarendon is a long walk, unless Metro adds more reliable bus service along Clarendon/Wilson to serve customers needs.

I fail to understand how Grosvenor-Strathmore can be said to have low ridership. Pre-pandemic there were about 2,750 parking spaces at the station -- all of which typically were taken on a weekday by 9:00am by persons taking the Metro from this station. Then there were the many, many riders who arrived at the station via a WMATA or MoCo RideOn Bus. Still other riders walked to the station from the numerous high-rises in the area. And still more were dropped off at the Kiss and Ride. HOW CAN YOU IGNORE THESE DOCUMENTED FACTS??? It appears that your data scientists have concluded that areas further north, because they have a higher population density due to the prevalence of condos and apartments, have more Metro riders and thus the stations further north, such as White Flint and Twinbrook, are the stations that should be kept open. BUT WHERE IS YOUR DATA? How do you know that persons living in these facilities actually took Metro, and to an extent that surpassed the at least 3,000 persons (by car, bus, foot, or drop off) who took the train at Grosvenor? The White Flint and Twinbrook residents may work at home, may work up to 270, may work at Tysons, etc. -- all of which would mean that they would NOT be taking Metro. And where are the 2700 persons who parked at Grosvenor going to park? Can White Flint and Twinbrook take care of these parking needs? Many of the people driving these cars live to the west of Grosvenor, and have no access to public transportation. And will there even be public transportation to get to White Flint and Twinbrook? Will the buses be rerouted? Then there are questions of additional costs -- time, gas, mileage, etc. And of course, safety. Twinbrook has had incidences and White Flint is a ways from its garage, a safety incident waiting to occur. And I gather that the Strathmore Musical Hall is of no importance to WMATA.

There is no parking at White Flint or Medical Center. Thus, I would not be able to use Metro for transportation.

In normal times, Grosvenor-Strathmore is used by many

East Falls Church is a splitter station for two lines. Keep it open.

I use orange and silver lines frequently, and experienced the closure of stations last spring at start of pandemic. The Clarendon and VA Square stations are consecutive on orange/silver line. The Courthouse and Ballston stations, on either side of the two, are not close- would require shuttle buses.

With the Purple Line under construction and opening relatively soon, it makes absolutely no sense to close College Park Station. It also makes no sense to close central business district stations like Archives, Federal Center, Federal Triangle, Judiciary Square, Mt Vernon Square, Smithsonian because they serve major destinations for workers, visitors, families, and students.

I can't speak to every station, but as a Cleveland Park resident, pre-pandemic, I relied on the Cleveland to commute to and from work. The neighborhood's median age is higher than other parts of the city, meaning that there are likely older residents for whom walking to Van Ness (or Woodley Park, which is a hike for anyone) would be a real hardship.

I am in need of this service as my workplace is in DC downtown. Without this, this neighborhood would suffer economically too.

As I have said before, outright closing entire stations is a lunatic thing to even consider. People have planned their lives around these stations, you can't just yank them away after the fact. Not to mention the hell congestion this would create. Not letting people get off at the Smithsonian stop, are you kidding me??? Just pack as many lost, noisy tourists on there for as long as you can, why don't you. All of these proposals are designed to create a public transportation experience so miserable, people will stop using your product altogether, a baffling business decision. This obsession we have in this country with letting much needed infrastructure rot to save money and then not understanding why nothing works and no one wants to pay to use it is really something else. We need competent people in government, which means every single person involved in creating these proposals should frankly resign.

Proposal to close 22 Metrorail stations

As i mentioned, this will take away access to entirely too many people and places. We're talking about the main ways people access downtown dc from the suburbs of MD and VA. We're also talking about access the opposite way " because many of us do need to go to MD and VA to even get groceries from our stores that have food items from our backgrounds. (There isn't a single indian grocery store in DC proper " I've had to travel out to arlington or college park in order to get basic spices, green chili's, foods). Again, this is going to disproportionately harm communities of color/low income communities because of gentrification over the last twenty years. This cuts out accessibility for so many " those living in MD /VA and in downtown DC/chinatown. I can't imagine this would benefit anyone " only harm them. Post-pandemic ridership will increase significantly as people feel comfortable traveling around DC. They'll also be compelled to explore places they hadn't previously explored, like cities right outside DC proper, such as silver spring, college park, falls church, reston " all of which need local community support in the same way local DC-based mom and pop shops/restaurants do. This exploration will extend well into 2023 as covid anxiety decreases " likely into the next decade, as many historians predict a new "roaring 20s" underway post-pandemic. Cutting these stations, again and most importantly loses jobs for our communities, again disproportionately harming Black and brown communities in the DMV. Please keep these stations up and running

Another dumb idea that would adversely impact the economies in those areas and would more negatively impact ridership and increase traffic congestion in those corridors.

Closing stations will discourage me from using the metro to go to those places. It will also discourage people who live near those places from using the metro. Ridership may well increase once the pandemic is over. The very fact that metro is not crowded now means it's actually quite safe, especially for people wearing masks and especially for people who have already had the vaccine. Ridership will likely increase once COVID is not a consideration, but that won't happen If we limit the stations and reduce it's convenient for people

I live by the Judiciary Square station, it is a convenient station in a safe area near downtown. This would be a major inconvenience.

I live at Grosvenor and specifically because of the access to a Metro Station

Cleveland Park is the most convenient station for zoo goers despite the name of the Woodley Park station. Living over a mile from both Tenleytown and Cleveland Park stations, it is limiting to options depending what other errands need to be accomplished on the same trips.

This is just a terrible proposal. What impacts would this have on people with disabilities? It also doesn't feel like WMATA has thought through the optics of closing stations for a regional recovery.

I think closing stations is a bad, short-sighted solution. DC, and other major American metropolises, need more metro access not less. I am ok with proposals that create local and express lines (some stations skipped according to demand) in a similar way to NYC. But closing stations completely will result in more DC residents driving to work in an already traffic burdened city. I HATE this proposal.

This does not work for me because1) I will be using College Park station as my home station once the region reopens, and2) forcing everyone who did use College Park to converge on Greenbelt would be likely to generate parking lot overcrowding issues.

Please keep Clarendon Station open. I have been riding to and from this station from last 9-10 years. I am pretty sure the ridership to this station will increase considerably after Covid is under control. Please do not close this station. This will help keep my job.

Shutting some of these makes metrorail irrelevant " the beauty of the system is the many stations it has. Being able to boast convenient reach all over our region is critically important

These stations would close entirely forever? Seems drastic.

I do not own a car to protect the environment and fight climate change. Grosvenor-Strathmore is the station where I get on and off the metro. To get more people to use public transportation, which will be required to fight climate change, this proposal is not an option.

Clarendon is serviced by many bus routes.

I live near one of these stations (EFC) and, pre-COVID, used it twice daily. My alternative stations (Ballston and WFC) are NOT close " and once I'm in my car to drive to either station, I'm going to stay in my car to go downtown. Similarly, closing EFC means I will no longer use Metro to get to Dulles or Reagan National. Transportation planners have some way to predict user loss when you impose a inter-modal change " for me, it will mean you will lose me as a Metro customer completely and forever.

This is the worst proposal of them all so far, how is even this an option? Might as well close all of wmata and give ownership over to someone with a real idea to better our service please. I think whoever came up with this proposal should be fired on the spot (hope they somehow read this too).I live close to metro stations so that I have safe, reliable, but most importantly, prompt access to transportation across the DMV. If trains are reduced to ever 15 or even 30 mins, that severely impacts my ability to get to my job on-time. Ontop of that, it will create more over crowded trains during rush hour and deny some of us access to needed seats on the train due to our conditions. Reducing frequency of trains will only drive away customers all together, not actual solve any problems at all

Proposal to close 22 Metrorail stations

If Metro reduces or eliminates service at the Grosvenor Metro Station, I will no longer be able to walk to the Metro and will have to drive to my destination. I dont plan to drive to another station, park, and take the Metro anywhere. I stopped riding the Metro to my Doctors office every week during the pandemic because nobody was enforcing mask rules, making it dangerous. I drive there now.

RE: Grosvenor-Strathmore --absolutely not! We rely on metro to get us downtown for meetings, rehearsals, concerts, and other events. Also, this would definitely create a hardship for events at Strathmore Hall which is just across from the station. Many people take metro to concerts at Strathmore and would no longer be able to get there unless they drove. Financially, closing Strathmore station would hurt both Metro and the arts. Students also use the Strathmore station to get to Georgetown Prep and Holy Cross (especially Holy Cross) for school.

As Ive already stated, Grosvenor is not near any other stations and closing the Grosvenor Metro station would force thousands of people to drive. It is a terrible idea and would create extreme hardship. Even if some people could get to another station, the overcrowding of the limited trains available would endanger peoples health and make taking the train a risky and dangerous option.

I think it is important to keep the Smithsonian station open. Many visitors may have accessibility needs and getting off at a further station would hinder their ability to get to the museums.

We live closest to Grosvenor-Strathmore and I take a Metrobus from my street directly there every work day.

Closing Smithsonian, Federal triangle and Archives simultaneously would deny local people and tourists the opportunity to visit museums on National mall. The Grosvenor station is one of only few stations with significant parking capacity. That attract riders from Bethesda, Potomac and Kensington area.

I use these stations!

I seldom use these stations, but I object to closing stations that affect others. I am not a NIMBY person.

I dont like it, but yes, I can adapt.

I strongly disagree with this proposal. I live within walking distance of the Greensboro station - this proposal would make my commute not just less convenient, but impossible - it closes the station near my place of work, not to mention my church, etc. Overall, this proposal will cut out certain areas/communities from access to public transportation. If this were enacted, I would cease using the metro entirely until it was changed.

Why would you close stations like Reston Town center that is far closer to shopping and businesses than the Whiele-Reston station? That makes no sense to me. If the proposal includes language that will reopen these station once ridership is up, I would like that

I live right at Virginia Square, am a Senior, and prefer it not be closed. It is a high density area as per the Arlington County Plan. The station is surrounded by many large apartment and condominium buildings, plus the neighborhood of Ashton heights.

I am in my 70s and live near Virginia Square so I can use Metro. Closing that station would create significant difficulty accessing Metro.

I am active duty military assigned to the White House and signed a 3 year lease for an apartment by the Van Dorn metro stop because, due to my pay grade, I cant afford to live near my place of work and am not senior enough for a parking pass. The military reimburses my metro cost but wont reimburse parking so my only option is to walk to the metro. Metros and buses are poorly coordinated and each additional change over I would have to make if the Van Dorn station closed would cost me 10-15 minutes each way. Last week it took me 4 buses and 2 lines to get to work due to the station adding 120 minutes to my commute each day.

College Park station is a lifeline for the University of Maryland, College Park students to get into DC for various activities. Allows for DC internships/work for upperclassmen. It adds to the desirability of UMCP as a college as well for in/out-of-state students (DC is only a metro ride away!). Unsure, but Smithsonian pre-pandemic felt like a very high-traffic station for tourists. Pandemic is temporary--afterwards I do not think closing that would be good for DC travel.

The pandemic will be over by 2022, so this idea is awful. Keep every station open.

I use Clarendon, Cleveland park, fed center sw, fed triangle, my Vernon, smithsonian

I am appalled at this proposal. Many of the places I need or want to go are on these stops. My grocery store, my church, my library and many of my entertainment venues are on these stops. Virginia Square is my main destination. We certainly need Smithsonian in the heart of downtown. Federal employees will be coming back to the office and will need these stops.

Essentially curtailing activities in those locations that are desired to attend.

I will be traveling to and from some of these station

Proposal to close 22 Metrorail stations

Near is a relative term. I do not consider a mile to be near, and I suspect that older people and those who cant easily walk a mile would find it extremely disruptive to lose the option of taking Metro to their nearest grocery store or post office or whatever. I cant speak to all such metro stations, but know that the temporary closure of the Cleveland Park station has been very disruptive to a number of my friends and neighbors.

why end service on the Yellow at Mt Vernon Sq if you plan to close the station in 1/22

Excuse my French but this the most ass backwards idea I have seen in this survey!! This is horrible and makes this country look so backwards compared to other developed countries. This is the nations capital region for crying out loud!! We are suppose to be the most powerful country in the world and we cant afford to fund the transit system around the US Capital region?!? Get funds from Congress!! Sell land around Metro stations and build TOD. That will encourage people to ride as it will be close by. It isnt rocket science!!

I would have to drive or walk much further (after getting off metro) in order to get to meetings on time or visit with friends.

East Falls Church is my home station. I can walk to it. I would not be interested in driving to another Metro Station on the Orange line. I might as well stay in my car and keep driving to my destination.

Certain stations such as Eisenhower Avenue have a very low usage, so do not see closing this one as being a problem. However, there are some others such as Arlington Cemetery which would be needed at least during the day, because it is difficult to approach by bus, and visitor from out of town would be heavily dependent on the trains.

These are the very people that need public service. You are keeping only those stations that serve the rich.

McLean is such an important station with IT center in VA and it need to open. Once the COVID-19 shut down order is lifted, business will open as normal. McLean will be very busy

East Falls Church is the transfer point to the Silver Line. On the Orange Line, there would only be stops in Arlington at Rosslyn, Courthouse and Ballston. I can see closing Virginia Square but not Clarendon.

I often use the Strathmore station as well. Again, is the low ridership during COVID? I understand budget issues, but can METRO please develop a quick recovery plan to reopen stations as ridership increases. If you pare down Metro services, hours, and stations too much, it will push people away from even considering using Metro. But those who have no other option but to use Metro (generally the less economically stable population) and it will be penalized and it will only cost them more time/effort.

I walk to Grosvenor-Strathmore - - - and there is parking for rainy days. No parking at White Flint

I travel from Courthouse to local stations in Arlington to shop, run errands, and meet friends, and this change would prohibit me from doing so.

I need to use Grosvenor-Strathmore and College Park a lot when things are back to normal.

I agree with any plan that will keep open Grosvenor=Strathmore Metro Station.

No. Waste millions to save thousands,?? Are you out of your collective minds?

As long as the closures are TEMPORARY. Hopefully by January ridership will be nearer to pre pandemic levels making the changes unnecessary.Why would Silver Line Phase II stations be closed before there has been any data collected on ridership?

Reducing access is OK if it happens to everyone. Eliminating access for large numbers of people is unacceptable.

ok now but when Strathmore Center reopens, this is not a good option for the Grosvenor/Strathmore station. It actually isnt good for those who are dependent on the use of the metro and dont have alternative transportation means. Please dont leave us having to walk from Rockville or Bethesda Medical in inclement weather

My two most-used metro stations are Grosvenor and College Park. Grosvenor is my home metro station and a key reason why my family moved to this location in the first place. If Grosvenor closes, my father, mother and I would all have to figure out alternate means of transportation to work once the pandemic lessens, which would be near-impossible considering both my parents go to DC for work and we don't have enough cars for all of us to drive. My father would have to take the bus to White Flint station simply to take the metro when a big reason why we moved to this area is that he could walk to the metro. For the past 10 years he has been a loyal rider at Grosvenor and only stopped in recent months because of the pandemic â€” he absolutely will return to riding within the next few months once he gets a vaccine and his work reopens!! Additionally, I understand that College Park station is not very busy at the moment, but it's extremely busy during the school year (when there is not a pandemic!!). It does not make sense for WMATA to close these stations in January's 2022, as I can assure you, ridership will increase steadily over this year (2021). Please don't close these stations.

Dont close College Park.

Yes, the current pandemic may have decreased the travelers for now, but once the pandemic is under control and/or eradicated, usage will reflect the continued need. I live closer to the Reston Town Center stop. If this one is closed, and the additional domino effect of closures near me, it would eliminate the ease and convenience of being able to find a station nearest me. I would have to nearly drive into the DC area before being able to ride the metro, which defeats the purpose of the metro need. It would burden neighboring stations with overcrowding. I believe the proposal is basically a punishment for those that used it prior to the pandemic.

This proposal makes Metro an impossibility.

Proposal to close 22 Metrorail stations

So many of these stations are downtown and would effect all the federal workers. This would also mess with tourism.

This would impact the ability of too many people to get to doctors appointments, get into the city, and lower the desirability of many neighborhoods

Many of these stations are super convenient and help keep other stations from overrunning. For example, Gallery Place station is already a mess and overrun with rude and loud people. You want to close Mt Vernon Square and Archives? So, everyone has to walk to an already awful Gallery Place metro? I literally walk farther to Archives when Im in the area to AVOID the unsafe station. Also, there isnt a station close to Arlington Cemetery. That makes zero sense.

This is absolutely unworkable for me - under this proposed plan, both my home station and my work station would be closed, and this would result in several difficulties for my commute. Furthermore, this plan would close several of the closest stations to major historic, tourist, and commercial attractions, as well as stations which serve university students and federal workers, two significant groups in the DMV area. This would be likely to hinder the regions economic recovery in the coming years - preventing UMD-College Park students from traveling easily to the Capitol, preventing federal workers from easily accessing the Archives and Federal Center stations, making it more difficult for visitors of all kinds to reach the Smithsonian museums and the Mall. Not to mention making it incredibly difficult to visit Arlington Cemetery, one of the sacred sites of the nation. This proposed plan is an extreme dereliction of WMATAs duty to provide services.

Grosvenor-Strathmore is an essential station with a major parking garage. Many of the other stations are essential to the commuting public and service business access.

I love at Grosvenor Garden Alyssa for many many years. I need metro open near my home

The Eisenhower Ave station is crucial to the my residential location and necessary for the growth and development of the Carlyle Business Improvement District.

Closing ones downtown (Federals, etc) makes no sense. Closing Clarendon and VA Square together is bad, keep Clarendon.

Again, this hurts the people that have no options

Could makes sense if they stations could be reopened with additional ridership.

I am speechless that this is even an consideration!

I often use Grosvenor. And How could you close it if you don't go to Shady Grove every 15 minutes? Also There won't be enough parking at stations further north if you close Grosvenor. Parking has already been challenging with Grosvenor, a busy station, open

Assuming bus service will providea work around.

As someone who uses the Cleveland Park metro station, this would be less convenient for me, and I worry about the effects on the community, but I could walk to Tenleytown " although it would add time to my commute.

No. We moved here specifically to be close to the metro station. Closing this station would be severely, negatively impactful on our lives.

Do not close the stations in downtown DC.

We live near East Falls Church, and if it were closed wed likely drive to a destination. Crowding at fewer stations at rush hour would seem to be a serious potential problem, requiring some way to limit the number of passengers. Is Metrorail assessing that closing stations would reduce total passengers, or is it assuming that most would walk, drive, or bus to other stations? Would Metro increase its buses to and between stations to offset the closures?

Why build these stations if you plan to close them! I would keep them open and if necessary have alternating express trains skip them - but I prefer full service above all else

This change would cut off many people who live outside of DC but work within the District, from their jobs. Riders will not go to another station. They will find another way to get into the city outside of Metrorail. Even if there is a station in the area, it may not be close enough for riders to get to, especially if they do not have a car or have the ability to pay for parking at the Metrorail station. This change would not be good and would cut off many people from the Metrorail system.

We use the Clarendon metro station to shop at Market Common shops and Trader Joes.

I use several of those stations regularly and could not easily afford the extra time to walk or take the bus from another station.

The Grosvenor-Strathmore station is essential for me.

Those who take the metro regularly largely do so for employment purposes and rely on the metro without access to other forms of transportation. Many of us do not have cars, and bus transportation would double or triple our commute times. While some of these stations further out in Maryland and Virginia could be more reasonable to close, because their patrons typically own cars or have other ways to get to nearby stations. But, those of us who have made the city our home and need to travel to locations outside of the city would be stranded. Personally, closing the College Park station in particular would be devastating to the University of Maryland community, as a significant portion of the student, faculty, and staff population live in DC and Virginia, and would not be able to get to work without the College Park metro station. I also worry about closing both Clarendon and Virginia Square, as these two stations serve many who consider DC to be their neighborhood, as well. The city would suffer economically without easy access for those living in nearby Virginia neighborhoods.

Proposal to close 22 Metrorail stations

My job is right next to Clarendon station if I had to get off at the closest one(court house) and walk I would be late

No! The metro is confusing enough for locals, let alone outsiders, when all the stations are open - stations may be close together but they arent all on the same lines and so re-routing yourself of others around closures like this would make for some seriously confusing directions. And for me personally, pandemic or no, this would effect me significantly because its a really long walk for me to visit my grandparents grave in Arlington when I can get on the metro at College Park and off at Arlington Cemetery - closing both those stations would make it impossible to do. Furthermore, College Park station only has low ridership until the college opens up again which is scheduled for the fall. This decision just seems very illogical. It seems like it would cause very high stress for relatively low savings.

If closures went through, because of my location I would probably switch to driving in rather than metro.

I will be greatly personally affected by this as well as many of my friends and family. I am strongly against this proposal.A strong community has formed in the Grosvenor Strathmore area thanks in great part due to the access afforded by the metro station. Pre pandemic I relied on it daily for my commute and pending an improvement to the situation I was fully planning on resuming. The park nearby allowed for daily exercise in addition to greatly improve my heath. Many of my neighbors in the Grosvenor Tower Apartment building feel the same way. This is the route we use for our trips to DC. This is the route we use to connect to Amtrak for long distance vacations. This is the route we use to welcome guests coming from out of town and out of state. I implore upon the committee to consider any other option before the closing of stations which will have devastating and irreversible effects to the area. Our development is booming with new properties under construction which will be put in great jeopardy if a strong selling point is removed. A local treasure, Grosvenor Market, would suffer great setbacks with foot access greatly diminished. Reduced train intervals would be acceptable. If necessary every other train or even more bypassing Grosvenor Station would be acceptable too. Just please consider leaving access alive.

As a Blind person, I have NO transportation alternative.

Grovesnor-Strathmore is a walkable Metro stop for several large neighborhoods, including housing built around it to take advantage of its proximity. Closing the station would completely negate the smart city goals of building this housing or choosing to live in the nearby neighborhoods in the first place.

When Grosvenor Station is closed I do not ride metro. My choose of housing was based primarily on proximity to this station. Once I get to NIH there is no point to getting on metro, I can walk from there to Bethesda, and have at times due to metro's unreliability ie escalator outages or other occasions when the the station was by-passed.

I frequently use 2-3 of these stations, one of which I live very close to and rely on for most Metro travel.

Please do not close the College Park metro station

The opening of the stations cost the taxpayers hundreds of millions of dollars. The shortsightedness of throwing that entire investment into the trashcan as a response do decreased ridership during the pandemic cannot be overstated. In fact, to contemplate it is moronic. In the case of the Grosvenor Station, there are huge apartment complexes that use that station normally. Obviously during the pandemic, most of those people are working from home instead of commuting. That will change once the pandemic recedes. That is true throughout the metro service area. To close those stations would be to force tens of thousands of additional cars onto already clogged roadways. It would also have the effect of devaluing the properties of those live in those areas. Metro needs to put its best efforts into obtaining additional DOD stopgap instead of throwing billions of dollars worth of investment down the drain to solve a temporary problem.Reducing the usability of the metro system will only cause even lower ridership levels as the system becomes an impractical solution to transportation needs.

I need to take train to College Park. If that station is closed I will have to go to either Greenbelt or PG Plaza which will add significant time to my commute. I also imagine that once the University is fully in person again, the ridership needs for this station will increase again as faculty and staff will be returning to campus. Currently we are working from home.

I dont use these stations frequently.

Closing stations places a severe hardship on the elderly whose sole means of transportation are the stations being closed. Closing stations would also eliminate the gains made to reduce use of cars on roadways by workers who are apt to return to their cars rather than walk farther to get a train and put up with overcrowded and unsafe platforms every day. This is not a good option.

I often take the red line from DuPont Circle to Cleveland Park to meet friends for dinner. Many restaurants and other retial businesses there, including movie theater. Closing this station will cause a major lost of business for these operations.

If you make it difficult if not impossible to use Metro to get around the city, fewer and fewer people will use it, and revenue will plummet even more.

If the closures are temporary, then youve gotta do what youve gotta do. But if the closures are PERMANENT, thats a whole different story. I cant speak to every station, but why on earth would you close College Park, especially after classes are back in session? Students living on campus often dont have a transportation option from one of the nearby stations (i.e. Greenbelt or P.G. Plaza), and youre going to lose them all to Uber and Lyft if you do this.

Proposal to close 22 Metrorail stations

People need Metro. Simply closing these stations would be extremely harmful to workers, the communities around the Metro stations, families, and Metro employees themselves. I am appalled at the number of stations proposed to close.

The orange line train stops are very important to me: Clarendon, EFC, Virginia Square.

Absolutely not, once we start going back into offices many of these stations will be essential again. Grosvenor, for example, is vital to the Strathmore venue, and helping relieve already terrible traffic on Wisconsin Ave and it serves many commuter neighborhoods where people desire to be able to walk to metro. Also, why would you close Arlington Cemetery, which is a tourist draw and has barely any parking? If you close them, you again drive people to using more cars, you make metro harder to use and less reliable, and you are creating a negative feedback loop that also contributes to climate issues and practical matters like declining property values. Right now being close to metro is a plus!

So, you would close Mt Vernon Sq and then... what, terminate Yellow Line trains at Gallery Place? So its essentially a Virginia commuter train at that point?

If you close Cleveland Park, it will result in crowding at van ness or woodley park, as so many people ride in cleveland park pre-pandemic and will do so again as things get better. It will result in lines, and missed trains for many people. Again do not punish riders. Work with congress! Washington DC cannot have the worst metro system in the world and this is what it looks like u want to do. Work out a deal and keep metro running as before, maybe close it at 9pm but keep the rest the same! CEO of metro could take a pay cut and thus same metro! There is always a way, not at the expense of ordinary people who rely on metro, and chose to live near metro in order to commute to work. Now u want to close one way they use to get around. So many elderly people who use it too. Please do not close Cleveland Park or other stations that riders rely on heavily!

Yes this plan works because it shuts down stations that are not being utilized as much which is a waste of operating expenses. Decreases to train intervals are not the problem. The problem is having stations and extended service hours to 11PM in effect which is a waste of money. The smartest plan would be to decrease operational hours to 9PM and close all rail stations that are not being used by essential workers.

I rely on East Falls Church Metro station to get to work. We purposely bought our house 1/2 mile from the station so as to use it for commuting.

I work in Arlington and live in DC. I would be negatively impacted if these stations were to close.

I would like to know what you are considering as metro stops nearby. Grovesnor, for example, is almost 2 miles from White Flint station and over 2 from Medical Center, the 2 closest stations. These are not distances that anyone can reasonably walk in a regular manner, especially as part of their commute. Regardless of bus access between stations, the removal of all of these would be crippling to communities that live in the areas around the rail stations being closed. College Park is another good example: most riders near that stop are college students without access to any other form of transit, other than the UMD shuttle, which doesnt have the same radius or frequency as Metrorail. If that station were closed, literally thousands of people would be cut off from accessing jobs, medical care, and leisure activities in the rest of the region, especially in DC proper.

I would be able to cope with this change but I would regret losing Cleveland Ave and Federal Center SW.

I do not use those stations

I live close to the East Falls metro station - this station is ALWAYS full during the weekdays, and riders have NO other option for a nearby station that would not require using a car to access. The whole point of the metro rail system is to promote alternative forms of cleaner transport. The DMV cannot afford to have more cars on the streets with its already congested roadways and terrible traffic conditions. Shutting down stations should NOT be an option. There must be more promotion of metro use.

I strongly believe that the housing markets surrounding many of these stations would be significantly impacted if the nearest metro station were to shut down.

Why not time these closures. Maybe after 9pm. Trains would go to other stations faster and you could stay open longer. Maybe not all of those stations. I would not recommend closing Grosvenor-Strathmore because you have people attending events at the Strathmore via Rail.

This would be catastrophic for me. I live near the Cleveland Park station, do not have a car, and cannot walk to/from another nearby station. Some of the other stations are ones I use for various activities, e.g., Archives, Grosvenor, Judiciary Square (where the courts are and people will again arrive for jury duty every day), Mt. Vernon Sq, Smithsonian (closing this station with its proximity to so many museums, etc. seems bizarre to me), and some of the VA stations.

Closing stops does not help anything. Metro rail will become irrelevant because many people will take to their cars and forget it exists. Everyone is talking about adopting environmentally friendly actions and metrorail is closing services???? It is a horrible admission of failure. Metro can raise more revenues by inducing more people to USE THE SERVICES, not by CLOSING DOWN THE SERVICES, guaranteeing no train breakdowns, no delays, more trains, that is what will bring patrons back to metro rail.

I live in SW and frequently use the Federal Center SW station when I need to catch the Blue/Orange/Silver, so this would NOT work for me at all.

I do not understand how you can even consider closing stations at Strathmore, or Smithosonian -- and Im sure many of these other stations are also egregious. We have a world class music performance facility in Montgomery County that would not have Metro access. Tourists would be robbed of the ability to enter and exit metro at a familiar stations for Smithsonian and Arlington Cemetery.

This is crazy! Why have metro stations if they dont serve the public.

Proposal to close 22 Metrorail stations

This would make many errands much harder, and the added inconvenience could reduce ridership further. Many riders like myself prefer to walk from a station to their destination, and this increases walk time significantly. I would urge careful and long consideration before choosing to close any stations. I have witnessed the frustration of workers getting off a shift to discover Eisenhower station closed, and their unfamiliarity with the area and how to get to another station or which bus might take them where they need to go. Anyone seriously considering this option needs to get out of their cubicles, out of their cars, and start walking the paths needed if a station is closed.

e. You have low ridership because of COVID-19, so your outcome measures are an invalid number to base any closure decisions upon. When the pandemic makes things functional again, essentially you are punishing these riders who chose to be safe and stay home and forcing them into financial straits just to get to work. Riders probably bought and rented homes in those areas because of their proximity to the stations. This could potentially impact location and property values. Frankly, I think you are stupid to make a decision now based on an act of god and emergency health care situation, where staying home and not riding the metro is the best course of action. Making decisions based on low ridership right now is beyond idiotic, because its punishing people who are being good neighbors and not wishing to get anyone killed by staying home and in a sense rewarding those who are acting reckless going out in public, and potentially not being safe at home and wearing masks. I think you need to wait and determine the best course of action when riders are actually vaccinated and would be more willing to ride the metro again. Making the determination prematurely based on arbitrary and mythical numbers at this time is beyond stupid. The Archives, Clarendon, Cleveland Park, College Park, East Falls Church, Eisenhower Ave, Federal Center SW, Federal Triangle, Greensboro, , Judiciary Sq, Mt Vernon Sq, Smithsonian stations are all locations that have their heavy workforce essentially working from home at this time. Why would you base closures on numbers today where you know usually have high rider numbers? Why penalize employers who chose to keep their employees safe by encouraging remote work?

But I suggest to keep Mt. Vernon Sq. open.

This is a horrible plan!!! May as well shut down the entire system and well just build more highways and toll roads and get more cars back on the roads. Development of housing is increasing around many metro stations, including Grosvenor-Strathmore, which over time should increase Metros ridership. Housing values and rents are impacted. This idea will have a big negative imoact on the entire region.

Some stations such as Smithsonian, Eisenhower, Cleveland Park, and Clarendon would take some adjustments to adapt to, others are less important to me, although Im sure another rider would have a different perception.

If you close these stations, you might as well close the entire rail system. This is insulting. This is not acceptable, suitable, or feasible to riders as tourists.

This is the worst option! I frequently use several of those stations mentioned above. Not having those stations would make me seek other transportation options.

This is the worst idea yet. I work at the GMU Arlington campus and take the metro in and then walk to campus. Both Virginia Square and Clarendon are within reasonable walking distances. However, I have medical issues that make walking long distances every day that I go to work not tenable. If you do end up closing those two metro stations, then Ill definitely have to drive in.

If you close both Eisenhower avenue and Van Dorn there are no longer open Metro stations near me. It is false that this plan takes into consideration proximity of stations.

Closing the East Falls Church metro station would be detrimental to the many people who live in the area. The closest station is too far away to walk to and adding a bus component to get to the closest stop would significantly add to daily commute to thousands of people. In addition, there is limited or no parking at the nearest stations, so driving and parking at the nearest station wouldnt work, and even if it did, it would add an additional expense to riders. Many people moved to the area of the East Falls Church Metro station specifically because of the proximity to the East Fall Church Metro and taking that station out of operation would frustrate that purpose and intent of many people. It would also hamper the development and growth of the community surrounding the East Falls Church Metro station, as less people would move to the area without that station being in operation.

so metro receives money from VA and MD; spends all this money and inconvenience to travelers while stations are built to NOW close them down? that is the only thing you can figure out? Arlington Cemetery is used during the day by visitors but not the end of the world as they can take cabs or Uber/Lyft BUT the rest of them? What a waste of taxpayer dollars in building the infrastructure and then seeing it go to waste. Seems Metro has some accountability in building maybe too many stations and then being able to support them and now people are used to have access to them and you want to take them away. Will you have buses serving these sites?

Many people work at the businesses near the Eisenhower stations and live in the apartments and condos nearby. Three new buildings are scheduled for completion this year, with hundreds more offices and apartments. Closing Eisenhower Ave station would leave these people stranded

How can you close stations for low ridership that are not yet open?

ARE YOU KIDDING ME> LOW RIDERSHIP AT SMITHSONIAN> WHAT ABOUT THE TOURISTS!!!! Most of the stations that you mentioned are ones that I use in the MD DC area when COVID wasnt around.

Proposal to close 22 Metrorail stations

Forget expanding the silver line. Use the funds to keeps stations open. I use those stations to get to work. I can't walk a mile to work on top of changing trains. I'll be late everyday and will get fired. Absolutely not!

Ballston is already a heavily crowded station in normal times. If BOTH Virginia Square and Clarendon are closed, it could become a nightmare if ridership returns to anything close to normal levels. If closures must happen, please close EITHER Virginia Square or Clarendon.

Stations near government buildings should remain open. Arlington Cemetery should remain open until 6pm so family can visit relatives there. Smithsonian Station should be open during summer tourist season.

Absolutely not!!!! This will limit travel ability and make it difficult to even get to an operating metro station. East falls church is a vital transfer stop! Do NOT GET RID OF THESE

I live by Ballston - I fear that I would not be able to board a train at Ballston due the closing of EFC and VA Square and the Silver Line ending at Ballston

This would impair the travel of disabled people as well as people who dont have the time/nor money to get off of one station, get on a bus and hope to make it to work on time.

Not acceptable. Well have to stop paying metro and create private shuttle services.

Van Dorn Street is the closest metro station to my home. I often use King Street, but I like having an alternative.

Closing Clarendon, Archives, Arlington Cemetery, Federal Triangle, Smithsonian, Virginia Square??? These are HORRIBLE ideas! I do not buy for a moment that these stations have low ridership. So many Clarendon residents alone work in the District. I live in Arlington and use all of these stations regularly -- but when the tourists and business travelers return to DC, they will use these stations! I have listed the stations that stood out to me but know that I have used others on this list and I am against closing ANY of them. Closing these stations will have huge negative environmental and congestion effects on the region and should be avoided at all costs.

Please see previous responses. Closing all these stations render the Metro useless.

This would be extremely hard on nearby businesses. It would also be hard on those who cant walk far. For example, Cleveland Park is not THAT close to Friendship Heights or Woodley Park if you are not able to walk/bike well or if you have small children in tow.

My company chose its location due to the proximity to a Metro station (Clarendon). Adding a bus (unreliable and, Im sure, further reduced service) would add an unacceptable length to my, already two hour commute. I would have to find other employment.

Personally, Mclean is the closest station to where I work. The second closest being East Falls Church. If both stations were to close, I wont have a way to get to work

While this does not apply to me, this entire survey reads as if we are working to almost make the Metro obsolete. DMV should be working to increase ridership rather than decreasing options for it. We need to focus on decreasing the use of cars in the city and focus on public transit/bikes/pedestrian friendly. I am strongly opposed to decreasing the use and access of the Metrorail which serves as a means of transportation for a lot of the city including myself. Most of us in the city do not have cars and encouraging the purchase and use of cars in an already congested city seems to not be an effective strategy from a infrastructure and sustainability perspective.

Grosvenor-Strathmore is NOT a low ridership station. It boasts one of the larger parking structures on the red line... and the lot was often FULL before the pandemic. I would always have to drive to the upper deck to park... and even then I would be concerned about finding a spot.

Grosvenor-Strathmore Is a major hub for travel and you have stated it would be a hub point for more frequent trains. It is also the closest point to Bethesda with a Metro garage. If you must close a station why not Twinbrook? Riders can go to Rockville or White Flint, both with parking. Ultimately METRO should find a way to keep all stations operational, especially during rush hour. BAD PLAN!

I need the College Park station, I cannot walk two miles to Greenbelt or three to Prince George Mall. This is the worst plan. Why build the purple line through College Park if there will be no station here?

Grosvenor-Strathmore is an important station for those straddling the Rockville-Bethesda area. Shutting down College Park will be disastrous for UMD students who commute to school.

I live near the Huntington Metro Station and theres really no good way to walk over to the restaurants or Hoffman movie theater near the Eisenhower station, so Id have to drive. I dont go over there all that often so it wouldnt be a very big deal. For the people that live near Eisenhower though, theyd have to walk up to King Street/Old Town I guess. Not a very short walk and again, theres no good way to walk to the Huntington Station from there.

Would there be shuttles to get people to open stations???

I agree that some of these stations could close given the proximity to others (Im thinking Judiciary Sq. and Mt. Vernon Sq.), however those outside of DC are a different kind and I cannot comment on those.

Proposal to close 22 Metrorail stations

Of the stations above that have adjoining parking lots, those lots are all FULL every weekday, clearly indicating those are NOT with low ridership. And where would those people then park, when nearby station lots are already full? They would be forced to drive to work, again contrary to one the cardinal reasons the Metro was created. Not to mention the inconvenience to thousands of Metro riders who can currently walk to their station. More driving!

The Judiciary Square Metro is how many people get to the federal courthouse. Cutting service to this station would cause many people to miss court appearances.

I am especially opposed to closing metrorail station at Clarendon both because I want to use that station, and just as importantly because of the effect that would have in increasing street traffic and congestion due to unavailability of Metro at this key part of the Metro orange line corridor. This would also directly conflict with Arlington County policy and planning documents that underscore the importance of preserving Clarendon as a commercially vital and attractive Urban Village, including by encouraging pedestrian access and promoting greater use of public transportation as well as by discouraging car ownership, use, and vehicular commuting. This will result in significant vehicular congestion that would negatively affect streetscape, increase pollution and damage the commercial vitality of Clarendon, and would put excessive strain on very limited parking availability, which will also negatively impact surrounding neighborhoods.

Closing Grosvenor-Strathmore station would not be a good idea because a very large number of passengers from Grosvenor apartments (five huge buildings) and areas on the other side of the station having a number of huge apartment complexes use this station. They are office-goers and business owners/employees in Washington DC. If this station is closed it would cause huge loss of steady revenue to Metro.

I live in College Park, 3 blocks from the station. I depend on the metro to commute to/from DC every day, and a lot of days on the weekends. If the station closes, I will just start to drive my car to work every day, which is one less rider for you altogether. If I have to take a bus to a different metro station, and you are running trains every 30 minutes, by the time I get onto the train to start heading into work, I could already be at my office by driving.

There are many high rises in the Grosvenor Metro area currently, and more in the development stages. Ridership from the Grosvenor Station includes more than people going to work - it includes retirees and stay-at-home spouses who need to go to DC for doctor appointments, school, appointments with professionals such as lawyers, accountants, etc. , visits with family.

Grosvenor has parking. Close White Flint

McLean is my closest station, bus lines that went to other metro stations were rerouted to McLean. I will stop taking public transportation if I need to take more than one bus to get on metro, or if the total trip time is more than 1 hour.

The only worry I have is Arlington National Cemetery is so important to so many people, and so many people visit it for loved ones, but do not live in our area. I don't think we should make it difficult for people to get there for this purpose.

The * stations could remain unopened until ridership increases. As people have not yet come to rely on them, this would not take away a service. Smithsonian and Arlington Cemetery could close earlier as tourists often finish their need for those by 6 p.m. and locals could use the other options downtown. Closing Clarendon and VA Square would harm businesses in that area. In addition, a number of older people live in the VA Square neighborhood and it would be more difficult for them to walk from Ballston to their homes. I am not familiar with Greensboro or Grosvenor usage.

What station do you think it's close to me if you closed Grosvenor? I and other neighbors walk to the metro

No, closing these stations will not work for my expected travel needs in January 2022. In particular, closing stations I regularly use -- Judiciary Sq, Mt Vernon Sq, Smithsonian, Archives, and East Falls Church would be seriously problematic.

I commute from Clarendon to Judiciary Square, so this proposal would affect both ends of my commute, double my commute time, and incentivize me to work at home as much as possible. The metro is a huge factor in why we live here and we pay more in rent for the convenience. The next nearest metro is not close, and it might end up being simpler and more time efficient to take alternative transportation. Why walk 15 minutes, metro 15 minutes, and walk 15 minutes when I can take a car for only 15 minutes door-to-door?

This would cut out people in the suburbs who do not have cars and rely on the metro for transportation.

This is an idea that assumes the pandemic will continue and no one will be vaccinated. These spots you're proposing are nearest to jobs and homes and metrobus does not have direct services at their nearby stations to get people to where they need to by these spots. Nor could metrobus support out if they did. This is a terrible solution.

Only consider station closures for stations that are less than a 15 minute walk from another station. For example Ballston/Virginia Square and Clarendon/Court House are easy substitutes. McLean and Tysons Corner are not easy substitutes and the I-495/VA-123 interchange is not a safe walk. Also, there is no walkable substitute for Arlington Cemetery. However, this station can be ethically closed if the Cemetery is closed to the public.

Proposal to close 22 Metrorail stations

Please be very careful about your decision as to which, if any, metrostops will be closed. Municipalities have reduced their parking requirements for new developments (actually going back many years) because of the developers citing metro stops nearby. There is inadequate public parking availability near some of these stops so you need to study this - if you havent already. I would not close the Smithsonian stop. Isnt it the closest to some of the memorials (such as Lincoln)? Big option for tourists and the handicapped. Also, please consider keeping open those stops that are used by people who attend rallies and other big events in DC. Ive been to a rally or two and had to wait 20 minutes just to get out of the station at my destination because of the number of people. I consider the stations used by folks during big events as important overflow areas - especially since car traffic is sometimes not allowed and there arent enough places to park anyway.

I commute everyday from Old town to college park. So closing that station would be inconvenient. Also, there are several students at UMD who use that station. Metro might be losing money during breaks and weekends when students use those services

These stations were built for a reason and many of these areas are transit oriented development sites which need to have Metro service. Some cost savings could be realized for those stations which serve tourist attractions or federal agencies by modifying the hours and days to match station use.

This would close most of downtown! I live near Cleveland Park and work near Federal Triangle. Plus, Archives stop is the only convenient way to get to the federal buildings downtown.

This would absolutely destroy my neighborhood., my familys commute, and all my neighbors work schedules. This is a non-starter. Why build a world system and then literally destroy it. We would consider leaving the region if the Metro system closes stations.

Thanks for spending billions to extend the metro to nowheresville VA AND THEN SHUT DOWN HALF THE STATIONS. Metro is a disgrace to taxpayers who continually fund this project and get less and less service in return. Youre cutting off service to tourists (who already have no idea where theyre going and now have even more confusion with downtown station closures) as well as all the convention people who pump tremendous amounts of money into the economy and yet you expect to remain profitable. Youre not even going to be relevant anymore and frankly your poor service is going to cause all of these outsiders to go somewhere else.

Security concerns for a long ride (skipping many stops especially Orange lines.) Needs more transit officers presence on the train?

Arent some of these stations next to each other? Eliminating VA Square AND Clarendon would leave a major gap between Ballston and Courthouse. Timing is curious with affordable and additional housing currently under construction in the VA Square area (on Washington Blvd). Ballston stop will be overwhelmed. How do you eliminate College Park for students especially those using their commuter school? Maybe low ridership but strategic.

Im not sure offhand which downtown stations are near theaters I would attend.

I am a 67-year-old without a car. I work at Federal Triangle and have business and errands at Cleveland Park, Clarendon, East Falls Church, Federal Center SW, Grosvenor, Judiciary Square, Mount Vernon Square, Smithsonian, Van Dorn St., and Virginia Square. I am not in a position to walk from other stations, and do not have time to wait for increasingly infrequent bus service -- when that is available.

I use grosvenor station 6 days a week!!!!

I could probably do a work around, but many in these neighborhoods will have quite a walk to the next Metro station. I do believe that a few could be temporarily closed, but 22 is too many.

A number of the stations listed here are stations that I used fairly regularly before the pandemic, and that I would expect to use again once the pandemic is over. This move will discourage me from going to a number of restaurants that I used to regularly go to.

This is absolutely the worst idea of the lot as it would make the system almost inaccessible to people in these areas. Metro provides the only way for many of these individuals to get from their home to work.

I regularly went between Greenbelt and College Park for social events, closing that station would be disastrous for me.

i rely on Grosvenor station. Wheaton or medical center would be a significant increase in my commuting time and lead me to switch away from metro.

Absolutely not! People will take the metro much less.

Of these stations that Ive traveled regularly, theres at least a mile walk to the next station. This long distance would hurt ridership because of the inconvenience and would negatively impact disabled riders that cannot physically move that far outside the station to get to their destination. Specifically, Clarendon is an extremely busy business and residential district. I, along with several hundred of my co-workers, commute to this stop to our office building.

This will hurt businesses and neighborhoods and takes away the advantage of living in DC and metropolitan.

It be sad to see Arlington Cemetery station close due to a lot of ppl go there to visit the cemetery my sons military so we do go often to pay our respects to those that have fallen

Maybe some - but not all of these

Proposal to close 22 Metrorail stations

We rely on metro to get into the city and paid a premium for our house because it was close to the metro. Don't close the station! Find other alternatives, like eliminating waste!

Some stations that stand out to me in this list as making absolutely no sense to close are My Vernon Sq (the convention center which draws/will draw many people soon enough), Smithsonian (where most tourists go in this city) and Judiciary Square (the courthouse which many people, many of whom are of limited means, have to be able to get to easily).

Closing stations would impact a lot of people negatively. For me, college park is important for many students at American University to get to class, including myself

Will this cause a longer walk to get to those points of destination? Will buses get us to those points?

I rely on the Grosvenor-Strathmore station for my daily commuting needs as do many others whom I know. We may not be taking the train now but we plan to use the station as soon as we get our vaccines later in 2021. This would cause the greatest inconvenience of all the proposals and the worst overcrowding. Please do not do this.

Rely on grosvenor metro for daily commute

This would absolutely not work for me, as it would effectively cut my access to using the metro. For 4 years, up until covid, I depended on the metro at least 4 times a week as my transportation. I dont own a car. Grosvenor-Strathmore station has been my lifeline... my means of staying independent... with Judiciary Sq. being a common destination. To close the Grosvenor-Strathmore station would be devastating.

This is an absurd proposal! Many of these stations, particularly those in Virginia, are not near other stations. I used to rely on East Falls Church station everyday for work before moving into Washington. I would not have been able to walk to West Falls Church station from my then-home. This proposal will make Metrorail unusable for many, many people, further harming the Metro finances.

Closing of the East Falls Church station would keep keep from using the Metro.

If all these stations close, I would opt to use private personal transportation, increasing automobile traffic to/from and within Washington DC

i moved here -- to be near the Virginia Square Metro station; i do not drive; this metro station is my primary source of transportation; as an alternative--rotate days of no service among the close/nearby, low-ridership stations; this would allow riders to plan and to still get around from place to place; i assume all the low-ridership stations have some peak time usage--use this data to better coordinate when u can skip a station on alternate trains or some type of modified schedule;

My station is Cleveland Park and closing it would stop my ability to commute and/or go to other places in the city. I would effectively no longer use WAMTA. I would seriously consider asking my office to make me full-time remote work, and if so, I would sell my place move back to Wilmington/Philly where my family lives and the cost of living is lower. Moreover, please consider that as an externality to Cleveland Park's metro closure, it would further hamper a struggling Cleveland Park business district. Such a closure would probably be the final nail in the business district's coffin.

I live within walking distance of the Grosvenor-Strathmore station and use the metro for work and travel. If the station closes, I will be forced to take my vehicle to work, or drive to DC for appointments or meetings. So will a lot of others, and that will create an influx of new drivers on the road, especially during rush hour. It will lower the allure -- the desirability -- of this area. The overall quality of life will be worse.

This is why the rail was created to provide rider with places, where the buses dont go and to make it convenience if you dont want to drive to certain places/areas. Closing these station will put a strange on most rider and not to mention the city is going to be flooded with people trying to drive to work.

To close both Virginia Square and Clarendon would adversely impact our ability to use the Metro. It would also impact the businesses that are between Court House and Ballston. In addition, once the museums and other facilities reopen downtown and tourists return, closing the Smithsonian station would be problematic.

Closing both Virginia Square AND Clarendon would have a serious impact on my commute to GMU Arlington,

The only station that can be closed -- and only after day hours -- is Arlington Cemetery. Closing all other listed is simply outrageous.

Pls keep open Clarendon, Virginia Square, Fed Triangle

I rely on my local station- Cleveland Park- to get around, as does my partner to get to work. I have fatigue issues, and it is hard for me to walk up hill to Van Ness, or down a ways to Woodley Park. For the cost of having someone in the toll-booth vs in a connector van for people with disabilities, you could transport far more people, and not hurt local business or property values.

Metro is already getting called out for not being accessible enough--how is closing stations going to improve that, especially if youre ALSO reducing Metrobus by 50%?! How are those without a car, including the elderly, those with disabilities, those with children, those carrying groceries or other items--how exactly does Metro expect them to navigate this city? By cab ride? By rideshare? On a scooter? On a bike? Oh, just walk a mile or so to the next station? Give me a break. Its easy to make these decisions on paper and not fully comprehend their impact on real people in the DMV. Try walking w/crutches between Metro stations when bus service is cut--and add in some rain, because you know, it NEVER rains in DC--and see how eager you are to cut service and close stations.

Proposal to close 22 Metrorail stations

East Falls Church Metro station has commuter parking lot; nearby alternative stations (e.g. Ballston) do not have parking lots. Also pre-pandemic, Ballston Metro station was overcrowded during rush hours.

Closing Smithsonian station will significantly take away from Washington as a tourist destination. It should not be closed. Service at East Falls Church and Virginia Square needs to remain to meet expected increases due to residential and commercial development that has started. How will eliminating service at new stations on the Silver line weaken to cost recovery of developing the Silver line? We are still paying on bonds used to pay for the Silver line, and not opening the additional stations will only reduce the return on investment.

We use East Falls church and with cuts already in service in Falls Church this would be a further blow and make reliance on metro increasingly difficult

While I can agree with closing some subset of these stations (e.g. Arlington Cemetery, Clarendon, Eisenhower, Federal Triangle, Judiciary Sq; maybe one or two more) I think it is a TERRIBLE idea to deprive any location of easy to Metro. You will not retain or regain ridership with lesser access to the system.

Its hard to believe that Grosvenor-Strathmore has low ridership when the garage is full by 8:30 on weekdays, and the rush hour trains always go as far as Grosvenor before turning around. Grosvenor-Strathmore has a lot of new building near-by that is driven by proximity to metro. Property values would plummet in 2 recent EYA properties specifically built here because they are walking distance to metro, .as well as in the older condo and townhouse developments near-by. If you need to increase funding, improve your service and the riders will be back.

Definition of "close" to another station is very relative. Grosvenor-Strathmore is not a walking distance to the closest metro station that it should be considered for closure.

Cutbacks would hardly matter. However, it is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA.

Please dont close East Falls Church. It is not only important for me, but for others who transfer between orange and silver.

Again, are you trying to destroy the metro? This proposal is so terrible. Not only would you shutter newly built Silver Line stations (what a waste of millions of dollars), but you would be leaving people like me who don't have cars out in the cold. Did Uber write this proposal? Because this seems like a proposal intended to make sure no one takes Metro.

Given the volume of condos in and around grosvenor park, if things get close to normal (?!), I see working people needing the grosvenor station. Most people would never want to drive downtown for work.

Closing both Clarendon and Virginia Square would cause some problems as they are next to each other.

Your proposal includes shuttering stations near major tourist attractions. You've also targeted busy commuter stations. Your proposal is not rationale, as you will lose a large portion of your riders.

Interstation access between the existing and nearly completed stations in Tysons corner and Reston with the other stations to the west are critical infrastructure for the support of the enormous economic engines of these two regions.

Eisenhower, East Falls Church (Transfer station), Van Dorn and Mclean should remain open.

I live by Grosvenor, if no other method is given to get in to DC this would greatly inconvenience me.

Terrible idea! There are many reasons why we need College Park to stay a station: it is a Marc station as well as metro, not all Marc trains stop at Riverdale, plus, that station is two or more miles away, high school and college students use the station to get to and from work, internships, events. All the stations should be maintained in order to promote green development, fewer cars on the road. Many developments are proceeding in College Park that are based around the metro. Archives is a valuable station for workers and tourists alike. Please keep all stations open. In Paris, France, there is a metro station every few blocks and navigating the whole city is possible. Lets plan for a future like that, not the opposite. Yes, more funding is needed to move us towards expanding public transit, not diminishing it and forcing folks back to cars. We also use arlington cemetry station as we have family buried there and sometimes visit after work (we take metro to work). These smaller stations need to be promoted. I didnt even realize Cheverly has a station, though I live in PG county! But stations prop up property values, provide cultural interest, and economic returns with tourist and worker use.

I commute to work to the Clarendon station (pre-covid/post-covid); my sister uses the Federal Center as do her employees and others who work in the area including federal employees. The Smithsonian may have low use sometimes but when tourism is high all of those stations are necessary

this would really increase the problem of parking especially in the District.

Proposal to close 22 Metrorail stations

Another terrible proposal! I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else. When a station's Metrorail elevator is out of service, my first course of action is to go to another station with a working elevator. The fewer stations that are open means I have fewer options. In addition, I work at a place where a number of other power wheelchair users work. Judiciary Square Station is the closest station to my work site. If Judiciary Square Station is closed, I have to hope that the Street, Green and Yellow Line platform elevators are all working at Gallery Place in order to access the Red Line platform to get on a train headed to Shady Grove. If it is inconvenient and time consuming. Also,, having to go to Gallery Place Station after work would cut into my work time as I would have to allow extra time to return home and plan for the event of an elevator outage. Please Don't Close Stations!

As a resident near Van Dorn Street station, of course I oppose this. But Van Dorn has a large parking lot, which makes it an important station to keep open, especially if bus lines are proposed to be cut. Beyond that, Metro just closed Van Dorn and other stations in Alexandria for months to upgrade those platforms. We expect them to be available for a long time to come in exchange for that summer of inconvenience. They serve a large number of people in Northern Virginia and should remain open.

This would hurt commuters and negatively impact traffic during rush hour as people will have to drive in and out of the city. This is also negatively impact the environment and gas emissions.

Unsure of these changes because I don't know if neighboring stations that are closed to Vermont Ave will impact my commute.

I've used these metro stations many times. They are important for certain needs in the local economy, such as tourism and using metro to travel to/from dining and entertainment. These stations also service communities that depend on the metro.

Absolutely crazy. I can't believe these are serious proposals. Many of these are MAJOR stations for tourists (e.g., Archives, Cleveland Park for Zoo visitors). College Park is the station that connects to our flagship University campus, connects to the MARC and the future Purple Line, is depended on by residents of local communities (many of whom moved here in part because of the Metro connection), and is increasingly used by tourists staying in CP and visiting DC. Closing these stations is a terrific idea only if the goal is to destroy the economy of the DC metropolitan area and severely harm our flagship University. If this is NOT the goal, this is clearly the very worst of all the proposals presented. I am truly stunned that anyone has even proposed this.

Closing College Park Station seriously affects University of Maryland commuter students and those who work at the University who rely on public transport. Ridership may be low now because of the Pandemic, but will be needed again once we get to the "other side" of this Pandemic.

Closes station that has parking near me.

I think makes sense for some stations but I think Clarendon should definitely stay open

I recently moved near Cleveland Park due to proximity to a metro station. That was a major life decision and expense. It would SIGNIFICANTLY increase the time in my commute. I know that those who own property around any of the closing stations would be upset to see their property value go down. It would also hurt the small businesses in the area, since fewer people would come to the establishments that give the areas their character. In the case of Cleveland Park, I know there are plans to build some high-density housing in the area. How are all of these new residents going to get anywhere without a subway stop. Public transit must be funded for cities to be livable. The proposed changes to the metro would make DC an eminently less livable city.

That is the station that my spouse and I use to get to work. There is not a walkable alternative to get to another metro rail station. Also, bus coverage doesn't work for us.

I see that any stations close to Northern VA, are most popular area especially when parking is limited. Not a good idea to close regardless temporary or permanent. This plan will definitely create hardship for commuters & residents (congested traffic).

I use one of those stations. Making it harder or longer for me to commute will mean that I am increasingly likely to find an alternative way to travel.

Grosvenor-Strathmore now has low ridership since the BSO and the National Philharmonic are not performing at Strathmore. By 2022, both organizations should be performing at Strathmore and ridership should be back to the pre-pandemic levels. If you close Grosvenor-Strathmore, the BSO and the National Philharmonic will lose my and many other persons attending the performances. The Federal Triangle and Smithsonian stations are the main Metro stations that the Smithsonian visitors use. Closing them is very bad publicity for Metro. The Mt Vernon Square is the station for the Convention Center. Why close it, when the convention Center should be open by January 2022

The Grosvenor-Strathmore station is essential for the Strathmore and the surrounding residential and shopping areas, including local business. Closing this station would definitely not work and would be a significant detriment to the metro and the area. The Smithsonian station should similarly be preserved as low ridership is likely due to the temporary closure of the museums.

Proposal to close 22 Metrorail stations

My commute would not be directly affected by these closures. However, closing two adjacent stations (Virginia Sq. and Clarendon) on the Orange/Silver line corridor in Arlington is unwise. Recommend keeping Clarendon Station open.

It is not practical for residents within walking distance of those stations to commute to other stations -- using the bus will add significant time to their commutes and driving would add time and costs and increase pollution. The only reason many residents moved to some of these areas was to be close to a Metro station. This would force use of vehicles not just for work, but also weekend and other outings. I would also argue that these stations are not comparable. It is easier to disembark at another stop in downtown DC and walk a few blocks (particularly for tourists going to Smithsonian, for example). While it is not trivial for commuters to find the next station on the 267 corridor, or in MD or other VA suburbs. If this proposal is considered, I do not believe a blanket decision to close stations with low (which is not defined in the proposal) ridership without looking at other factors such as distance and ease of commute to the nearest station.

This plan would absolutely NOT work for me as it would close my neighborhood station, East Falls Church. Also, why on earth would you consider closing the Smithsonian station?

I can see the closings of Archines, Cemetery, Clarendon (I'd prefer Virginia Square myself; but someone important must live there and have you by the short hairs on that one); Cleveland Park, Fed Ctr SW, Smithsonian Fed Triangle, Judiciary Sq. All the others are too far away from other stations, and you think they have low ridership, but they won't once everyone has their vaccine.

The only reason why their were low ridership was because y'all closed them in the beginning of March cause of covid. Before covid those stations had plenty of ridership during the week day and weekends cause people were doing to work. Those jobs will not be closed forever what then

I would like to see either Clarendon or Virginia Square remain open. East Falls Church and Reston Town Center would be of lesser importance, but possibly useful for my optional commuting purposes.

Closing many of the intermittently walkable stops inside the city of DC is understandable. The availability of Ubers, Buses, scooters, and bikes is far greater in these densely populated areas and would therefore have a lesser impact on general mobility. The same cannot be said about stops outside of the boundaries of DC. Stops leading North, South, and West are the reason many professionals are able to live in Northern Virginia/Maryland while working in the city. Those metro stops are some of the only ways to get into the city. This is also an adjustment that could be acceptable if the frequency was decreased instead of completely closing a stop.

Clarendon should stay open

I live between Cleveland Park and Woodley park.

Would these stations be revisited before closing as some stations like Eisenhower are opening up new retail? I know some stations would close that are low ridership and close to other stations; maybe able-bodied people can walk to the next station but not those who have difficulty with walking. It would also cause issue and longer travel times as I would have to get off rail, figure out what bus to take then get back on rail.

Clarendon it is one of the most popular and busy metro stations. They are couple more as well that I know but Clarendon definitely need to be out of this list.

Closing East Falls Church is an outrageous idea. It is nowhere near any other station and would cause very significant hardship!! Also, it would lead to a significant decline in property value. It is unconscionable that Metro is even considering closing many of these stations which will eventually lead to a further decline in ridership and revenue. This is the capital city of the US and deserves better !!!

College Park station supports a university system. Most people cannot drive to the campus.

Grosvenor-Strathmore serves a community of approximately 4000 apartments/condominiums and hundreds of townhomes/single family homes in addition to the Strathmore Arts Center and the Georgetown Preparatory School. If Grosvenor-Strathmore is closed, it will put all the people who live or work in this area in a very difficult situation for their transportation needs and will dramatically increase the pressure for service from Metrobus.

The convenience of Virginia Square is a real plus for me, because I use a walker. Do you believe that Metro has enough data on what ridership is estimated to be post-pandemic? Shouldn't you delay these decisions at least until you see early stats for ridership when most people have been vaccinated?

I am disabled, so closing any metro stations makes it more difficult for me to get around or to get where I need to go easily.

Some of these stations closing would be more painful than others, such as Cleveland Park, College Park, and Clarendon/Virginia Square (closing one would work but both would be tough), but the majority can be mitigated.

Federal Triangle and Grosvenor are important metro stations to my commute. Closing them would be worse than waiting for a train every 15 minutes.

The Grosvenor station is key for our regions commuters once Covid is more under control which is clear by how quickly the parking lot fills along with the large numbers of riders who walk, bike, bus and get dropped off at Kiss&Ride, lots of Taxis/Ubers/Etc. I personally know I plan to be commuting to my job downtown by Jan 2022 and expect my son to be commuting to school by Metro by then,

Proposal to close 22 Metrorail stations

This is a death-spiral plan. If McLean is closed, even fewer commuters will use public transit, leading to even lower revenue. Meanwhile apartment buildings are going up across the street from the McLean station. Please do not close it.

It is ridiculous to close the three brand new stations before they have even opened yet. That makes the silver line extension project quite a waste of money.

Judiciary Square is the metro station I use to get to work so I want it to stay open. Its also near the police station which I have also found comforting. Additionally, they have also been working on the station for months! Why put so much money into a station that could close?? I need all of these stations to stay open. I solely rely on public transit!

While not affecting my usual travels, some of these closures seem really problematic for DC visitors trying to Arlington Cemetery, the Smithsonian Zoo, the Smithsonian Museums.

Pre-pandemic, I regularly used Clarendon, East Falls Church, Federal Center SW, Federal Triangle, Smithsonian, and Van Dorn St Metros, not for commuting, but for pleasure! ESPECIALLY East Falls Church and Smithsonian! PLEASE DO NOT SHUT THESE DOWN. People will come back to these locations after the pandemic subsides, even if they continue to work from home!

NO!! NEVER!! PEOPLE NEED A WAY TO GET TO THE STRATHMORE MUSIC CENTER AND RESTAURANTS AND MUSEUMS!!!

These are all the metro stations that people actually LIVE near or within walking distance. This totally removes the incentive from living in or near DC. Why don't we just move further out where it's cheaper or just move to Baltimore or Philly? Also, the Cleveland Park metro is in a very thriving community of people who commute downtown. Please do not do this.

I walk to the grosvenor-strathmore metro station every day for work. Closing down the station would not be good for me.

That would keep me from using metro which is my preferred transportation method.

Smithsonian is the MOST used station for tour guides leaving their groups at the end of the day, particularly after a walking tour of the Memorial at night!!! We are dropped off there at 10 PM, allowing tour buses to turn right onto 12th St., which takes them to the 14th St. bridge and either their hotel in Arlington or 395 for their journey home. It would be a disaster to lose that station! We also often use that station at the start of tours because it is walking distance from the museums and some of the Memorials. Please do NOT take this station away!!!! I saw Arlington Cemetery on there, too. Next to the Memorials and the US Capitol and Union Station, this is one of tour guides' most heavily used stations, since we give walking tours of the Cemetery. Moreover, parking at the Cemetery is expensive and often closes before the end of our tour day. Losing Clarendon and East Falls Church would be hard on me, as well. Since I usually start early in the morning or end late at night, I feel confident with the well-lighted parking garage I use that's directly across from the Clarendon Station. Likewise, East Falls Church has a public lot used by many commuters. I prefer not to park around Ballston late at night. Clarendon is a busy neighborhood, full of young people visiting the restaurants and bars. I feel better knowing that they are hopping onto Metro at the end of their evenings rather than driving "so that is another reason not to close the station there.

Stations in the proximity of high rise apartments Stations such as Virginia Square serve apartment dwellers who depend on public transportation exclusively.

Two of these stations "Archives and College Park" are important public access points to National Archives research facilities. Closing these stations will create barriers for people who need to visit these facilities to access vital government records.

At least, East Falls Church and Eisenhower Ave needed to be open. For example, the National Science Foundation which is a federal agency encourages its employees to take public transportation and it is at Eisenhower Ave.

This is absolutely the worst proposal, that extra travel distance that would be required is the exact type of thing that will factor into people's decision making when deciding to use the metro (AND GIVE YOU MONEY) vs. taking an Uber instead. This would just be more of a windfall for ridership and revenue. Terrible idea

It is a bad idea to close stations the stations mentioned because these stations impact on people getting around.. People cannot go to work, if their station is closed. People cannot go anywhere if the stations close earlier. Metro officials should ride the metro system because they can see the whole problem. People use the metro system to get around.

The Grosvenor Station has the prime location for access to housing and businesses in the Bethesda, Kensington, North Bethesda and Rockville area. It serves all age groups who travel within the suburbs and throughout DC. Closing this station would impact the lives of hundreds of thousands of people and put commercial enterprises out of business. Please do not close the Grosvenor Station. No nearby station is as convenient and none has such good parking and easy access. Strathmore Music Center depends on this station to transport concert goers; schools depend on this station to transport students. It is the center of life in this area; access to this metro station keeps property values competitive. It would be a disaster to close this station. Allow life to return to normal in 2022.

Many of these are essential: Clarendon, Arlington Cemetery, Federal Triangle, Smithsonian, East Falls Church

I live next to the Grosvenor-Strathmore station, and we would lose a lot of the advantage of living here if the station was shut down. Furthermore, the station lobby is a shortcut to the 46 Montgomery College bus station, and if the station is closed, people will have to walk a whole block to reach the nearest 46 stop, making it harder for Montgomery College students to get to class on time. Also, there is an escalator and tunnel in the station lobby which leads across the street. If this were removed, pedestrians needing to cross the street in order to reach Grosvenor Market or the apartments across from us would have to cross at Rockville Pike, which is more dangerous and time-consuming.

Proposal to close 22 Metrorail stations

I live near Grosvenor-Strathmore and will be commuting every day again by January 2022. This proposal would force me to abandon Metro use entirely and, more globally, it would permanently reduce Metro ridership across the board. In addition, Metro just received a large federal stimulus. Closing stations after that would mean acting in extremely bad faith.

Please DoNot close these stations, especially Archive, Arlington Cemetery (in the summer so many tourists visited Arlington Cemetery how can you close this station) Grosvenor-Strathmore people using metro train to see the performances at strathmore.

I use Clarendon the most. Plus with more stations shutting down, will this put more pressure parking near other stations?

Thats several of the stations I use regularly

I use the College Park metro, because the parking lot in the Greenbelt metro station often fills up by 9 am. Unless more parking is added at Greenbelt, I don't see how this would work. Closing College Park would also adversely affect the university of Maryland as well. The Archives station is close to a number of museums on the north side of the Mall. Closing that station when the museums would be (hopefully!) opening back up, would affect people's ability to visit.

This is a far better plan than running trains every 15 or 30 minutes. You could combine this plan with the proposal to close metro stations at 9 pm and save money that way. Its only an extra 5 - 10 minutes to walk from Metro Center to the Fed Triangle area, a bit longer if walking from LEnfant.

How dare you even CONSIDER closing this number of stations and still call yourself a mass transit system? Closing Arlington Cemetery in particular is a slap in the face to the nations war dead and their loved ones -- not to mention that I frequent that area and see jampacked trains full of tourists EVERY SUMMER who dont know how to get to Arlington otherwise and have been encouraged by the DC/MD/VA tourist promotions to stay near a Metro station so they dont have to drive to the cemetery. Do you think they wont come back to visit the HONORED WAR DEAD post-pandemic? Are any of you veterans or military-connected? Are you ALL that unpatriotic, or is this just a cynical greedy ploy on your part to extract concessions? How about you cut top managements salaries first? Why should the Metro head make over \$400,000 a year and stations be closed and riders be penalized to support his lifestyle?

I currently bus to Pentagon and Van Dorn St./Eisenhower are my alternative metro stations. It would be hard for me to find another location to get to if the bus isnt working.

Distance to Metro stops is a major consideration when looking at apartment buildings

I get on at Gro-Stra and to go to another station would require that I take another form of transportation. When it was closed in 2020 it was a matter of major stress.

My work place is right outside of McLean station, which would leave a long walk (over an hour) from the last open metro in West Falls Church

We bought a home in Lyon Village specifically to be walking distance from Clarendon metro as my wife is a daily commuter into DC. Long term closure of Clarendon metro would significantly affect my wife's commute once she returns to non-remote working. I also planned to use the metro from Clarendon to Reston TC for my daily commute once the Reston metro opens. Closure of these stations could also negatively affect our property value, which is a significant concern. It would be difficult for metro to assess ridership if stations close, as potential riders would no longer be able to use once pandemic restrictions abate. Would much prefer other budget reduction methods (reduction in train frequency, earlier closures).

Eisenhower is in a key location and was a contributing factor for the majority of residents moving into the area. Without a car Eisenhower is the closest station within walking distance for people of my age to commute to/from work safely and comfortably. Smithsonian is critical as it is located at the hub of 24th and Independence where thousands work. Of course ridership has been low the past year due to the pandemic. Federal buildings are closed and people are forced to work from home during this time. A bulk of the metro's revenue comes from Federal transit benefits paid to WMATA for federal employees. Once employees are cleared to return to work in person, these two stations will resume normal traffic. PLEASE do not close!

Clearly anyone who thinks the Orange Line stations suffer from light ridership has not tried to board a train during rush hour. The plan calls for potentially closing 3 of 5 stations on the Orange line in Arlington. Why should Virginia (and my tax dollars) continue to fund Metro after cuts to service of this magnitude.

Grosvenor-Strathmore could be a real issue for me, and many riders I know. Keep in mind that pre-pandemic low ridership was HEAVILY due to the construction that Metro was doing on the parking garage/lots. It made a lot of people have to rearrange their commutes, but that was never a long-term desire. We want to rely on Grosvenor in the future.

Closing stations is a terrible idea. People have bought homes and/or set up businesses near these stations with the expectation of nearby service. Transit-dense neighborhoods are vital for keeping traffic and pollution down. And there would be serious crowding at the stations that would pick up the slack.

Some of these are transfer points which were already crowded; closing those would only increase crowding

These are all metro stops that I use, and closing these would prevent me from being able to travel between home and work.

I use these stations (Archives, Judiciary) exactly because they are less frequently used than say, Chinatown or LEnfant. I also think abandoning expensive infrastructure is not a good long term investment.

However, Metro should ensure reasonable levels of bus service, shuttles, etc would still be available to access these areas.

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| Proposal to close 22 Metrorail stations |
| shutting or by passing Smithsonian is post COVID openings |
| Is it possible to keep Clarendon open during normal business hours, i.e., 7 am to 5 pm on weekdays? As more and more people start taking vaccines ridership should increase. Our office still uses Clarendon to get into DC since our work is with government. |
| I have to travel to Clarendon for work that cannot be done remotely. |
| In the past, I used Archives station ALL the time when I am traveling home in the evening because it so close to those activities. I also oppose the closing of these stations in particular: Judiciary Square, Clarendon, Virginia Square, Smithsonian Mt. Vernon Square, Arlington Cemetery, and Federal Center SW. I think the closure of the downtown metro stations would be a hard blow to the Smithsonian and other downtown museums recovery. Both the Virginia Square and Clarendon stations take people to the heart of North Arlington and could local businesses very head. Both locations do not have an abundance of parking. |
| Wont work. I use these stations to go to my accupuncturist, events at the National Archives, Smithsonian, and College Park. Also, how will I visit my sweetheart if you close the station near his house? |
| Albeit the station closures do not affect me, I do not believe the Silver Line Phase II extension stations should be closed given that the number of riders is not known yet. That seems unfair given riders need to be given time to use the stations and commute to either home or work from those stations. |
| It is a vital station servicing people live in the surrounding areas, Kensington, N. Bethesda, Rockville and Potomac and for folks attending Strathmore events. |
| I pass through most of these stations but I do have friends that live at Mt. Vernon Sq and would be very disappointed if that station closed! Mass transit is for the public good and all people should have access to public transit, closing stations would deny them that opportunity. |
| Please do not close Grosvenor. |
| The stops along the orange / silver line in northern Virginia (Rosslyn, Court House, Clarendon, Ballston) are relatively close together, but housing is incredibly dense and the economic development around each stop is booming. The condos, restaurants, shops, grocery stores, and other businesses around the Clarendon metro stop would have a significant negative impact if the metro stop were permanently closed because they would be much less convenient to the metro. Further, given the residential density of the area, closing the Clarendon metro stop would make the Court House metro stop significantly more crowded. Prior to the pandemic, both stops were already incredibly crowded during the weeks and on the weekends, particularly when there were events downtown like a Nationals game. That closure would most significantly impact my daily commute, but there are several other proposed station closures that seem shortsighted. Living on the orange / silver line for the past decade, Ive been waiting for the metro to connect to Dulles Airport for a very long time. The convenience of traveling via metro to Reston Town Center would be great -- Im not sure why all these stops would be closed after the years of delays in building / extending the silver line. Closing the metro stops at Smithsonian and Arlington Cemetery would certainly impact tourists who travel to the city, and would increase the amount of car and bus traffic in the areas. The other closures downtown would make commutes more difficult (particularly Archives, Federal Triangle, and Federal Center SW). Overall, it seems shortsighted to propose closing all of these stops without fully understanding the impact the pandemic will have on long-term ridership. Continued cuts to service force riders to find alternative means of transit, and creates a negative feedback loops where ridership continues to decline. If these stations are all closed and the others become un-usably crowded, ridership will decrease as commuters find alterative means of transportation -- which means more crowded streets and bike paths. |
| If implemented, consider publishing suggested bus routes to reach the closed stations from an open station, and to reach an open station from the closed stations. This would benefit people who live close to one of the closed stations. |
| Closing all of these is draconian. Many are no where near other stations. |
| I actually live nearest Ballston Station, but closing two consecutive stations on the same line, or just one in a situation where there is a long distance between stations, is a BAD IDEA! Just too much distance between stations for those who live in between. And would force more people to drive to stations who may otherwise walk, being counterproductive to the purpose of the Metro. |
| I use many of those stations. Assuming tourists come back to DC in 2022, no stations are really "close" to Arlington Cemetery or the mall |
| I dont support this because I rely on some of these stations like College Park, Archives, and etc. please reconsider |
| If there is alternative bus transportation to get to the other stations then yes. If not, then I would have to find alternate, non-Metro, transportation. I could work around it if this a necessary change; however, reliable communication about when the stations are closed would be needed. |
| wow I dont own a car working this postion I need train/bus service until I make enough to buy a ride |
| Not all of these stations seem to be close to others. I consider close to be under a mile, which is a distance most people could walk if needed. East Falls Church, for instance, is almost 3 miles walk from Ballston and from West Falls Church. Closing stations might be ok if bus transfers were waived to and from the closed stations. It would also be important to evaluate how many disabled people use these stations and would be adversely affected by their closure. |

Proposal to close 22 Metrorail stations

Not only is this a bad idea, but some of these aren't even "close" to each other! I regularly use East Falls Church to visit my parents, and there is no station that gets you anywhere close to there without a massive detour via bus.

We live between Clarendon and Virginia Square. It is a 2 1/2 mile walk to Court House and 2 mile walk to Balston! Dont close both Clarendon and Virginia Square. Number 1 reason we moved to Cherrydale was for the easy subway ride to work and into town! Property levels will also plummet. Everyone will drive who can and create terrible traffic, add to climate change and those who dont have cars, or are old or handicapped wont be able to take Metro! This is TERRIBLE.

It would be much safer for college students to leave this station open since many of them do not have a car and need the metro to get around. It would not be good for them to have to walk instead of get off at their stop, especially at night.

Beginning probably this fall and almost certainly by January 2022, I will use Clarendon Metro every workday, as will countless others who resume regular work commutes. I strongly recommend that Clarendon Metro remain open. If budget trade-offs are essential, I suggest reducing staff at the station (to zero if necessary), reducing the length or frequency of trains, (slightly) reducing hours of operation, or issuing public debt to bridge the temporary budget gap. DO NOT CLOSE Clarendon station. Clarendon is a large, dense neighborhood with a population of businesses and residents that depend on the Metro for transportation and accessibility. Without a station, home values could decline and businesses could suffer, leading to less revenue from taxes, less riders (because many Clarendon residents, like me, live here because the Metro is so convenient and will not use Metro if it is far away--this defeats the purpose of saving time), which in turn leads to less for Metro--creating a vicious cycle of decline. KEEP CLARENDON OPEN in 2022. Generally, closing Metro stations is a very bad idea. I dont know the dollar cost-savings gained from closing a station, but I cant imagine it is significant and outweighs the benefit of accessibility--the very reason we have a Metro. Once the pandemic is under control, Metro likely will regain ridership. I cant overstate how strongly I feel that we should explore ways other than closing stations to make Metro work.

Please do not close Van Dorn. That would be very short-sighted. That part of Alexandria is very dense, and only about to get denser as they relocate a hospital to there (Inova Alexandria hospital campus is moving to Landmark Mall, which is served by Van Dorn metro station). DO NOT CLOSE DOWN VAN DORN. If you need to, close down the Arlington National Cemetery metro station, as no one really uses that one.

Are... are you talking about closing stations that dont even EXIST yet? What on earth is wrong with you?

The next closest metro to Cleveland Park is quite a long walk.

This is also a terrible idea. People use these stations all the time. How could you take away Claredon, McLean, Smithsonian, Archives, Federal Triangle? What are you thinking? these are VERY important stations!

Keep archives open and mt. Vernon square

Keep Grosvenor-Strathmore Judiciary Square College Park Smithsonian Federal Center SW Federal Tringale Cleveland Park open please and thank you

Need Reston Town Center to remain open

There are a lot of people , including myself, in our neighbourhood who do not like to drive in DC and use the Grosvenor station extensively .

The plan to close Grosvenor metro is absurd considering that the county allowed developers to build up around this station so thousands would have easy access to transportation.. This area has countless condo, apartment and townhouse complexes that rely on Metro. It is not reasonable to commute to White Flint or Medical Center because there is no adequate, reliable parking at these stations! The most upsetting is that the county intentionally over-developed Grosvenor because the Metro stop is there!

I use Judiciary Square on a daily basis - both exits - and plan to for the foreseeable future (years). My daughters daycare and my workplace are nearby and it is not feasible for me to use another station. (The other stations are too crowded for a stroller, and the logistics/elevator use/longer travel distance from another station is much harder). Many of my colleagues use Judiciary Square, and although most of us are teleworking fully right now the plan is to cease maximum telework this summer and return to some degree of normal. I would imagine many other businesses and agencies in the area would do the same. I would expect ridership to be much higher by January 2022.

Their are all of people that take the Clarendon Station I am one of those people I have to be at work by 11pm the station I get off is Clarendon because its very close to my job getting off at the Court House Station would be so inconvenient and a little scary because it would be dark.

When the weather is nice, I can walk to East Falls Church station. Otherwise, Im a block from a bus stop. Having to get to a different station means that the entire journey becomes less viable. On those days when I need to commute into Washington, not having easy access to the station means that the journey becomes much more time-consuming -- possibly too much so.

This is ridiculous. What is the proposal to get between the closed stations? I have a potential to take a future position near Clarendon, but closing the station would make that decision questionable.

I walk to East Falls Church and there is not another nearby station.

Proposal to close 22 Metrorail stations

Closing these stations will dramatically reduce ridership and thereby reduce revenue. It makes no sense to restrict so many potential riders from using the nearest station. Often, these individuals have chosen to live where they live because it is convenient to reliable public transportation. Real Estate values will drop when public transportation is no longer convenient.

Will be moving again in a few months and trying to stay in this area. I think closing stations in VA would NOT be good for a lot of people. When I was in government, they were always moving people from VA to DC and vice versa, causing more crowded trains and people on the road. People should be able to work where they live, especially these days!

I live on Morgan boulevard Station. Not only is it our way to Six Flags America, its our only way into the city to enjoy the Smithsonian Museums. Not to mention there are so many people who live out here and work in DC. My mom rides from Morgan Boulevard station to work at Union Station everyday. This would effect so many peoples way into the city and also the way to Sic Flags America. It honestly doesnt make sense to close Morgan Boulevard at all.

Closing Metro stations would be a catastrophe for the neighborhoods around those stations that depend on those stations for connection to the rest of the area. I live in the Grosvenor Park I Condominium. The closure of the Grosvenor Strathmore Metro Station would devastate our community. Please do not close the Grosvenor Strathmore Metro Station. Our entire community here is built on the premise that we can walk to a Metro Station. Like many of our neighbors, we bought our condominium unit here to support public transportation and help the environment by living close to a Metro station so that we could easily use public transportation and reduce our contribution to global warming, etc. If this station closes, we would have to drive much more, hurting the environment and exacerbating the significant traffic problems of this area. Closure of the College Park Metro Station is also a terrible idea. My daughter is scheduled to begin as a First Year Student at the University of Maryland in College Park in 9/2021. Now, she can take the Metro to school from home. If Metro closes the Grosvenor Strathmore and / or the College Park stations, she loses an important transportation option to get to and from school.

Grosvenor station is my every day station stops

Clarendon is a major destination for shopping and food. If the 38B bus is also cancelled, one must walk from either Ballston or up hill from Rosslyn. ART busses only cover a portion of the route and they too may have cutbacks.

This plan would put a significantly higher number of cars on the road and I don't think there are any metros walkable from grosvenor-Strathmore, so I don't understand what the definition of "close" is here

I would close Virginia Square which is rather close to Ballston but NOT Clarendon which serves an area with many destinations.

It has never made sense to continue to build new stations and new lines, when the system cant take care of all the riders, tracks, and lines it already has..

Guts silver line.

The Grosvenor-Strathmore station is within walking distance of our home as well as with many others in our immediate area. Closing this station would result in much lower ridership since the other nearby stations are not convenient

This would not work for me, especially since a major reason that we recently bought a house in a certain location was its proximity to the East Falls Church metro for commuting (and like others in that neighborhood, we paid a significant premium for that location). It also seems like this proposal could cause longer term problems for Metro ridership by effectively closing off the option of commuting/traveling by Metro for large swaths of the DC area. Once people in these areas realize they will not have any Metro access for at least a year, they may feel like they have to buy cars, and once they have cars, they might not go back to the Metro (even though we have already invested in building all of these Metro stations).

I need access to Greenbelt Station to get the G14 to get to my psychiatrist and therapist and registered dietician. Metro is my main form of transportation due to not having my license due to my disabilities. Morgan Blvd I use to get to volunteering and my moms work when I have to meet her. Archives is where all the museums and major spots that I go to when I go to DC. College Park I would need to get to the University of Maryland College Park where I volunteer and attend events on campus.

I would be inclined to say no for the stations near Metro Center and yes for those stations in VA and MD.

I use Van Dorn St station, and it would be a hardship if it were closed.

Clarendon has a high concentration of restaurants and stores that would be hurt if the station were closed. It would also increase demand for parking, which can already be challenging. More people will likely try to park in the surrounding neighborhood. Virginia Square may be relatively near Ballston, but that area is changing rapidly and closing Virginia Square would hurt further growth. It would also cause similar problems with parking. Closing either one would likely have a negative impact on residential and commercial property values.

I work near the Clarendon station. The nearest stations between Clarendon would be Court House Station and Virginia Square. I think it would be appropriate to close Court House station and leave Clarendon Station open especially if you are going to also close down Virginia Square. That is a very steep hike up that hill to get to Clarendon if you were to keep Court House station open and close down Clarendon station.

Proposal to close 22 Metrorail stations

Closing Grosvenor-Strathmore would be devastating to our neighborhood where many people commute to DC, NIH and Walter Reed for work, and use Metro to get to DC for fun. Also, as a senior citizen, I no longer drive and would be stranded without Metro (e.g., unable to travel to my Pilates class and friends in DC. True, the pandemic has incurred financial hardships on Metro. Join the club!!! This is not the time to consider closing our Metro station. Metro should be advocating for mass transit, not denying it for many tax-paying citizens.

How can you expect that the new silver line stations would have low ridership without any ridership statistics?

Living in Arlington and working in Virginia, I use all those stations in Virginia to travel to work/meeting/gym.

Some of these stations aren't near other stations by any reasonable definition of near.

This is absolutely not acceptable!!!! live in the Parkside community across the street from Grosvenor Metro station. I live in this area because of the proximity to the Metro station. This is a *highly* populated area right near the DC border. Closing this station would cut off thousands (possibly tens of thousands) of people from downtown DC. (I also question why this station would be closed at the height of a major development project of this station on collaboration with MetroRail). The Strathmore arts center is also located at this stop. Shutting down this station will have a direct impact on the fiscal health and stability of the Center AND those companies that rent space there such as Levine School of Music, and City Dance. The arts sector has already suffered disproportionately as a result of the pandemic. Closing this station would further cripple Strathmore and other arts orgs in their ability to recover and survive. Please DO NOT close the Grosvenor Metro station

The Grosvenor station cannot be closed. Although it is near to two other metro stations it will not be feasible. There is no parking at the medical center station and the White Flint parking is already over capacity. Grosvenor serves a large community of people and it will be a disaster. Also, the Strathmore center for the arts is a one of a kind and among the few art centers in that area. Students take classes during the week, elderly people attend concerts there. They use the Grosvenor station and metro as their way to access the arts center.

Several of these stations are the stations closest to churches/day care/affordable housing/grocery store (Clarendon), courthouses/federal government buildings (Judiciary Square, Archives, and Eisenhower Ave. for example). Mt. Vernon and Smithsonian are also the stops for many frequently visited locations once people are back outside after the pandemic.

Grosvenor-Strathmore Station should not be closed.

I would really encourage keeping East Falls Church open - I rely on that hub for getting to the Eden Center mall for grocery needs (I travel from DC to get there). It is far harder to get there for the next Metro, West Falls Church. I would also like to see Cleveland Park remain open as there are many amenities there and it's a far walk uphill from Adams Morgan. I live at the Mt Vernon Sq Metro but since Gallery Place would still remain open, I am ok with that one either closing or shuttering.

Please keep Grosvenor-Strathmore and Arlington Cemetery open. With parking so limited at both places and a relative short walk to the Cemetery and Strathmore, closing these stations will increase traffic and lower the attendance at both places. Usage of Metro for social events should pick up.

No stations should be closed. You will be limiting who will ride Metro and ridership numbers then will continue to decrease. This will lead to more stations closing.

I commute from East Falls Church to Federal Triangle and back every work day. If these stations are closed I will be forced to drive to DC

No, it will not work for me. I live in Virginia Square. I need Virginia Square to be open.

I'm completely against closing Mt Vernon Square, the access to the Convention Center. Why have a METRO at all? And College Park? If both of those close I would probably drive to work.

this seems like an excessive amount of stations closing- would want to see ridership numbers, distance from nearest open stations etc.

Some of these closures seem to have a lesser impact, but others, not so much. I'm not sure how this would affect my travel, but my first thought is that it would make it harder.

Residence is located within walking distance of station that would be affected if closed. Decision to remain in area is dependent upon station remaining open.

Closing Clarendon, the heart of Arlington's SoCal scene, would be absurd. If that takes place, then plans for a western entrance for Court House Station or, at a minimum, fast elevators at Court House should be advanced.

Proposal to close 22 Metrorail stations

I am a government civilian employee - and live at Grosvenor. I walk to the Strathmore-Grosvenor station 3-4 times a week, five times a week next year. If the station is closed it would have a MAJOR IMPACT on my commute and my continued support of WMATA! We moved here for the easy commute and the community aspects of Montgomery County and Bethesda... If the station is closed, I would have to drive to White Flint, park at White Flint, take the metro to Virginia (Red, then Yellow) and PAST MY APARTMENT on the way down! Not to mention the increased carbon footprint metro would be creating... my cost would double.... I would have to seriously look at my continued use of metro for my commute.... This would be a serious impact and a break with the social contract that I as a rider, have maintained with supporting metro for over 10 years of solid metro commuting! I would have an impact on the apartments, townhouses, houses and other owners and renters who move to Grosvenor for the life-style and affordable commuting... again... a case of Cutting off your nose, to spite your face! Ridership is down, but we are in a PANDEMIC... to close Strathmore-Grosvenor would put people at risk to more exposure due to a reduced availability on commuting options! If WMATA feels that way... then its time to vote in people on our metro-wide governing boards/councils/state representatives - to change the current WMATA Board....

Metros only path back to solvency is to get ridership back on the upward track. How do you plan to do that when you make using the system so hard that people just give up. Once you shut it down, you will never be able to bring it back to life.

As a longtime resident of Arlington who moved to my near the East Falls Church metro station, a two decade long daily Metrorail commuter, and heavy user of Metrorail to access cultural sites (e.g., Smithsonian, US Capital, libraries, theaters, Arlington Cemetery), restaurants, shopping centers, airport/rail station, sports arenas, health and fitness, and entertainment venues (e.g., movie theaters), EFC station closure would present a severe hardship to me, my wife, and two children and result in a shift to a personal vehicle for my travel, increasing traffic congestion and the release of climate change gases. I strongly urge Metro to carefully consider the impact of closing this station as well as other stations as doing so would permanently reduce Metrorail ridership, reduce fares and likely usher in a downward cycle of ridership undermining local / federal financial support.

I am a frequent visitor to the museums and monuments along the mall. Closing the Smithsonian station would be a major inconvenience.

This would result in more crowded platforms at the nearby stations, which would exacerbate the problems associated with overcrowding. I travel north from Woodley Park at ~7 AM. It might be more crowded at that stop. It should be fine though because its currently not at all crowded.

If low ridership continues then I could see that option, if not then not clear if this plan involves random closures with little notice. Many of those are key locations.

In the strongest manner possible, I oppose closure of the Grosvenor-Strathmore station. I am a federal employee and rely on dependable public transportation and do not own a car. I have taken the bus to work also but do not anymore unless there is no other option because it is routinely not on time or does not come at all. In addition, the bus line that provided a direct route to my employment was cut. Even though it takes longer, I take the Metro to work every day because it is much more reliably on time. Furthermore, one of the main reasons I purchased my condo is because it is in walking distance of the Grosvenor-Strathmore Metro Station. There are numerous housing complexes and residences built around this station and this station gets high use so it is incomprehensible that the Grosvenor-Strathmore Metro Station would even be considered to be closed. In addition, a primary purpose for public transport is to reduce the number of cars on the roads and to reduce use of fossil fuels. Closure of this central station will put many more cars on the road causing more traffic and burning more fossil fuels. This is in direct opposition of President Bidens policies to stop climate change. PLEASE CONSIDER OTHER OPTIONS AND DO NOT CLOSE THE GROSVENOR-STRATHMORE METRO STATION.

This proposal needs to include the stations that riders would be redirected to (which stations are they close to?).

Metro closures will be a death sentence to some neighborhoods and that should be considered. Cleveland Park is now 1/2 dead. Regarding Strathmore, I am opposed to closures and perhaps there is compromise here with weekend access... Thursday to Sunday 4- 11. Elders will be shut out if you close. Ask Strathmore what is needed, you may kill this gem with closures.

East Falls Church is my primary station. West Falls Church is an additional 1/2 mile away, and the walking route is less direct and more residential. If metro seems unsafe though, whether due to budge cuts/crumbling infrastructure, the virus, or increased criminal activity as a result of low ridership, then I might not ride it anymore anyway. I previously used it regularly for both for work and recreation.

Why would you close all of the stations near the national mall and the federal agencies? That sounds stupid

The closure of the Clarendon and Virginia Square Metro stations leaves a 1.6 mile gap in the Rosslyn/Ballston Corridor. Like me, few of the ca 9,000 people who use the two stations will be willing to walk to the Ballston or Courthouse Metro stations. I use Virginia Square but would be willing to walk to Clarendon if it remained open. Rather than close both stations, WMATA would be well advised to put more effort into promoting service at both stations by using a well thought-out Transportation Demand Management strategy for each station.

I use Mt Vernon Square station everyday

Too many closures

Proposal to close 22 Metrorail stations

Closing the Grosvenor-Strathmore Metro Station would present significant problems for me. I moved to this neighborhood (within a five-minute walk of the Grosvenor-Strathmore station) ten years ago in large part BECAUSE there was a metro station within walking distance. The Grosvenor-Strathmore station is the only way I can get downtown; its the only way certain friends and family can visit me; and if that station goes away I worry about property values lowering in this area too. I can understand if you need to reduce the frequency of service. Even a train once an hour would be workable, especially if the frequency of rail service picks up again once post-pandemic ridership increases. I understand you need to balance your budget and reduce service. But please dont close the Grosvenor-Strathmore station completely.

Im opposed to this proposal because I think that these closures will increase wait/travel times, will increase crowding at open stations, and will make metro inaccessible to those with mobility difficulties. Im especially opposed to the east falls church and judiciary square closures. East falls church is still a fairly walkable area but has no other metro stations within walking distance. Judiciary square provides access to both the DC courthouses and to one judiciary square, both of which should be kept accessible to government workers and the public.

Those are areas with populations that rely on the metro and the independently owned business around those stations have stores and restaurants that rely on the foot traffic from those stations. They are barely surviving the changes due to the horrific Covid 19.

If this proposal would go into effect I think it would be beneficial to update the metro system maps to reflect this change for the duration of the closures (assuming and hoping that these proposals would be temporary solutions)

Closing Grosvenor-Strathmore would definitely be a problem for me for my work and other commute!. Once the Strathmore Concert Hall opens up again, closing this station will be very limiting. In terms of tourism and family members visiting their loved ones, closing Arlington Cemetary would be a problem. I cant imagine closing Smithsonian. It has always been a highly traveled station and will be again. Closing this access to the worlds tourism would be short cited.

I recently bought a propriety near Reston Town Center and an important decision factor was the upcoming opening of the RTC station. Hopefully, additional federal relief funding that have just been approved by Congress will make this proposal moot.

Many of these stations are by offices where many DC and VA people work at such as McLean and Reston Town Center and Jusiciary Square. This would hinder people's ability to get to work and they would have to rely on other modes of transportation such as getting a car to go to work.

Some of these stations are low ridership because the places people go (like Smithsonian) are closed for COVID. This should change in 2022.

Closing both Clarendon and Virginia Square would leave a huge gap in service after Courthouse. With all of the new construction that has gone on in Arlington this seems counterproductive. Perhaps the developers should kick in more revenue when they seek approval for buildings more and marketing what great transit connections exist that no longer will exist!

Again, this system was designed for the inhabitants of a major metropolitan city. You are proposing closing stations were many essential workers are employed...fed government offices, courts, museums, convention site. Getting to stations that you deem higher ridership maybe be a hardship for those citizens that need access to Metro in their neighborhood and places of business and work.

Cleveland Park has a lot of local businesses that people do commute to from Van Ness and Woodley Park. It is also the most convenient metro stop to the Zoo -- vs uphill from Woodley Park.

Other than Arlington, I think all stations should be treated equally. The point of taking the metro is to quickly get where you are going. If I am going to face the hassle of having to walk a few blocks at the end of my ride, especially in cold or bad weather, than Im not gong to take the metro.. Im sure this is even more so for elderly or handicapped individuals: it really screws them.

Regarding Archives, Arlington Cemetery, Federal Triangle, Judiciary Square, Mt Vernon Square, and Smithsonian, the proposal would have a detrimental effect on the quality and availability of public transportation within the district. These stations in particular are important for tourism, sporting events, and cultural/civic events within the district. These closures would have a large negative impact on the quality of life and the economy of the district.

I commute every work day from Clarendon. Courthouse is too far to walk. I also use the Clarendon station heavily on weekends. The bus system does not help with my commuting needs.

I strongly disagree with the Grosvenor-Strathmore Station closure.

I would have to take a bus, from the Grosvenor Metro station, to reach a nearby station, since neither Medical Center nor White Flint have parking available. Since this would take more time, I would only do this for longer trips downtown. For shorter trips, as far as Tenleytown, I would drive.Why do you want to close a station with a parking garage?

With these stations closed, there is no life-line transportation for residents living in proximity to these stations. Closing the Federal Center and Federal Triangle impact both the federal employees but also anyone who needs to access the court system and impacts businesses that depend on people who work and dine in that area.

Proposal to close 22 Metrorail stations

Many of these stations are VERY important for residents and, especially, workers and patrons in the area. In particular, please do not close the following stations: Archives, Clarendon, Cleveland Park, College Park, East Falls Church, Eisenhower Ave, Federal Center SW, Federal Triangle, Judiciary Sq, Smithsonian, Van Dorn St, Virginia Square.

There is current large scale development of at least five apartment buildings in Clarendon. Parking formulas for these buildings were reduced to less than one per unit based on the availability of convenient nearby Metro stations. With the lack of public parking in the orange line Arlington corridor, the local economy depends on metro to deliver customers to nighttime entertainment venues. This would hurt Arlingtons economy. The nearest stations to Clarendon would be at least a mile a way.

I live in Cleveland Park and rely heavily on that station. I would have to walk farther (and uphill) to another station, which at my age (79) is not so easy. I also rely heavily on the Cleveland Park commercial area, businesses that would be severely threatened by closure of their metro station. Closing the Cleveland Park station would be devastating for the entire neighborhood.

Grosvenor is too valuable as a park and ride plus local residential stop. Its different in its use from Medical Center and Bethesda. Twinbrook is more sensible to drop.

Closing these stations will tremendously impact communities that live near them and restrict the ability for people to get to their jobs. I would much prefer to have less frequent trains going through these stations than to close entire stations entirely. It will also bottle neck up the other stations once we resume traveling to work. The red line is already so crowded, it will be impossible to park and get on a train from the remaining stations.

I typically use Archives on a daily basis but am fine changing that. I use Clarendon & Pentagon most often but could switch to Courthouse or Ballston

I rely on East Falls Church for all my metro travel, both for work and fun.

No! For a couple reasons. First, I and a lot of others use the Grosvenor station every day for work. This would add driving time (further north) plus a longer train ride to my commute. It seems to me that it makes more sense to close a station further north and have people drive further south, in the directing they are commuting. Driving from Grosvenor into downtown Bethesda in the morning is not a viable alternative given traffic. Second, such a closure would be potentially devastating to the Strathmore arts center.

Many elderly people live in this area and are dependent on Cleveland Park. Many gave up cars as they rely on metro. I personally rely on Metro for all my appointments, going to theatre, getting to friends.

I live close to Grosvenor station and would need that service once the pandemic is behind us. Closeness to the Grosvenor Metro is a major factor in purchasing/renting in this area.

Closing it would have a big impact on real estate sales and property values.

1. Grosvenor-Strathmore is not close to any other station that would not be impacted by other suggested cuts. As someone who relies on transit to get to Grosvenor-Strathmore, service to a station that is not within walking distance of my destination is not the same as having a nearby station. 2. College Park - This would disproportionately impact students and low-income LatinX residents in that area. These are individuals who are the most dependent on reliable public transit as they often dont have the wherewithall to access other reliable means of transportation. 3. Smithsonian - Cutting service to the Smithsonian station would severely exacerbate the congestion to its adjacent stations, especially when there are larger influxes of tourists.

Bad idea! Judiciary Sq closure would cut off access to my business with the courts located there. Closing Grosvenor cuts off access to Strathmore Music Center to many people. The elimination of the Consitution and Pennsylvania Avenues stops inhibit travel to the Mall and and Federal buildings. Again, bad idea!!

Absolutely not. This plan is already ineffective by proposing Archives and Federal Triangle. As a government employee who can use either of those stations to get to my building, what other station would be an alternative? No way you would suggest Metro Center which is on the red line, opposite of the green line that I use, additionally, that is a much farther walk with steep inclines. For those who are physically handicapped, that poses a huge challenge. There are several government buildings that utilize both those stations, so youre talking about thousands of employees.

By 2022 people should be commuting to work again and going places like museums and the Zoo and Arlington Cemetery, as well as university, so it makes no sense to close these particular stations down. They would make this system unusable and weaker.

The closure of the stations mentioned would be a mistake, since fluctuations in ridership are inevitable. To close these stations is a short-sighted solution to slagging revenues for WMATA.

As a physically challenged female college park station is closest to me. I do not drive so going to another station would be problematic

closing eisenhower and van dorn would cut off metro access to the entire west end of the city of alexandria, which is an equity issue. I suggest completly delaying opening of phase 2 of the silver line - no one is using those stations now, and the region can wait another year or more for new stations, whereas existing communities need the ones we have. There is no reasonable substitute for the Van Dorn and Eisenhower stations, especially van dorn.

These cuts will put Metrorail out of reach of a number of people. The closing of College Park with the huge University of Maryland campus so close is a bad decision

Proposal to close 22 Metrorail stations

Arlington Cemetery - this is an important and historic place!! How can you even think of closing this station!!! How will people be able to get there? Grosvenor-Strathmore - this is a major hub because it has a parking lot!!! Have you been there during normal times? The trains get half full in Shady Grove and when it arrives in Grosvenor there are more than enough people to fill the trains during peak hours. This station also served the Stratmore Center and is used by people attending concerts and events in Stratmore. Mass access to cultural center such as Stratmore and SMITHSONIAN MUST happen. Forget the Silver Line and the Purple Line.

Are these temporary or permanent closures? Why close tourist sites in a tourist city?

I cant use the metro if I cant get to it. Closing these stations will do major harm to accessibility and I wont be able to use it anymore.

We live near Grosvenor-Strathmore station and plan to use it to take metro several days per week (to go to work and also to do recreational outings in DC with our children) once lockdown eases and things open up. So please don't close our metro station! Metro access is part of what makes our neighborhood a great place to live. We are looking forward to being able to ride on metro again for work and recreation post-Covid, and it would be a pity if that weren't possible due to station closures.

All the stations at the mall are shut down.

Transferring from bus to train and train to bus when returning is time-consuming and cumbersome., especially for a senior citizen.

I dont agree that all of these stations are considered low ridership, and think there should be additional review before closing. I primarily use East Falls Church for work commutes, and during rush hour this station is packed, and every work day the lot is full. And the new bike storage, trail updates and bike bridge over Rt 29 will make it even easier to bike to the station. Perhaps only have trains stop there during rush hour periods, and not mid day. Smithsonian station? Really? Its the heart of the Mall area. Some of these stations should maybe be considered for closure, but perhaps some of them just need to be considered for limited service hours.

Sometimes I travel from the Greenbelt Station to the College Park station. I live near the Greenbelt station, but some of the MARC trains on the Camden line stop only at the College Park Station, and not at the Greenbelt Station.

Why not close Court House instead of Clarendon?

Aside from the Clarendon/VA Square area being a very popular shopping and dining location, it is also a substantial business and residential area. For our educational foundation I manage the Smartrip program for 18 employees. Also before Covid, 100s of out of town travelers, annually relied on the Clarendon metro stop to attend our educational foundation. These guests also shop and dine in this area adding to the financial health of a multitude of businesses. With the roll out of Covid vaccines more and more people are going into the multitude of offices, restaurants and shopping in the Clarendon and VA Square areas and ridership will no doubt increase as we approach the spring/summer months in 2021, not to mention 2022. I urge a careful consideration of these realities before closing these and other much needed stops throughout the DC metro area. Thank you!

Archives is next to Basis school.

Strongly, strongly, strongly opposed to these closures, they would significantly decrease the value, function, and accessibility of metro. If we need to increase the metro budget or do something else to keep these open, fine. We cannot let the pandemic demolish our public transportation system (on top of the many other harms it has caused).

Absolutely unacceptable for me and I know many others. I only purchased a home year before pandemic, within walking distance of Van Dorn specifically for using that station. In addition, Ive witnessed several other new apartments & condos either completed or under construction during the pandemic. Im sure many of them will be riders also. The nearest station besides Van Dorn would then be Huntington, which is NOT walkable. There is wayyyyyyy too much new development going on now & existing multi tenant buildings within the Van Dorn Corridor, to close Van Dorn Station. I propose WMATA ask the specific cities in which these stations reside, for possibly offsetting your expenses by providing deeper tax breaks & other savings & incentives.

I rent in one of the MANY buildings surrounding the Grosvenor-Strathmore station. Having ridden the Red Line for years, I know that Grosvenor-Strathmore does NOT have low ridership. White Flint, one side of Grosvenor, has a small fraction of ridership, and even Medical Center, on the other side of Grosvenor, probably also has fewer riders.

Im on the Orange Line, since the stations in the Rosslyn-Ballston corridor are close together, closing Clarendon & Virginia Square is ok since well have Courthouse & Ballston.

I need to take Metro from Grosvenor-Strathmore on a daily basis. It is too far to walk to either Medical Center or White Flint and there isnt any parking at those stations. This plan would not work for me.

This would be extremely difficult for me. Before the pandemic, I commuted morning and evening from East Falls Church to DC, and after my office reopens (which will happen in time), I will be expected to cease teleworking and physically go into the office. Driving is not an option for me, because that would entail buying a car. Also, East Falls Church is not near other stations; it is certainly not within walking distance of another station, especially when carrying a brief case, etc.

I get on and off Clarendon along with my coworkers to get to work which I transfer to a bus to work for the Government.

Proposal to close 22 Metrorail stations

I do not support closing the Grosvenor-Strathmore station as this station is vital to the densely populated Kensington and North Bethesda neighborhoods and I personally depend on this station for access into Washington, DC. I do not agree that the Grosvenor-Strathmore station is near another station, there are certainly other stations on the red line that are closer to each other (i.e. White Flint/Twinbrook and Bethesda/Medical Center).

Do not close down the Grosvenor-Strathmore station. Thank you.

Please, please, please, DO NOT CLOSE THE EAST FALLS CHURCH STATION. When people will return to their offices this station will become fully requested. This station should remain operated as there are 2 lines over there: silver and orange ones. You would better consider closing the West Falls Church station, which has only orange line. So between these 2 station, the East Falls Church is more convenient for people who leave in Falls Church City. So, PLEASE DO NOT CLOSE THE EAST FALLS CHURCH STATION. THANK YOU!!!

My wife commutes from Wiehle to Smithsonian, and we expected the new Silver Line stations to shorten her travel time to a station. Closing Smithsonian would at minimum add 10 minutes to her commute each way, each day. Closing the new silver line stations would at present keep her travelling around 15 minutes to Wiehle (+parking) instead of the ~5 minutes of biking travel time to another Silver Line station. This coupled with the proposal to limit trains to every 30 minutes mean that her commute could be increased (from current, not counting the new silver line) by as much as 119 minutes per day. (minimum of 20 minutes, though) Her travel time is currently 15 minutes to the station + ~5 minutes for parking and travel to the station + between 1 and 15 minutes for a train, around 40 or so minutes to Smithsonian, and around 5 minutes to work. That's a range of around 1:00 hour to 1:15, each way, each day. Closing the station and limiting the trains to 30 minutes would balloon that to 1:10 (if everything worked perfectly) to 1:40 each way, each day. She could have an over 3-hour commute some days to go 40 miles there and back on mass public transit. That is absurd

I was surprised to see East Falls Church station on here. There isn't a station close by, and it's a major bus hub, and has kiss and ride. I used to regularly use it, however with COVID-19 that has changed. Depending on how federal agencies and other businesses decide to staff, ie some federal agencies anticipate moving into Phase 2 etc... there may be more demand these stations than there is at present. For example I have only recently started using courthouse again because my agency changed staffing policies--now I am using metro several times a week.

I have been restricted driving due to disability, but I can still walk. It is possible these station closures are forgetting riders who cannot walk certain distances. If I want to go to Arlington Cemetery, I would have to walk from Rosslyn. My parents and my brother are at Arlington. Also, to close Virginia Square because it is close to Ballston is unworkable. Earlier, I saw Metro employees directing persons to Virginia Square from Ballston due to a covid closure. That is half a mile and would not work for many of us. East Falls Church is also a hub for some bus lines which cannot be accessed at any other stop.

This plan would be very challenging for people in the affected neighborhoods. It would send a signal that the region is in decline.

I think closing both Mt Vernon and Judiciary Square, for example, is too much because those are pretty far apart even though Chinatown is in the middle. People do need these stops.

I disagree with closing Clarendon station - there is still a lot of activity in the area. Portions of the walk from Ballston are not pedestrian-friendly and the trip from Court House station is over a mile. Busses are still operating at limited ridership capacity and Metro riders who need to take the bus from one station to the next risk additional exposure to others by switching modes. Closing stations increases the overall burden to the people who use them on a daily basis (essential and service workers), and will add time to their commutes.

I work at the University of Maryland and while I am currently telecommuting, we expect to begin returning to campus for the fall semester. Closing College Park station would be devastating to the UMD community, including students, faculty and staff. Having been a federal contractor prior to my employment at UMD, I utilized many of the other stations to travel to federal work sites. Closing these stations at the beginning of 2022, when many employers hope to have segued to AT LEAST hybrid on site work schedules, would be devastating to local businesses, and federal agencies. Many of these also access popular tourist sites, and could therefore cripple economic recovery efforts. Choosing to close these sites in 2022 because of reduced ridership now seems extremely shortsighted and asinine.

I live in Mount Vernon Square, so no, this does not work for me at all. Plus, ridership will probably increase once conventions come back. Keep all downtown stations open.

Closing Clarendon would mean a lot of extra walking for me and I have some mobility issues. Since it's a very busy area - including businesses who wouldn't want to lose the traffic, and you already plan to close Virginia Square, I suggest keeping Clarendon open. There's a lot of distance between Courthouse and Ballston.

While delaying opening of new stations is reasonable, closures should be a very last resort. By 2022, Covid restrictions will likely be lifted. Stations like Clarendon serve areas with many restaurants and an active nightlife. Stations like McLean and Judiciary Square serve businesses that have largely been teleworking during Covid but will likely have more on-site presence in 2022. Revived tourism will bring riders to Arlington Cemetery, Smithsonian, etc. There is also, in many of these cases, quite significant distance between to the next nearest station; for example, someone near E.Falls Church would have a walk of approx. 2.5 miles to either W.Falls Church or Ballston, which is not practical for commuting. Under this plan, Metro will lose riders, likely permanently.

Proposal to close 22 Metrorail stations

This list of stations sounds ok with the exception of Van Dorn St, because of the amount of parking available there. The nearest stations are King St-Old Town (no parking) and Franconia-Springfield. Would F-Ss lots actually be able to handle the overflow of those coming from Van Dorn St?

In particular, closing Arlington Cemetery, College Park, Federal Center SW, Federal Triangle, Grosvenor -Strathmore, Judiciary Square, Mt. Vernon Square, and Smithsonian would be very problematic for me and millions of other riders. College Park is very important to those who study and work at U of Maryland. Arlington Cemetery and the Smithsonian are extremely important to the DC areas tourism industry and Arlington, in particular, is very important to many families who go to Arlington for funerals and to visit family graves. Closing Federal Center SW, Federal Triangle, and Judiciary Square are important to the DC Govt. and federal workforce and to all who need to visit offices and businesses located in those areas. Grosvenor-Strathmore, Mt. Vernon Square, and Cleveland Park tend to have a lot of folks -- pre-pandemic -- who use the metro and its their only means of transportation.

What if I need to get off at those stops. Have to get off early and take a bus, which I would have to wait for a longer time to get to my final destination

Closing suburban stations may result in further decline in ridership as passengers would choose alternative transportation means as opposed to using alternative stations. In addition, the impact of the foreseen Silver Line connection to Dulles Airport should be taken into account, as intuitively, one would expect a structural increase in ridership as a result.

I live somewhat closer to Cleveland Park than Van Ness so this is not a huge impact to me. I do like being able to cross Connecticut Ave through the Cleveland Park mezzanine but I couldnt do that when the station was closed last year. It would be nice if the stairways to the mezzanine stayed open and the fence was at the top of the escalators down to the fare gates allowing foot traffic to cross Connecticut this way.

It would be hard to get to the nearby stops without a car.

Without the parking provided by the East Falls Church metro, there will not a major issue. The closes station is far away. Street parking will not be an option. I would think the revenue from parking at East Falls Church would help. I definitely do not like this option. I assume this would only be temporary, like for a year

The metro stop closest to my home and work are both on this list.

Totally closing stations should NEVER be an option. Prior to the pandemic most people I spoke to complained about the reliability of the metro. Actions of this nature will only reinforce this narrative. World Class service should NEVER include total closure of stations unless the real aim is to ultimately incrementally close down the metro completely. This idea is totally unacceptable!!

My family lives a few minutes away from Grosvenor-Strathmore metro station, and we take the metro often. My wife is a teacher and she goes to work via metro every day. Even during the pandemic, since she is an essential worker, she is still walks to Grosvenor-Strathmore every day to take the metro and go to work.

McLean is the station I use to commute to DC. I suggest closing Tysons Corner station instead.

Even if there is lower ridership at these stations, they are essential for me and other people to get around. Losing these stations would make the city less accessible, and increase the cost of getting to certain places. Especially the stations that are further out, such as Reston Town Center when it is open, and College Park. The ones that are further out from the center will be even harder to get to and more expensive via Ride Sharing apps. The stations in the center of the city is much more understandable, such as Mt Vernon Sq or Smithsonian, as a bus, bike, or walk from another station would be easily done to accommodate. But the stations further out are necessary to provide access.

Clarendon and McLean are 2 of the main stations I use, and with VA Square also closing there arent stops exceptionally close to either. Closing all these stations essentially ruins the accessibility offered by the metro and I dont see how closing all fo them doesnt shoot WMATA in the foot in the long term. If the point of this proposal is to phase out WMATA from existence and threaten a huge benefit of DV, then I think this part of the plan is perfect. If not, I see it pushing more and more people away from WMATA towards other means (why take the metro when I could uber and actually get to where I want to go? Why metro to work when I can just drive since they arent stopping anywhere near my office anymore?). Also, at minimum, these stations need to be selected based on pre-covid numbers as the station usage must have changed wildly with covid. Stations people used for commuting (like McLean) arent going to have as much use with everyone working from home, but they will in 2022 when people are most likely returning to the office.

Clarendon is a popular shopping /dining area for young professionals limiting ease of access to neighborhood will hurt more than help. Mt Vernon Sq is a transfer hub. It already takes an average of an hour ride with just one transfer, transferring trains two or more times for a single ride and then on top of that run trains every half hour, will elongate the trips even more. This will cause even more rider frustration. The main goal is to try and increase ridership not decrease it.

I do not regularly use any of these stations, so this plan would be okay for me. However, given the billions of dollars that the region spent to build the Metro, the fact that this is even being considered is both absurd and horrifying.

Yo use el trene para ir a mi doctor de espalda y voy 3 a 4 dias por semana hasta East Falls Church porque no tengo carro para que me lleven. Al fin me encuentre un camino donde yo pudo ir a mi doctor y no me cuesta mucho llegar alli y esta serca del estacion, y yo vivo en DC.

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No, this would not work for me. Im moving to Clarendon very soon and one of the big appeals of the area is the metro station. Many young people are moving there as well.

I expect work schedule to go back to pre pandemic by summer or latest fall of 2021

East falls church is my main station

Its not just the additional walking time, its the locations I would have to walk through. Its a personal gripe, but I would lose 4 of the stations I regularly use. If Im being perfectly honest about myself, Ill probably drive my car - and hello, climate change.

East Falls Church metro station services a huge number of riders every day. As mentioned earlier, even running trains every 4 minutes does not fully serve the number of riders currently using the EFC station at rush hour. EFC serves local communities as well as those living in Fairfax and even Loudon. I know this because I see the long line of cars from other jurisdictions parked in 2 hours spaces that are not policed. Closing the EFC metro station effectively would cut off access to downtown for a huge number of riders. The parking downtown is wholly inadequate to service new customers who would not be able to take the metro. While EFC riders might find some way to get to Ballston, there is absolutely no way for Ballston station to handle all of the influx from EFC. Closing EFC would cause very serious commuting problems and further erode customer attitude about the Metro system. Not to mention significantly harm property values around this large station. Reduced property value reduces property taxes. And. Creates extremely angry and frustrated taxpayers and homeowners.

This would be a significant issue.

When you use the term near just what does that mean? Near is relative, I am not familiar with the location of many of these stations however, if ridership is low, then decrease the number of trains or hours of operation during low ridership times, but do not close the stations altogether. What will you then do with the Metro attendants and others whom service these stations? Will they be given other locations from which to work so as not to lose hours or will they simply have to accept a cut in their pay? This is NOT good for the economy. Enough people have already lost wages due to the pandemic. Please reconsider closing stations, there MUST be a better way! Metro opened these stations initially, I presume because after much research, you determined there was a need, so lets re-think this.

While 2020-21 are very unusual years, it is expected that with the vaccine rollout to the general public, offices will resume. East Falls Church is a very important station that services all of N. Arlington commuters. Rushing into a decision to close due to low ridership during 2020 is not only a short sight decision but also a based on wrong data. 2020 cannot be compared to a regular year when most of the commuters remain at home due to COVID impacts.

My job is at Virginia Square. and my commute would be negatively impacted.

Cheverly needs to remain open. Can have trains every 30 minutes or 15 minutes. There are workers that depend on public transportation in this community. Do Not Close.

reducing service in January 2022 based on Pandemic numbers is not a good plan. Clarify if these are pre or during pandemic low ridership numbers. Propose stations with low ridership numbers, pre-pandemic. Hard to image nobody was riding at Smithsonian before the pandemic.

Closing any of the stations will reduce ridership and increase driving thereby increasing traffic, commute times, necessitate more parking and generally degrade the environment.

East falls is the perfect station, easy to access, has parking lot, this would be awful to have it closed

Open during week and closed weekend if in short walking distance to others.

I ride from McPherson to McLean on weekdays. There is no way to safely get from Tysons Corner (the next stop after McLean) to my office at the McLean metro station

This would unfairly disadvantage those with homes or businesses near affected stations. In some cases, our residence or work locations were chosen based on proximity to stations. Removing access might significantly affect property or rental values in affected locations. Its unclear it would help: I assume affected stations would still need some maintenance. Parking at alternative locations and traffic might be adversely affected

With the university in College Park plus all the new apartments that have and still are being built the station is needed, Route 1 already has way too much traffic, closing the station is only going to add more traffic.

I work at a school right next to Cleveland Park. I and many of my colleagues rely on the Cleveland Park metro station for work.

Archives, Judiciary Square, Smithsonian and College Park seem to be too busy after the vaccination has increased ridership.

What do you mean low ridership ?? AT times I cannot even get a train at Grosvenor in the morning because it is too full!!

I often use the McLean, College Park, Judiciary Square, and other stations. Closing of these stations would make metro a non-option for me. It would not go to where I need to go.

As soon as the pandemic is over, we will have to open all metro stations. There is no need to have to close Metrorail station for 2022 because the pandemic quit be over sooner than January 1 so just to let you know

The walk home from Woodley Park is more isolated and therefore less safe after dark. Cleveland Park is closer to my home and has more businesses along the route and therefore seems safer.

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Large amounts of money have already been spent on constructing the stations, and purchasing the trains and other equipment. In comparison to those costs, the savings from eliminating use of these stations seems insignificant. And discontinuing the use of stations and equipment is a recipe for broken window syndrome, detracting from the reputability of the entire Metrorail system.

Closing stations with parking available is not a good choice (i.e. Van Dorn). Makes more sense to close King Street which has no parking.

This would be a very shortsighted move, undermining trust in the entire system, and damaging the locations that would be closed in many ways, including business success, visitation and livability for residents. With such low staffing at individual stations, it is hard to understand how these closures would save much money anyway.

I live closest to the planned Innovation Center station on the Silver Line Phase II. If that station were to be closed my ridership of metro would decrease significantly in the future and I would likely choose metro alternatives (work from home, etc.) since I had been planning on the convenience of that station opening to continue using metro frequently in the future. If I used metro at all to get into DC it would likely only be very rarely. Additionally, I think considering stations that have not even opened yet to have low ridership is a poor choice on WMATAs part. I would at least hope that metro could open the station first and gather real ridership data before making such a decision that impacts customers. I would hope WMATA could amend this proposal to only include stations with actual ridership data to justify the decision making process. I worry that you risk alienating customers by not doing so.

I think the DC Kids Ride Free program should be more closely monitored to be used only for school, to and from.

Closing the stations on this list would impact thousands of commuters in the surrounding DC area. Before the pandemic, I traveled daily to DC from the Virginia Square metro station. I am fortunate to have a job where I have been able to work remotely over the past year as I am sure many others have as well. Closing these stations in January 2022 would be highly disruptive and would add to significant traffic congestion in the DC area once people return to work in person. When I moved to this area in the mid-90s one of the great advantages was the robust metro system. Millions have been spent in expanding metro out further into Fairfax and Loudon county and millions more have been spent on development around those planned stations.

I transfer from several of these mentioned stations and use them frequently to visit family, friends, for work and for professional development. For example: My cousins live in McLean and I take metro rail to visit them every Friday or on weekends since I do not own a car - so I will not be able to see my family - I have professional development classes after museum hours at the Smithsonian - for which I need to get off at the Smithsonian metro stop - I would not be able to attend my classes - I go for my walks to the mall - and ride the rail to Federal Triangle - I will not be able to go for my walks - I work near the Clarendon/Courthouse/Ballston metro area - I would not be able to get to work - I will be jobless. This is a scary proposal.

This would not work for me along with many apartment buildings in the Eisenhower Ave area. We went without the metro for 3+ months last summer and now you want to take it away again? This is ridiculous and unacceptable.

This plan would devastate people's mobility in the suburbs who depend on Metro to get around. Given there is low ridership due to pandemic, but me and my friends and neighbors want to ride/commute via train to work when people are vaccinated against Covid. After vaccination, you will see train ridership increase significantly even though people telecommute now. Within few months, people like myself want to work from office and for that we do need reliable train service. Most importantly, most tourists visit DC because it has reliable train services. No trains mean no tourists and no tourists means no revenue for DC area. If you must cut cost due to pandemic, reduce the train service hours and frequency until some time period.

It is incomprehensible to me to close stations that serve not only residents and also visitors, e.g.: Judiciary Sq and Smithsonian that serve the East and West sides of the National Mall, Cleveland Park that serves the Smithsonian-National Zoo (although it is not sign posted as such, as it should be!), and Arlington Cemetery. It also appears that Metro stations serving cultural interests, like those mentioned above and Grosvenor-Strathmore, have been targeted for closure. Culture is important for peoples overall well being, which is a lesson learned during this COVID-19 pandemic. Lets keep it accessible to people of all income levels by keeping these stations open!

May discourage some ridership, but seems like a reasonable cost-cutting measure.

No!!!! Grosvenor park is a heavily commuted station when companies are on business!! Ive been taking the metro to go to work since 2014, and this metro gets PACKED daily pre-Covid. It is so popular because it's the metro closest to DC that still has a parking lot, in addition to so many communities within walking/biking distance. A temporary closing in 2021 would be an understandable solution, but certainly not permanent!!! They are in the process of building a huge high-rise + shops community connected to Grosvenor metro. The metro would benefit greatly from this!! We cannot deny the impact of COVID, but this is not a good measurement of ridership. Of course it is low in these areas right now because 95% of its average ridership has no need to travel into dc since our offices have remained closed since March 2020. Of Covid has taught us anything, it is that computers cannot replace the benefits of being physically together. A 5-day weekly commute may no longer be necessary/required, but we will 100% see hybrid solutions that require staff to come in at least 2-3 times a week. For that reason, increasing train frequency makes sense, but NOT closing it permanently!!!! Please do not consider this.

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The closest station to where I live is the Silver line's Innovation Center station which I have been waiting for it to open for more than a year so that I can take it to/from work. Please do not close it!

I thought that closing stations last Spring was a foolish thing to do at the time and I think that closing stations when the region is trying to pull itself out of the hole created by the pandemic would be a disaster. The original closing taught people who use those stations that Metrorail would not be available for them and must have permanently driven away some former users. Closing them again would only re-enforce that lesson. I live within walking distance of the Grosvenor-Strathmore station and, because I was isolating at home and everything that I regularly used Metrorail for was closed, I suffered only a minor inconvenience. Once things reopen and people are vaccinated so that normal life can attempt to resume, closing stations is a terrible idea. The station infrastructure exists and should be used. The marginal cost of keeping a station open while trains are already running through it should be rather nominal. The closings last year were based on rider numbers that had fallen off a cliff because offices, schools, stores, restaurants and just about everything else had either closed completely or were operating on life support. How can the region come back from the hole that it is in if stations are closed? Closing stations is essentially admitting that the Washington metro area is in terminal decline. People have based decisions about where they will work and/or live based on stations being open. I know that some development plans near the Grosvenor-Strathmore Station are based on the station and make economic sense only if the station is open and functioning. DONT CLOSE STATIONS!

Is there a way to allow for travelers to exit the trains at these stops but not get on at these stops? What actually happens when the station is officially closed. Does the entrance get sealed off and removed and the space above repurposed for gathering spaces/park space.

I use cheverly and college park metro often enough that it would not work with my schedule.

Grosvenor Strathmore is an important stop and many people use it not just for trains but also as a central bus location.

The Grosvenor-Strathmore metro station is an important infrastructure serving the community of residents at Grosvenor Park and the people working there as well. Over the years, people in the community have come to count on it for transportation and limit their dependence on cars. Closing the station would adversely impact people's quality of life. This decision should not be taken by solely considering the ridership under the extraordinary circumstances of this pandemic, but by also considering the impact on the future quality of life of those who don't want to depend on fossil burning means of transportation. Please, take into account those who walk, and bike to Grosvenor metro, and by doing so keep less vehicles on the roads and help reducing pollution.

Though this proposal would create inconvenience for me, I could live with it. West Falls Church (WFC) is my station on interest. What will happen to parking at WFC? Would the available parking prove sufficient for the likely increased number of riders? This proposal remains silent on higher fares and increased fees for parking. Perhaps, your survey highlights these two variables later.

I live near Grosvenor-Strathmore and cannot walk to another station. The other station closures would not affect me but I would no longer use metro at all. If this plan were adopted I would probably spend NO MONEY on metro per year

I rely on Metro bus as well as rail since I dont have a car. I live in College Park and the current bus routes that access the College Park Metro are okay but it is very difficult to get to the Greenbelt station. i wont be able to get to stores or medical appointments easily.

I use the Virginia Square metro to go to work and back. I am a senior and Metro is the best option for me Monday to Fridays.

This proposal severely affects our family. The Eisenhower station and the metro is our primary source of travel around the city. My family uses this station daily for our commutes to and from work, and frequently on the weekends when we visit the national sites of DC, dine out in Crystal City, or shopping in Pentagon City. Additionally, prior to COVID closures we used the Archives, Arlington, Smithsonian, and Van Dorn stations. With my current lung health problems, these proposals would require a longer walk to the nearest metro station or national sites; ultimately meaning I'd have to change my method of travel from the metro to an automobile. Moreover, we have intentions to resume visits to the city for dining and sporting events once COVID restrictions are lifted. These proposed changes would affect our decisions to make these trips.

CLOSING MCLEAN STATION WOULD BE HUGELY DISRUPTIVE TO ALL OF CAPITAL ONE. We do not have the parking to accommodate thousands of additional drivers every day. This station is highly used by Capital One employees, and now that there is a Wegmans and a community center, and soon a hotel, this would have huge implications for the broader community as well.

I think that will make commuting more difficult for a number of workers but I wont be impacted.

I personally work in Cleveland Park as a teacher. 100% of the staff and a large percentage of the families at my school need the Cleveland Park stop to stay open. I recognize there are stations near by, but the young students cannot make the mile trek to school every day.

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This is a horrible idea! Grosvenor-Strathmore, Federal Triangle and College Park are two stations that are essential to a lot of people. Reston Town Center is one that hasn't been given a chance to grow in the long term, that area will face a lot of growth in the next few years and metro will be a key pillar for that. Smithsonian should also not close permanently, there are a vast amount of people who work at museums and tourism depends a lot on this station.

This would be devastating to me because I rely on the Clarendon metro to get around and it would eliminate my primary mode of transportation.

Many if these stations exist around high-traffic, retail area. If the stations were to close then the workers as well as the patrons would be unable to easily continue work. These stores have reopened at great personal risk to employees, but remain open to serve the needs of the public which wouldn't be possible in the case of many employees, who were driven back to work due to financial necessity, without public transportation.

College Park is essential for me. Without it, my metro use will fall to zero. You are proposing cutbacks to service in response to covid-9 to take effect after the covid pandemic will probably be over.

Not all of the stations should be close, if for any station's that are close to a business or a public event for the community that how can a resident support this/these event to serve the community? College park is close by a college/campus, so a resident won't be able to eat out a restaurant or a art exhibit or attend a community out door event?

With more telework and competition from transportation modes like Uber, Metrorail will not recover ridership any time soon. Also, the cost of living and doing business in Metro corridors is becoming excessive and residents and businesses are moving away.

More service, not less.

Grosvenor-Strathmore, metro station is very important for the people who live nearby: there are seven (7) big high-rise residential buildings (about 400 units in each), and a number of smaller (4-5-story) residential buildings, and many people live in this place because they use metro and, specifically, the Grosvenor-Strathmore station, for everyday commute. Moreover, there is a Strathmore Music Center right at the Grosvenor-Strathmore metro station, that make the Music Center easily accessible for metro riders.

Why live in a city if you can't access it easily? I need at least two of the closed metro stops on a daily basis. The proposed closings are not acceptable for my commuting purposes. Two of the stations that I need to use on a daily basis would be closed for an extended period of time which is not acceptable.

College Park station is the closest station to my place of employment. Closing that station would mean an additional bus trip and the lag time that involves.

Some of the stations I use to travel to certain places. Like East Falls Church, Greensboro, Clarendon and possibly Reston Town Center.

This would not be a good plan. My station would be closed (Grosvenor), which means I could not take metro at all. There are no other stations in walking distance. This may be different for other metro stations (e.g. Mt. Vernon).

Grosvenor-Strathmore is one of the most heavily used stations. The trains are always packed to standing-room only capacity during rush hours, and closing the station would be very unwise. Most of the riders are daily commuters. There are few or no parking spaces available as it is. Once the expanded development plans for additional new housing being built at the Grosvenor-Strathmore Metro station (on premises), is completed, this proposal seems completely counter-intuitive. Why would anyone rent an apartment at a Metro station if the train service isn't convenient and running regularly at 15-minute intervals until 11:00pm, particularly if they are in the service industry?

Arlington Cemetery and Smithsonian need to remain open. These are frequent stops for visitors and the only stations I ever use on weekends. The whole point in having rail service is to have conveniently located stations to minimize travel time and walking distance. Smithsonian is the closest station for visiting the cherry blossoms/Tidal Basin, Jefferson Memorial, Bureau of Printing and Engraving, Holocaust Memorial and the Washington Monument. The outdoor destinations are among the few things you can actually still do during the pandemic. (A walk around the Tidal Basin is always pleasant, but not if you have to walk from another station.) Also, if activities resume at the convention center by Jan. 2022, shutting the Mt. Vernon Square station down would be nonsensical. This proposal definitely falls in the category of killing the patient in order to cure the patient.

College Park serves the many adult/grad students commuting to UMD- other stations will be too far. I did this commute myself for years and the train service was vital to get to and from evening classes efficiently and safely.

there are times when the trains are running behind that people on the silver line need to use East falls church to get to the silver line. This would be a disaster.

I expect my West Falls Church station to be much more crowded during rush hour with influx of East Falls Church riders coming to my station. Would full trains start turning away passengers?

I live closest to Mt Vernon square. It would be inconvenient to walk 15 min then wait possibly 15-30min to travel to a final destination (where I may have more walking to do). Similarly, if I am coming home, I would have to factor in a 12-15min, so I would likely not choose Metro if I, for example, were carrying anything.

Metro should canvass how many healthcare and frontline workers use those stations. More than ridership numbers, the issue is do those low ridership numbers cover high-valued workers?

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Wow! Clarendon is probably the Orange line station I've used most often in the past 25 years of living here., followed by East Falls Church. And the Seven Corners intersection long range plan that followed lots of study and community input has a ring road built that lets buses and other transit easily get to Easy Falls Church. And the closures would seem to adversely impact Arlington. But if these stations have low ridership, do people in the area really care about mass transit?? And should others (e.g., federal tax payers, homeowners with high property taxes already who don't use Metro) pay for these shortfalls?

No, definitely do not close College Park Station. This would hamper those trying to connect to the multiple red line stops, defeat the purpose of dollars spent planning and constructing the station, and impact the businesses, UMD and surrounding businesses, and neighborhoods. Finally, residents in College Park and surrounding communities would experience a negative impact on our property values. Access to College Park helps the growing number of commuting and resident UMD students, faculty, and workers in the College Park area. For the past 15+ years living in College Park, our family has seen dynamic, positive growth and development in this area. For example, in college Park, our communities have been spared many home foreclosures during the last economic housing crisis due to a high number of residents who didnt have underwater mortgages.

What kind of public transportation will there be for riders now using East Falls Church, Virginia Square and Clarendon, especially East Church, where there is parking? For those who live on the Orange and Silver lines, the closing of the Smithsonian Station will be the end of uncomplicated metro rail travel for out of town riders to the museums.

We can walk to the Grosvenor/Strathmore station, as can many thousands of the residents of Grosvenor Park, Parkwood, Garret Park, The Wildwood and Lone Oak areas, and the communities along Tuckerman Lane. With Grosvenor/Strathmore closed all would have to park at White Flint or Twinbrook. I have no idea whether that is even a feasible alternative. Or Metro would have to run buses from Grosvenor - not necessarily a cheaper alternative and certainly something that would add to everyones commuting time.

Unthinkable to walk from one steroid to the closest one or add a ride on trip and make my trip longer and more expensive.

I depend exclusively on the East Falls Church metro station. Closure of this station would have devastating consequences on my family, especially as covid-restrictions lift and we try to get back to work in an already financially struggling household. More generally, the proposed station closures seem to primarily (and disproportionately) affect Northern VA stations and thereby have a disproportionately negative effect on this community. Additionally, the seemingly objective measure (distance between stations) as a grounds for shuttering "nearby stations," is subjectively applied. The distance between stations in Northern VA is significantly greater than those within DC (most of which in DC are not on the proposed closure list). The significantly greater distances between the stations in NOVA that are proposed to close and those that remain open renders the alternative remaining stations unrealistic options - station accessibility within walking distance is no longer an option in any reasonable amount of time for commuting purposes. The remaining stations are therefore not viable alternatives in practice, despite the theoretical option to access remaining stations. One of metro's purpose is to provide access to transportation to those that do not have means to rely on a car. And at a time where the pandemic has devastated the economy, stuttering stations as we struggle to recover will likely have a significantly negative impact of reviving the local economy. An additional consideration is one that causes significant concern - with the proposed closures, ridership will further drop as commuters seek more efficient means of transportation. This will likely render the services obsolete except for recreational use, and may ultimately lead to permanent closure of these stations.

These closings look so drastic that Im beginning to suspect a Washington Monument strategy: propose outrageously drastic cuts so that people recoil and give you all the subsidies you want. Still, in hindsight, Metro overexpanded. Because ridership that will never return to what it was before, Metro needs to downsize.

We live several blocks from Virginia Square. We and our neighbors used that station every weekday before the covid lockdown. We would expect to be able to use Metrorail again when we can return to work. If you close stations as described, we would have to hike to Ballston or Courthouse 5 days/week, which is too far to make Metro a reasonable choice for daily transporation.

As someone who is visually impaired and very dependent on Metro, closing the station nearest to me for at least a year would be a disaster. I already experienced this in 2020 when the Cleveland Park station was closed. While Metro cites nearby stations as the reason to close a station, believing that walking a mile or so to the next nearest station is not a problem, those close by stations might as well be on the moon for the visually impaired and others with disabilities. For example, I would lose access to full service grocery stores, and would have to forgo weekly allergy injections and physical therapy (I had to give these up when Cleveland Park was closed last year). Metro needs to be forthcoming about how long they truly intend to keep these stations closed. Being isolated for a year would be extremely difficult; any longer than that and I would have to move to a place with more reliable public transportation..

I am not familiar with all of these stations but any station in the suburbs or closer to suburbs heavily rely on the metro station. For example Grosvenor Strathmore has a lot of apartments and houses in the near vicinity of the metro station. Same goes for east falls church, I believe good amount of commuters live on or around these stations. Perhaps Arlington Cemetery or stations such as judiciary square (my office building is closer to judiciary square but only 2 more blocks from gallery place or union station) could be closed.

You do know that there is a steep incline between Woody Park and Cleveland Park, right? And that for older folks this would be difficult.Why do we continue to build stations so far out? Why cant the Dulles stations be on a light rail that connects with the system? Why are we allowing these stations far-out to cripple the system?

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I regularly use Grosvenor, Judiciary Square, and the Smithsonian stations.

This proposal appears to be intentionally provocative rather than a serious proposal to reorganize public transportation in Washington. Many if not all of these stations provide essential service to the local community. Closing them would constitute an irresponsible waste of the resources that have been invested in developing the metro system.

Closing stations is a non-starter! Please don't do this! Many people have made decisions on where to live based on their proximity to a metro station. Companies have made investment decisions based on proximity to a given metro stop. The elderly and physically challenged have done the same. Workers - where possible - have chosen to accept a job because of nearby metro access. Reduce the number of trains or increase the time between trains if you must, but for heavens sake, don't close any stations! Ridership will improve as the country gets past this pandemic.

As an Assistant Property Manager for a 505 unit high rise community adjacent to Eisenhower Metro Station, our concern is keeping Eisenhower Metro Station (Yellow Line) open. This concern has been voiced by many of our current and future residents who are under the impression our management company can influence WMATA in doing so. Despite the impacts of COVID-19, many of our residents are still commuting via Metro into The District. With the National Science Foundation and US Patent and Trade Office as our neighbors, you would be forcing more individuals to drive in an area with already increased traffic congestion. Its significant to the vitality of our ever-growing Eisenhower neighborhood to keep Eisenhower Metro Station open.

College park metro is the only major easy access from UMD to Washington DC. It'll hinder a lot of access from UMD to DC such as internships, jobs, or just even traveling from DC to UMD.

This is outrageous! These station closures would result in an awful public transit system that not only doesnt serve area residents, but visitors as well. Are people supposed to walk from Dupont Circle to Metro Center or from Capital South to Metro Center, just to name a few examples. In my case you would close both the station near my home (Grosvenor-Strathmore), which I can walk to, and the station where I worked (Federal Triangle). Also, when was your ridership survey taken? Did you happen to notice that there has been a pandemic raging for the past year, when many worked from home? Dp you expect this situation to continue into perpetuity??? Obviously it wont, and Metro ridership will go back up.

Leave open archives

Close is a relative term that impacts only those that are able-bodied and could travel the distances between the stations on foot or (if lucky enough to be available - by bus). Most of these are not close in my definition - a few blocks, e.g.: Farragut North to Farragut West.Arlington Cemetery - should remain open as there is no other alternative to reach this station above ground (bus). Clarendon - should remain open because it is near the only Trader Joes in Arlington, which is very busy. It is also a main restaurant/bar area. Smithsonian - Please dont do this to the tourists. Its their main stop for the Mall.

I use Grosvenor-Strathmore. There is no parking at Medical Center. Im concerned that White Flint would not have adequate parking after Grosvenor-Strathmore was closed.

I think the Smithsonian station is needed since it is near museums and federal building. There is low ridership now at the Smithsonian station because no one has been able to get out and about because of the pandemic so there are no tourist. Also, most federal workers are still working from home. I think ridership will pick up at that station once things are fairly back to order.

Unless WMATA plans to partner in a significant way with micromobility companies, this would dramatically reduce population connections across the entire metro area and moreover would severely reduce the opportunity for the Metro to start rebuilding its fare base once the COVID pandemic ends.

This would limit my travel to Washington, DC on public transportation due to the increased time necessary to transfer from the Ride-On Bus to Medical Center Metro, for example. I would simply be avoiding the city (its establishments and amenities) by driving North on Rockville Pike to comparable establishments. I would strictly limit any travel to Washington, DC unless absolutely necessary for work and then I would likely be driving to Washington by car. The United States needs to prioritize expenditures to ensure continued and expanded operations on Metro in its Capitol City as does France and the United Kingdom.

I have been teleworking because of Covid, but once I return to work I will use the Cleveland Park Station to get to work. Also, the Cleveland Park station should remain open because it is near the Cleveland Park Library, which is used by people who live throughout the city..

Proposal to close 22 Metrorail stations

This would be a huge mistake! I mean closing down stops like Grosvenor, Cleveland Park, East Falls Church, Eisenhower Ave, Van Dorn, Virginia Sq and Clarendon would be absolutely crazy because there are so many apartments, houses, businesses and retirement communities nearby. This would be very bad for seniors and people with disabilities, are handicapped, lower body injuries or anything that can hinder their ability to walk to other stops nearby. College Park is insane too because that's the closest stop to the UMD and college students need that stop if they want to get around. Also, stops like Arlington Cemetery, Federal Triangle, Smithsonian, Federal Center, Archives, Judiciary Sq and Mt. Vernon Sq would be unacceptable because the tourists that come back later in the year are going to need those stops. Mt. Vernon sq is completely unreasonable because that's where Walter E. Washington Convention Center is. Morgan Blvd would be reckless to close down too because that is the closest stop to FedEx Field and spectators eventually are going to be back allowed in the stands and people need that to get to/from football games! Hopefully these thoughts are in your minds

I think for some of these, that makes sense. But I don't know how feasible it is for other stations

I use the Clarendon station to get to work

I use the Clarendon station regularly. I expect to use it more once vaccination is more widespread and more places reopen, as I expect to happen before the end of 2021.

I frequently use Clarendon, Cleveland Park, Mt. Vernon Sq., Virginia Square, and am/was excited that the Silver Line Phase II represents expansion of the system

Currently relying on Clarendon stop in AM commute, I could use Virginia Square instead if necessary, but closing both would cause me to miss earlier arrival trains on Orange Line, delaying me at least 20-30 minutes in commute to DCA, and as it is, I'm already having to ride into city and switching to Yellow line at L'Enfant Plaza in order to reach airport on weekdays due to Arlington Cemetery Maintenance for next 3 months

Many of these stops are not near other stations. I do not own a car. How would I get from a station like College Park to the next station, West Hyattsville, which is THREE MILES AWAY? It is a 1 hour walk between the stations.

This is a horrible decision, ruins the entire purpose of the metro system, and renders Metro unusable. I'll have to purchase a car for myself, which is not a good use of money and would be terrible for the environment. These stations should be closed today, and reopened this summer when the pandemic slows down and people return to in-person work.

Please consider leaving Greensboro open. The corridor of Route 7 between Spring Hill and Greensboro is going through major expansion and there is no safe pedestrian walkway along this road so it would be safe and helpful to have both stations operational.

I live at the Parc Meridian which is right across from Eisenhower station!

Grosvenor is the only station I would embark from because there is no parking at NIH/Medical Center and extra drive and train time plus parking cost to embark from White Flint makes the commute time unacceptable compared to driving. Previous proposals that reduce train frequency at White Flint would also be unacceptable if Grosvenor station was closed. I can't take a bus to metro, too many blocks to walk to the bus, have to carry things, especially in poor weather.

Don't close Smithsonian please. It's the closest to the museums.

Several listed stations serve as alternative stations for planned/scheduled or unplanned/emergency closures!

Archives, East Falls Church, Mt. Vernon Sq, and Van Dorn St. are important commuter hubs with no decent walking routes to nearby stations. Would you be providing bus shuttles to these closed stations? Would there be *any* connections to these stations?

Would use Virginia Square or Clarendon daily for work commute

IT WOULD BE A LONG WAY FOR ME TO WALK IF SMITHSONIAN, VIRGINIA SQUARE, FEDERAL CENTER SW WERE CLOSED. I USE ALL OF THESE STATIONS FREQUENTLY.. I NO LONGER HAVE A CAR.

Keep them all open and be willing to accept limited usage at these stops.

I really can't comprehend how stupid this is. So, in order to recover from the economic setback of the pandemic, Metro's proposal is to cut off college students that want to go downtown, and limit tourists from reaching the museums? Why are you closing stations after the pandemic???

I have no idea what you're thinking with this proposal. Most of these stations are nowhere near another station.

My daughter uses the Metro between Shady Grove and Grovesnor to attend a nearby high school. This would cause significant issues to multiple nearby schools.

My two closest metro stations are Clarendon and Virginia Square, a location that I chose specifically for its proximity to Metro. These areas are home to many, many professionals who pay a premium for living close to a metro station. It is not feasible for me to get to the next closest metro station in order to continue utilizing metro for my commute to work if these stations are closed. I, along with many others, would have to find alternative, non-Metro methods of commuting. I imagine that many along any of the proposed closing metro stations would feel similarly. Also, the small businesses (restaurants and bars) in the Clarendon area will definitely take a hit if the metro station is closed, OR it would increase vehicle traffic (and potentially drunk drivers) in an already congested area. I also imagine that this would force many people to move or leave areas with closing metro stations to live closer to areas with open metro stations, further increasing rent premiums around open metro stations.

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|--|
| Proposal to close 22 Metrorail stations |
| Please dont close Clarendon or VA Square! |
| Unsure what the |
| With MetroBus lines not running, Van Dorn is an invaluable station to both Alexandria City and Fairfax County, particularly for those with a Pentagon commute. The additional travel to other stations may be small in mileage but it is a significant amount of time overall. |
| This would immediately ruin housing prices. We are closing on a house next month and one of the reasons we picked it was its proximity to a metro station. Do not close metro stations! We have way too few already compared to any other major metro system around the US/World. |
| We chose to live within walking distance of Metro and made the commitment to the city and the neighborhood, in 1993. We consistently choose Metro over auto, except during this COVID outbreak. Now that I have been vaccinated, I am back on Metro. It is my understanding that DC and the Greater Washington area applaud the idea of older residents aging in place rather than being pushed out. I am indeed now an older resident and would not be able to make the walk to a more distant station, especially on a work-day. |
| Stations are NOT that close to each other,. Final destinations from many of these stations currently involve further actions, i.e. bus or walking.. closing them may make things more difficult. If/when pandemic ends, tourists use Smithsonian , Archives, Federal Triangle, Arlington Cemetery. |
| The parking at the nearest stations is inadequate. |
| I live in walking distance to Grosvenor/Strathmore & use Judiciary Sq. & College Park stations often. |
| Clarendon and Smithsonian are important to me. |
| Clarendon is very central so getting to clarendon shops by either Courthouse or Ballston wouldnt be the most ideal. |
| The next closest metro is too far for me easily reach. |
| Grosvenor-Strathmore is my preferred location for a number of reasons and it would be inconvenient to have to use another station |
| No stations should be closed., but if station closures are necessary then the closures should be rolling closures so that all these stations are not closed at the same time. All stations that have parking outside and garage parking should not be closed because these garages and outside parking allow people to park and ride. Parking and riding gets cars off the road which was the initial thought when building the metro. College Park is only closed now because of purple line construction, so if purple line construction is still ongoing in January 2022 then it should remain closed until the purple line is up an running. |
| The distance between courthouse to ballston is quite far for someone walking. Will bus service be available? It also seems wasteful to close EFC since it has a parking lot for commuters to drive in and park. |
| half of those are nowhere near other stations |
| I understand some stations need to be closed, due to the pandemic and low ridership. Understandable, but also sympathetic of the employees that work for Metro to have their hours cut or cut off entirely, due to any Metro station closures. |
| I say no. However I understand because I see so many people not paying. How can you keep them all open. Meanwhile, I need to get some good walking shoes bro meet this proposal. It already created issues when metro took away bus stops that were close. Which was awful. The distance between stops are terrible in some routes. |
| Speeds up the death spiral for metro. |
| I think this plan would not be very helpful to tourists who come to visit DC, and it would likely devastate many businesses around those stations. |
| As I stated in response to Proposal #1, I really dont want WMATA to have to cut Metro service on any of the lines, but THIS IS THE WORST OF THE PROPOSALS SO FAR. |
| Holy hell this is bad. That is so many stations. And your definition of near another metro station is interesting. This will GRAVELY impact area home property values. My nearest stop is Clarendon and the next nearest is NOT near me. It would completely remove my ability to take Metro. I get that this last year has been hard on the Metro system as people worked from home but these proposals are massive overcorrections. If you did this AND limited how often trains arrived at stations I just dont know what happens. |
| I could get home because I live near Fort Toton but my Dad lives in Grover-Strathmore so I could not see him.I |
| Grosvenor-Strathmore is essential to me, my family and some of my friends. |
| Although you are not closing the two stations I use for my commute I think it is short sighted to close the Smithsonian station once tourist return, the college park station once students return and others. |
| You would be closing both of the metro stops I use. In the morning I depart from East Falls Church metro and arrive at Federal Triangle. I walk to EFC so another station is not close by. I would have to drive to another station which would clog up the roads and create an additional expense for me. |
| These closures are totally unacceptable. We depend on being able to walk to our closest Metro station -Clarendon - in order to go downtown or elsewhere in NOVA. This will affect the businesses in our area, the restaurants and shops; it will decrease our house values. This is going backwards, not forward. PLEASE re-think this; make the case to Congress! |

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| Proposal to close 22 Metrorail stations |
| but keep Federal Center open |
| Your closure proposal GUTS the Metro system and the closure of many stations will render Metro useless for many many people who depend on it as their primary means of transportation. It is also going to seriously diminish property values in the vicinity of any closed stations. People buy here and rent here at Grosvenor because of the easy access to Metro. Raise the fares if necessary. |
| Cleveland Park station is an essential station on the red line - the distance between Woodley Park and Van Ness is just too far to not have a reasonable intermediate stop. Myself and many other people live close to this station and depend on it for quick access to the rest of the city. Closing Cleveland Park creates a plethora of issues for people who live in this area, especially when the CT Ave busses don't run frequently enough to compensate for losing metro access. |
| While there are other options, we have used Arlington Cemetery as a point for walking to work instead of Foggy Bottom, and for tourism when visitors come to town. |
| I live within walking distance of Grosvenor Strathmore and it is the reason I purchased this house. I do not have a car and closing this station would negatively impact my decision to continue using metro |
| Please don't close Clarendon, or Smithsonian!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! |
| I do not agree at all closing Grosvenor-Strathmore Station. That is the station nearest to me. I'm 72 years old. It will be tremendously inconvenient as I do not like to drive far. |
| Why would the stations above be closed when people are getting the COVID vaccine? Wouldn't businesses start reopening and people starting to traveling? I was passing by all those unopened new stations and wondering when they will open? A lot of electricity wasted on train stations not in use. |
| I am sorry, I understand the issue but once I have to start going back to the office I will NEED access to the Metro and do not have a car. I live near East Falls Church and it would be very difficult for me to get to another station without having to leave a lot earlier in the morning. Additionally there are many places on the list that I go to and need the metro to get to (like Clarendon, Judiciary Square, Federal Triangle and Smithsonian). |
| McLean will be a critical station for the new capital one world headquarters complex still being built. How can you close it when we are just starting to recover and thousands will eventually be working there? It was built specifically for the new HQ complex. One of my sons works at the new Wegmans there and uses metro bus 23, and also uses the metro to and from Tysons via McLean station. |
| Grosvenor Strathmore is used by so many commuters on the red line as it is the first station with parking. Please do not close or change the status at this station. |
| I use the Virginia silver/orange line, closing Virginia Square makes sense since it's so close to Ballston, closing Clarendon however would create a 2 mile wide service gap between courthouse and Ballston. Closing Smithsonian station would also cut down on visits to the Smithsonian museums - maybe rather than closing the Smithsonian station service hours there could be curtailed to align with the Smithsonian museums operating hours? |
| This proposal is probably the most objectionable, problematic, and inconsistent with metros published/stated organizational goals. First, what data underlie the selection of these specific stations? Have such data been robustly analyzed, validated, subject to sufficient rigor and reproducibility, and communicated to the public? Second, given the disruption in traffic and commuter flow that the closure of stations would represent (not to mention additional loss of public confidence and the reputational risk to metro itself), this proposal should be viewed as the last possible course of action to rectify fiscal challenges, taken only in instances wherein EVERY OTHER COURSE OF ACTION HAS BEEN ATTEMPTED AND DULY FAILED. As a concrete example, the closure of Grosvenor-Strathmore would negatively impact thousands of employees at both the NIH and Walter Reed Medical Centers, front-line personnel who not only constitute part of the national response strategy for the provision of care during the COVID-19 pandemic, but who are/were also directly responsible for the very research and science that led to the successful development of the very COVID-19 vaccines (e.g., Pfizer, Moderna) that are now saving the lives of citizens across the DMV areas and the United States. Closure of this station would displace thousands of these critical and dedicated employees, whose expertise will continue to be counted upon to develop effective responses to the additional strains of coronavirus currently being discovered and for which public vaccine boosters may become necessary in January 2022 and beyond. It is unlikely that the metro board intends to slap these critical front-line personnel in the face, but the closure of Grosvenor-Strathmore would be interpreted as such, given that it would constitute the functional equivalent of this action if implemented. This is just one example of the reactivity of this specific proposal. The proposal does not appear well thought out nor grounded in (or driven by) data or careful analysis and consideration. Given its implications for metro and its stakeholders, this proposal should be used only as an absolute last resort. |
| I and people in my area were eager to see the silver line open up, but now it looks like it'll be gone as quick as it arrives! More seriously though, Virginia Square is central to my university (GMU), I and other students use it to reach the second campus from the first, but now it'll be gone? Without it there's no reason to take metro at all. |
| This would impact both ends of my commute making taking Metro impractical for me. |
| I infrequently use the metro due to COVID however, I will be using the Clarendon metro every work day. It would inconvenience myself and fellow neighbors to close down this station. |

Proposal to close 22 Metrorail stations

This would be a terrible decision. As just one example, I currently live within a 15 minute walk from Clarendon Metro. I could drive to VA Square, but would need to be dropped off, or park there for the day. If both stations close, I would have to drive to Ballston, Courthouse, or Rosslyn and park there for the day. The inconvenience, combined with the cost of parking and the cost of riding metro, would likely mean that I would seek a parking spot downtown. In addition, parking at the remaining open stations would become much harder to secure and would likely lead to prices that are similar to DC garages. Finally, our teenage kids use the metro and this would no longer be a viable option for them. Shame on Metro for even considering these options.

It will make it harder for our kids to take metro to get to us. Wow, Reston just opened.

Seems like these decisions are being highlighted due to the impact of COVID 19. Making rash decisions are not wise. This pandemic will not last forever, consider reducing the salary of Board Members and upper management instead of eliminating much needed service.

NO! Absolutely NOT. College Park is my MetroRail lifeblood for using the entire system. It is my entry and endpoint on the many days when I use the Metro system. Use of the Green Line at College Park is an absolute fixture in my MetroRail travels. Similarly, Archives is frequently my destination after getting on the Metro at College Park. Without College Park and Archives, my use of, and enthusiasm for, the Metro would decrease substantially.

Not really, especially in the remote suburbs...not everyone can get the bus.

Reston Town Center closure is plain dumb and I dont use this stop

Terrible proposal. Many of these are at federal facilities and tourist destinations. A few are in neighborhoods that are on the cusp economically and will collapse without service. Tourists need to walk downhill to the zoo from Cleveland Park (and downhill after to Woodley!). Raise more money through value capture and increased federal contribution. Make surrounding counties pitch in. Ddot is trying to reduce car volumes in DC -- cutting Metro service at the same time will harm residents, commuters, businesses, workers, tourists -- everyone above and below ground

I use the Cleveland Park station. Also seems odd to close the metro at the convention center. This would impact out town conference goers and event planners considering having events at the convention center.

This would not work for me, due to the visual impairments that limit from walking too far and not able to use the stations that are closed to home, hospitals and groceries.

This kind of defeats the entire purpose of having a metro line, doesnt it?

How would people who use one of these stations get to an open station if theyre not easily walkable? If I walk to McLean how am I getting to Tysons? Will there be shuttle buses?

Theres no parking at Tysons so I cant drive.

I use East Falls Church and Clarendon frequently.

I cannot imagine Grosvenor-Strathmore station closing, it is right next to the concert hall, and near so many neighborhoods, and there is the tunnel underneath Rockville Pike for people to get into the station from the other side. This would increase traffic, with more people driving, and would be very inconvenient. If the metro has to close at (pm, and there are fewer trains to keep a station like this open, then that is important.

I would not be directly affected by this b/c my station is Braddock road. But it doesnt seem right to close this many stations around the system. Folks buy homes b/c of the close proximity to metro stations. I did, when I bought my house - I can walk to the station. 100% why I purchased my home. I am not alone in this.

Students will be adversely affected if they attend George Mason University Law School (near Clarendon Metro) or the University of Maryland (near College Park Metro). Moreover, patrons of the Arlington County Central Public Library (near Virginia Square Metro) and the DC Public Library. (near Cleveland Park Metro)

Impact on people with disabilities and the elderly would be detrimental. Additionally, I question the determination process of what stations would be closed. For example, Arlington Cemetery station is not closed to = in walking distance to any other station. What numbers were used to determine low ridership?

Some of the stops on this list make absolutely no sense. How is stopping service to a local university (College Park) beneficial for students/faculty/staff? And stopping service to Arlington National Cemetery is outrageous! How could Metro even consider limiting access to a location dedicated to honoring our nations fallen heroes? Its disgraceful that this is even an option.

As a legally blind person, how would I get to another station if Grosvenor Station is closed? Will there be free shuttles?

Closing a few stations in non-walkable areas where most people drive or come by bus, when they could just drive elsewhere or the bus connects elsewhere, that is not great but as a necessary measure could work for a bit. It could also work downtown where a lot of stations are close together, and many serve the un-dense mall. But this is just too many stations. Make some stations unmanned to reduce costs. And if you do close stations, you better be running through them at full speed to reduce trip times and save driver costs; dont be rolling through at 10 mph!

Proposal to close 22 Metrorail stations

Closing stations at night in close promity to other stations is less likely to cause riders to enter and exit at the less convenient station to their destination and more likely to eliminate those riders altogether. They will more likely opt for a more convenient mode.

Arlington Cemetery isnt near another station. We must be welcoming to visitors who also use the system.

Cleveland Park and Grosvenor-Strathmore stops are vital and need to stay open!

There are too many factors that may change between now and then.

WHy not close white flint instead of Grosvenor? Also, seems short-sighted to close the new silver line stations.

I commute to College Park. Its more than a 2-mile walk to/from my workplace from/to PG Plaza. And I already take MARC to Metro, and transfer Metro trains. I would end up driving rather than taking Metro.

Do not close any stations. This does not reduce operating costs, it only reduces revenue generating capabilities. You want to reduce overhead then run fewer trains. Also considere eliminating overtime. Also get rid of your useless unions that are bleeding you dry. Reduce wages across the board. Eliminate or reduce bloated pension plans.

I dont know what you think the meaning of the word near is, but it apparently doesnt mean the same thing to you that it does to me.

How do base this low ridership. You need to do a better research.

I am concerned with closing College Park off due to its proximity to the University of MD. I have taken that train to sporting events in College Park several times and will no longer be able to afford to do it if metro stops service there.

We moved to our condo for our last home because it was only 2 blocks from Va Square Metro - so very many of our activities (both evening and day) would be curtailed without Va Square, as would visits from friends and family. If you closed both Clarendon and Va Square, we would be cut out of many, many activities and pleasures. See previous answers for our activities as seniors. We really want to continue an active life, depending on Metro,without night driving and the difficulties of getting parking anywhere in the Washington area. Taking the Metro is preferable for the climate also. The planet does not need more cars on the street.

These stations are necessary for those who may be unable to get to the next closest station. For example, College Park (though not particularly close to the UMD Campus) is 3 miles from PGP and 5 miles to Greenbelt. Im sure you are aware of this. How does that make sense?

what is even the point of opening the new stations if youll be closing them? all of the stations listed in the suburbs, while close to other stations, dont work if the parking isnt large enough to cover the fact that Id have to drive to West Falls Church and park my car because I can no longer walk to East Falls Church.

I board metro from College Park and my destination is Archives vis versa to get to my place of employment by 6am. This plan would not work for me due to other stations are far from the county in which I reside and I would have to drive further out to another metro parking area to aboard another station that is operating. Which also may be a problem if station between are closed as well. This plan puts those who do still use metro in limbo.

We are elderly and use East Falls Church station for doctor visits in DC. We also use Metrorail to go to Union Station (Amtrak), Reagan National Airport and Dulles International Airport from the East Falls Church station. We also use Metrorail to go to Arena Stage, the Kennedy Center and the Smithsonian museums. East Falls Church station has a parking lot, which the other Arlington stations do not have. Additionally, the station was just renovated. We, as elderly people, avoid driving at night.

There are many low-income housing complexes near both the Reston Town Center and Innovation Center stations. These residents are precisely the cohort whose transportation challenges need to be met for EQUITY to begin to become a reality.

Cleaveland Park is a main station for me --and by 2022 it will be The main station for me so that certainly doesnt work

In winter and during night time i do not prefer walking as it is not safe to do with my kids.

If the near stations are within a 20-30 minute walk, Im for it

East fall church is the fist/last station for orange and silver lines. It's important to keep it open. Also because it has parking so if other stations are closed, people can drive to East Falls Church and then take the metro.

I typically utilize the Grosvenor-Strathmore Station as I require parking for the car I use to access Metro. Parking is available at this station while it is not at The NIH-NavyMedical

This is a great big NO for the College Park metro! There is a world class university located at this stop! You cannot close this metro station!!!! This will decrease ridership even more! People who would likely take metro to get into the District from College Park will instead drive into DC, not drive to the closest open station and park. Once you are in your car, it's easier to just drive directly to your destination, not drive to another metro and park. The beauty of the college park metro is that it is located in the middle of a residential neighborhood and the community is able to easily walk to the metro stop from their home. Closing this station would be a HUGE DETRIMENT to the College Park community!

Proposal to close 22 Metrorail stations

This would be HORRIFIC. not only would it close the metro station by my house (East Falls Church) but ti would also close the metro station by my office (Greensboro) and we are heading back to the office soon. this is a TERRIBLE idea. Also, thats bullshit that East Falls church is considered near another metro stop. the closest is Ballston and thats NOT walkable. this is INSANE.

Grosvenor-Strathmore must remain open for my travel purposes. Maybe, you should not open the Silver Line if you cannot afford to maintain services to existing stations.

This would be very disruptive, it would significantly affect my commute

I am a retiree who volunteers weekly at the Archives, I take the Metro to the large AMC cinema at Eisenhower, I regularly attend lectures during the day and in the evening at the Smithsonian, I bank at my credit unions Clarendon branch, I take lifelong learning classes at GMU at Virginia Square, etc. The distance between stations is sometimes quite far, or worse, difficult to navigate safely. Closing any of the proposed stations would severely affect my ability to get around by Metro to the places that enrich my life.

This a terrible idea. The purpose of public transportation is give people access to it. If I have to take a taxi or the bus (assuming they are still running) to the subway station, why use the subway at all. Besides, the train still will pass thru these closed stations to get to the open ones. How much \$\$ Metro saves on closing a station Low ridership doesnt mean no ridership.

I chose to live where I do because of walking distance to East Falls Church metro. With closure of that station, it completely impacts my commute and my home value.

I use Metro when I have jury duty or go to the museums so losing Federal Triangle and Judiciary Square would be unfortunate and inconvenient.

Smithsonian station is not near any other stations. There are lots of federal workers and tourists who cant walk long distances.

I enjoy a shorter commute. During the shutdown of stations in the early days of the pandemic, my commute from LEnfant to Foggy Bottom was ten minutes or less, so Im fine with this. Once again, there are those who work in these areas in non-telework situations.

I use Mt Vernon Square station a lot, so closing the station is a major inconvenience for me.

As a last resort.

Closing Virginia Square and Clarendon is a mistake as those stations are right next to one another and service university students and the community. Additionally, closing Archives, Federal Center SW, Federal Triangle, Judiciary Square, and Smithsonian limits the number of metro stops, and thus access, to the mall. This will impact access to the Capitol Building Complex, for tourists and employees, as well as contribute to a traffic buildup at Union Station and Capitol South.

I am familiar with the Orange/Silver line the best, and I agree on a lot of these stations. I hardly ever see people get off or on, and they are so close to other stations. Sometimes as short as a 15min walk away. This would be the easiest way to cut costs until more funding can be obtained.

Closing low ridership stations is preferred over reducing frequency of train arrival.

Oh, so were going to waste money opening the Silver Line Phase II for six months, only to close it for a year? That wont send mixed signals to the taxpayers in Loudon County...

Please don't close stations. This will only make it harder for people to use metro, and it probably wouldn't reduce delays much. The more you cut service, the fewer people will ride, and the more service cuts you will have to make. Don't make permanent decisions based on a temporary situation.

A mile is not "near" Within the District, the difference between a 4-block walk and a mile might be the straw that breaks the camel's back for commuters. In Maryland, these distances are great. College Park also offers a parking garage and a safe bicycle lockup cage. Besides, the Purple Line, connecting New Carrollton in PG County, to Bethesda), will serve College Park whenever it is finished). A useful transit system with plenty of stops will grow ridership. Closing stations will discourage ridership.

I bought my home in walking distance to Grosvenor so that I can use the station to commute into DC.

This will severely jeopardize my sons ability to find a job. He has a disability which prevents him from driving and walking long distances, and we bought a house specifically within a walking (10 min.) distance to metro (the Grosvenor-Strathmore station) to increase his chances to have a job for which he is studying so hard and have more chances to socialize which is a lifechanging opportunity for him. Without a realistic access to metro, he will be confined to our neighborhood, continue staying at home, with very serious long-term negative consequences.

No, this plan would not work for me because Im an essential-healthcare worker at an area hospital. Unfortunately, our shifts end at 11:30pm, which conflicts with your 11pm closure. This is also a problem for retail workers. If ridership is down, maybe you should consider extending your hours to Midnight to accommodate the needs of late night essential workers whod rather pay more to ride metro than an over-priced Uber/Lyft/cab. However, I feel the closure of those stations shouldnt impact late-night essential-healthcare workers. My issue is hours of operation.

Proposal to close 22 Metrorail stations

This strikes me as an awful idea. First, property values are based partially on proximity to metro stations, and it's certain to anger a number of people if suddenly the value of their residence drops. Second, the stations on this list with which I'm most familiar (Clarendon, East Falls Church, Virginia Square) don't have what I would consider another convenient station nearby. This applies to East Falls Church especially. I used to rely on that station to get to work, and my commute would've been about doubled if it was closed. Closing two adjacent stations (Clarendon and Virginia Square) would mean that Court House and Ballston would become "œadjacent." These stations are in the heart of Arlington. In a city of over 200,000 people, it's ridiculous to have adjacent stations in its central hub over 30 minutes away on foot.

No, Judiciary Square is the stop for the Labor Department, MPD Headquarters, and the courts.

This would drastically impact my ability to commute to the city working on hotels

I think that it is a bad idea to close stations (with the exception of the Arlington Cemetery station) because the amount of the net cost savings from closing stations (after taking into account the likely loss of ridership from customers who will stop using Metro instead of switching to a more distant station) is relatively low compared to other rail cost-savings strategies. The net cost savings from closing stations does not justify the damage that would result to the communities around these stations from the lack of convenient access to Metrorail and the damage that could result to Metrorail ridership over the long term due to customers becoming accustomed to using non-transit modes during the period of closure of their local station. I think that WMATA should not close stations, but find other operating budget cost savings, if necessary. If feasible, perhaps instituting short turns on the Blue, Silver, or Orange lines could save money while continuing to provide similar overall service because of the overlap between the Blue, Silver, and to some extent Orange line stations in DC and Maryland and the availability of the transfer option between the Blue and Yellow lines.

The East Falls Church station is where the ART bus 55 terminates. I have often used this connection. I also frequently use the Archives-Navy Memorial Station. Closure would mean longer walks for me going to work.

east falls church is a commuting hub of our neighborhood. There is no parking for the alternative station at Ballston

Closing stations is begging for more ridership loss! The principle of public transportation is to make it so convenient that it makes other modes less palatable! If you force people to walk long distances to reach their destinations from the metro station, they'll either just not ride the metro or at best hesitate to ride it. As a business owner and physician, I went through great lengths and risked smaller margins of income to make my medical practice more accessible to my patients. I don't have the luxury of moving my practice location so easily because I own my space (not rent it). Some of my patients don't possess cars due to financial or medical circumstances and choose my practice due to its proximity to metro. This proposal blatantly discriminates against low-income people. Hardly a good idea. Closing the stations will also drastically change the value of the properties surrounding the stations, causing financial hardship to owners like me. I would have NEVER imagined us making such a backwards step as to close a station in a highly populated and mixed use area.

This seems like a major problem for those living near those stations. The closest station to any of those stations is not close enough to walk to or to. If you live close to Grosvenor for example, the next stations would be Medical Center or White Flint. Neither of those seems to have a good parking option and would force people to either take a bus, pay for a ride or be prepared for a very long walk on a street that may not have sidewalk.

This would impede access to the city and surrounding areas for so many riders, and it would make accessing public spaces like the Mall even more difficult.

closing 22 stations with more than half of them in the District of Columbia where WMATA additionally limit bus service as well is inconceivable when the majority of DC residents have not been considered or counted during the COVID 19 period. Transportation is crucial to DC residents for survival, work and play.

Out of 22 proposal station closures. I can only strongly recommend one: Judiciary Square; reasoning being, even though it is a beautiful location, justices don't work on the weekends. In addition, WMATA, would be warranted in considering the days of the week, as well as timing in all their future management proposals.

The expanse of Metro Lines is a useful and attractive asset for the entire DC-Maryland-Virginia Greater Area. Removing or closing stations is absolutely the wrong move. There must be lobbying of Congressional, State, County for funding. What about raising tickets a moderate amount?

It seems like Metro is closing down a lot of Virginia stations. Not sure why But East Falls Church is a hub for Orange and Silver line - it's how I would get to the Tysons area. And my parents are buried at Arlington Cemetery. I find closing that one particularly disturbing. People travel from all over the country to visit their loved ones there. Why make it harder? And am not sure what pending opening of silver line phase II means? Will it be reopened?

metro would no longer be convenient for me

Proposal to close 22 Metrorail stations

So the hell with the tourists, those who volunteer to go to Arlington Cemetery or who go as tourists, those who go for burials. The heck with those who get off at Cleveland park for the zoo. Overcrowd Woodley and Van ness---and wait until escalators out for months as always happens. Incredible to close stops that jurors use to go to DC courts on both yellow and red lines--or to DOJ or Francis Perkins DOL credit union. Youve blocked access to that entire area! For those who dont drive this is insane. So DC will pay more for those who have to seek reimbursement for travel by jurors. Smithsonian is always flooded in peak times. Stop being stupid This proposal also acts like we dont go to Virginia to see friends who live there. I cant say how BAD this idea is from the get-go. This idea insane and i and friends here will be furious with DC if this occurs or any of the prior proposals and work to vote each of you out. Clear theres been financial mismanagement before the pandemic and investigations needed and accountability. again, this is the capitol of the COUNTRY. There has to be a working modern mass transit system. This is an embarrassment to see such proposals.

Have you ever seen the Federal Triangle at 5PM on a Tuesday? Its a madhouse ... because Navy Memorial is also a madhouse.

My proposal here is to offer express metro services, like the Rideon lines offered in corridor 355 ROCKVILLE PIKE

We already have a years-long problem with elevator closures, and that has proven to be a major inconvenience for your disabled ridership. Taking a replacement bus to get to the correct station is frustrating, confusing to newcomers, and time-consuming. Closing the stations above extends this inconvenience to abled people as well. This experience is not what I want for my friends who do not need elevators! Furthermore, if an elevator outage occurs at one of the nearby stations, disabled people are out of luck too. Closing this many stations will inevitably lose the riders trust in Metrorail and lose more ridership than the money it saves. It is an EXCEPTIONALLY bad idea and the worst proposal you have made so far.HOWEVER, running 50% of trains as express trains that skip some or all of these stations on their line--trains CLEARLY LABELED as express trains so that people know what to expect--is a reasonable compromise.

Greensboro is preferred over Springhill. Smithsonian is convenient for tourists. Phase 2 silver line stations should be opened to assess need of community.

I use some of those stations

Regarding College Park closure - stations this far up are not particularly close to each other and WMATA should not be closing a station with the easiest access to a major university. Regarding Judiciary Sq closure - strongly oppose closing this station as it makes it more difficult for individuals to arrive at court or to access DC government resources, this will also be detrimental for DC government staff who work in this area.

I use the McLean stop to commute to work every single day. If it were closed it would be incredibly inconvenient because Id need to find a ride from the next station to my workplace. Furthermore, I commonly get on/off at the Clarendon and Reston Town Center stops. Closing these would force people to become reliant on other methods of transportation and also make the northern Virginia area less desirable to live in.

Federal Triangle, Smithsonian, and Judiciary are used by many people to access the museums on the Mall. Im sure ridership has fallen as may people are working from home, but tourism will come back soon. You may close all of them if the insurrectionists return. The main Arlington Public Library is at the Virginia Sq-GMU stop. That is the only branch open for pick up right now. They will also have many programs when the shut-down is lifted. Many people live in the V Sq-GMU and Clarendon areas. Ballston-MU to Courthouse is a long way to walk for older folks, moms with kids, or for anyone to walk in the winter cold/rain, summer heat or at night.Would shuttles or buses be running to Arlington Cemetary?

Closing most of these stations is idiotic. Closing all of them is reckless, lazy, and disrespectful of riders AS WELL AS areas these stations service. E.g., Arlington Cemetary is not adequately accessible by other metro stations.

Closing the Clarendon Station would be a serious blow to the business and residential communities that have been built up around the metro. Courthouse and Balston Stations are too far to use easily and would not be a replacement. I depend on the Clarendon Metro stop. My employees depend on it. There is an entire business community of stores, restaurants and businesses that have been built up around the Clarendon station. Closing it would have both immediate and long-term consequences, and significantly damage business ability to rely on infrastructure commitments in their planning. I worry it would result in a shift to car-based business and residential decisions, undermining Metros long-term viability.

This is a TERRIBLE plan. Millions and millions of dollars were spent building Metro and these stations .. they need to remain in use. I live within walking distance of the Grosvenor Metro station and frequently take red line train. I would be very upset if it were to shut down !!

How would you close mt Vernon if that was the yellow destination? These closures make accessibility harder again for people who rely on these places the most.

Keeping stations open could encourage ridership and potentially reduce reliance on vehicles.

You will be closing the 2 statins are use Clarendon and Grosvenor. Not a good idea.

I think it would be a complete disaster for the Metrorail System if many opt these stations were closed. People need access to systems even if some have low ridership.

Closing Grosvenor-Strathmore only leaves White Flint as the only viable option nearby with parking which likely would be overwhelmed with the number of others also needing parking.

Proposal to close 22 Metrorail stations

College Park station is equidistant to my home as PG Plaza, so this would not be a major impact to me.

This combined with reduced/eliminated bus routes (how can anyone consider each of these proposals separate - what you do to bus routes impacts connecting to metro), makes my commute impossible. You are eliminating the metro station closest to my house, as well as changing the bus route to the Pentagon (impossible to tell exactly how the bus route is impacted since you only included the map and not the explanation sheet for the 8Z bus). I could take the bus to King Street, but that adds significant time to my commute.

Closing these stations would turn the roads into parking lots. Some of those stations are used heavily by federal workers. The other stations would be so packed that nobody would be able to get on the train.

Closing any of these stations would be detrimental to the tourism industry of the Washington Metropolitan area. Parking is expensive and limited. Ridership would definitely be severely reduced because tourists will not visit.

If the station near my home were to be closed, that would negatively impact my property value and my small business.

Many people - especially in Clarendon and East Falls Church (from my personal experience) - need to walk or bike to the metro station in the first place, not Park & Ride. For stations where Park & Ride isn't available, you can't expect walkers/bikers to go farther out to the next stop.

This plan would have minimal impact on me, but it would have consequences that should be considered. First- (as much as I hate the tourists) tourists rely on the Smithsonian station. There is every reason to believe that tourists will return in Spring 2022, so closure of Smithsonian by that time would be ill-advised. Additionally, losing the parking at Grosvenor may be tough and would push people to drive to stations further out in order to get parking, which is already scarce. Finally, Metro would need to operate buses from these stations to open stations for people who previously relied on them and do not have a car to get to the nearby station, so I do not know how much of a cost savings it would be on net.

I live near Mt Vernon Sq, and it's dangerous for me to commute using the Shaw/Chinatown stations at night getting to and from

There are so many problems with this proposal, I don't know where to start. Virginia Square-GMU and Clarendon are not as close to other nearby stations as you seem to believe, and closing these stations would significantly hamper residents of Arlington who live in these areas. Not everyone has the luxury of driving into work, and even if they do have a car, many folks would rather take Metrorail into the city for work than add another car to the traffic nightmare that is DC on a typical rush-hour commute. Shuttering stations at high volume locations, including Arlington Cemetery, Archives, and Smithsonian, would undoubtedly make it less accessible for travelers to visit our region's most popular attractions. This would, in turn, decrease economic growth in the DC metro area and provide less passengers for Metrorail to receive revenue from. Instead of closing any stations, WMATA should be looking at other options that will sustain revenue streams without cutting service to valued riders.

As a business owner in Clarendon I depend on foot traffic to come to my location. Additionally my staff depends on the availability of the Metro near their workplace.

vital need to get around by metro

Closing any stations is equally as bad as reducing the operating hours. Not only would this result in out of the way trips for many riders, but it will likely lead to overcrowding at the nearby stations unnecessarily. In farther out stations, this would be a bigger problem for parking. This and closing earlier are the two worst options thus far.

This would be extremely bad for me. PLEASE do not do this. I can see some DC stations where the metro stations are a block or two from one another. But that isn't the case in the suburbs. I live in the condos near Grosvenor. I can't even imagine what will happen to the property values here as the metro is one of the top selling points.

Closing the Van Dorn Station would prove a significant hardship given the high density of people living on the West End of Alexandria. Alternative states offer insufficient parking, and bus schedule in Alexandria is not dependable.

Since I live and work by the red line's White Flint station. I can only speak to that station. The elimination of the White Flint service will have an incredibly negative impact on thousands of residents and employees who rely on that station's service on a daily basis. I realize Covid has impacted Metro's service and revenue. Though, the wholesale elimination of service to so many stations speaks volumes to the quality of the management of the system over time. Also, the non-dedicated, politically piecemeal funding mechanism for the system from the start. Minimum foresight, Minimum capital reserves. I have traveled to Europe and used a number of subway systems in different countries. Their cleanliness, upkeep and efficiency of service puts our nation's capital's system to shame.

I use the Green Line exclusively to get to work and school in College Park. I have no other mode of transportation, only Metrorail and Metrobus. It would be disastrous for many of us going to UMD, if the College Park station were closed. Also, in my case, the F6 Metrobus is on the shopping block. Without the F6 and Metrorail station open at College Park, it would be IMPOSSIBLE for me to get to work. I don't have a car and cannot afford Rideshare on a regular basis. Please consider also that many students do not have vehicles and lots of people use Metrorail to attend events at UMD.

My family compute use these Stations.

Proposal to close 22 Metrorail stations

First, you are RIDICULOUS to base any decisions on current usage. Hold off! Second, I will mention only three know well. Grosvenor-Strathmore is critical to the surrounding neighborhoods. When I was in a walking cast, managing access to Medical Center was nightmarish -- awkward and scary - but I could get dropped off much closer to the station at Grosvenor (and, BTW, you ought to issue temporary passes to people with such injuries, so they could pull into the bus circle off Rockville Pike -- it would greatly reduce the walk/ hobble to the train platform) Third - and this has happened in the past, and it is bandied about in the neighborhood - if we are someday barred from access at Medical Center -- which is perched between two security-sensitive campuses -- the neighborhood (which really includes a lot of people from further up the line, who choose Grosvenor because of parking) would be forced to Bethesda (minimal parking, already overbooked) White Flint or Forest Glen -- ditto to them. Or simply back into cars. Smithsonian --+ youre joking, right? One of two Metro stations nearly every tourist and most metroDC residents are guaranteed to know and use? Archives/Federal Triangle/Judiciary Square? Really? Do you hate federal employees ?

I am 70 years old and I need Mt. Vernon Square open to get senior meal at Saints Paradise Cafeteria 601-A M Street NW between noon to 4pm. Plus, my medical condition will allow me to walk 1 mile to the next station.

Virginia Square is the closest metro station to where I live, so I would prefer it to remain open! Also, it strikes me that some of these stations (Federal Triangle, Judiciary Square) are very popular commuter destinations. While they're not in heavy use now because of the pandemic, once the pandemic is over and offices reopen, those stations will once again be needed. Similarly, other stations mentioned (Smithsonian, Arlington Cemetery) are important tourist destinations. Again, while tourism is down now, it will eventually come back after the pandemic. It may make sense to suspend service to these stations temporarily, but they shouldn't be closed permanently. It seems likely that, after the pandemic, they'll be in high demand once again.

Absolutely brutal. Destroys everything. Going and returning from the Zoo (this will kill the Zoo at the same time); from going and returning from bus stations in Bethesda and downtown DC; from going and returning to conventions and festivals of all kinds downtown; from going north to festivals in Rockville and Gaithersburg; will destroy the Smithsonian's National Folklife Festival on the Mall--a national treasure; our national museums; theatres of all kinds downtown; and life in general in the DMV. Would be tragic--none of them should be closed. Trains are already in disrepair requiring delays and shuttles sometimes which puts at jeopardy trying to get to Union Station or National Airport on time. This would kill traveling outside the DMV to other states when it's unaffordable to take a taxi or Uber to those stations. Would destroy many people's quality of life, including mine. Tragic. The only solution to the whole problem is to raise subway fares. I would most definitely be willing to pay higher fares than to lose these stations, particularly my own which is so close to where I live, Grosvenor-Strathmore, which was, and is, the whole point of Smart Growth and reducing cars on the road; overcrowding of schools (not to mention Global Warming and suffering from dirty air, especially when one has asthma like me).

Please do not close East Falls Church station, that is my primary station

I live near VA Square which would cause me issues when commuting

I work in Cleveland Park. Having to walk from Woodley Park would add another 20-30 minutes to my commute which is already 45 minutes.

Regularly use either Virginia Square or Clarendon station as start or end point. Ballston and Court House stations are too far apart, and too far a hike from my residence as well as many other Arlingtonians. This will force many of us who have used Metro for years to abandon Metro.

My elderly mom lives in Cleveland Park and I help her every day of the week with food, doctor's appointment (we do not own a car) and all primary needs. This proposal is unrealistic.

For tourist purposes, closing the Arlington Cemetery stop is not appropriate, especially in allowing access for those wanting to visit those buried there. Closing Grosvenor is a ridiculous idea - it is an incredibly popular station, has lots of parking - it's the first station outside of the beltway. Regardless, IF needed, I would suggest closing stops temporarily. Ridership could very well increase dramatically in 2022 and beyond, so having the ability to re-open stations would be wise.

I am saying a qualified yes, but I do not use all of those stations, and I think the pedestrian experience of all of those areas needs to be examined before that decision is made long-term.

I live near the Clarendon metro and rely on the metro, even during the COVID-19 pandemic, for my all my transportation needs.

In particular - McLean station. Please do not close this, that is the station my company is closest to

Don't close stations in BIPOC communities.

I normally board at the East Falls Church station to DC for work. Ballston or West Falls Church are not close enough, and if EFC closes it will make driving to work more efficient than taking the metro.

Proposal to close 22 Metrorail stations

I actually couldn't believe what I read. If you reduce service to 30% level, you are only going to earn 30% or revenues after people return to work. The roads will be clogged, and Metro will be sitting on hundreds of millions of dollars of capital investment that would be shuttered. This would become a permanent fixture, which would lead people to leave mass transit altogether. There is no strategy to these proposals but reducing costs to save a budget. These actions will be set off a spiral to the bottom which will completely close the system. Thousands of people will be affected, where will they go?

This wouldn't affect my work commute but what a shame.

Judiciary Square should remain open

I frequently use Clarendon, Virginia Square, and East Falls Church stations when commuting and for recreation. My metrorail use would decline significantly if these changes were implemented. Furthermore, I'd like to note how ridiculous the proposal to close stations that haven't opened yet is. How do you know what the ridership will be at Innovation Center, Loudoun Gateway, or Reston Town Center. The RTC station in particular seems like it will be an important part of the Silver Line Phase II and it seems misguided to give up on it before service begins.

Yes, so long as the L2 continues to operate reliably in order to get to Cleveland Park.

This proposal almost seems like a Straw Man intended to scare the public and their government representatives, because it is so clearly wrong-headed. (1) The Washington area gets huge revenue from tourism, and yet this proposal closes most of the stations most-used by tourists (besides the airport stations): Archives, Federal Triangle, and Smithsonian for The Mall and nearby attractions, and Arlington Cemetery. (2) This proposal also closes stations closely related to federal government offices, also a key aspect of DC, obviously, like Federal Triangle, Federal Center SW, and Judiciary Square. Basically almost every station I go to from my home in close-in McLean or my office in Falls Church City (if I were even to use Metro, with the proposed closure of EFC station) would be closed. This is lunacy. (3) East Falls Church station is serviced by a network of local buses and has many people, like me, who walk there. Closing a station that is located within easy driving distance of downtown DC and Tysons will inevitably result in many more cars on the road. Unlike, say, Cleveland Park or Virginia Square, walking to another Metrorail station will not be feasible for most people who use East Falls Church. (4) Finally, closing most of the key stations on the outer portion of the Silver Line is exactly the opposite of what WAMATA should be doing to reduce passenger-car trips and associated air pollution and congestion. Not to mention the fact that I and hundreds of thousands of others have paid much higher fees to use the Rte. 267 toll road in recent years to fund the expansion of Metrorail to these stations, which would now not function as promised. Of course, there can be no legitimate claim to closing three Silver Line stations because of low ridership when the stations are not even open yet.

The capacity to travel to a variety of locations by public transit is required to allow us to live here without car dependency.

Closure of the Smithsonian station would adversely impact my family's use of metro to visit all the museums in downtown DC! It would force many to have to drive and find parking in downtown DC and thus curtail visits to the museums.

This is outrageous. We suffered through metro mismanagement and shutdowns already. DC of all places should figure this out given our economy's tendency to better weather economic swings. I live where I live (across the street from Virginia Square metro) so I can quickly and easily get to my job easily in the morning and come home at night without further travel and without a wait. All the businesses and schools and churches around here are geared towards this population -- Rosslyn to Ballston on the Orange line. Virginia Square is a busy station in close proximity to key businesses and employers like the FDIC. People bought houses, took jobs, and sent their kids to certain schools relying on being within walking distance of the Virginia Square and Clarendon metro. There's an implied social contract here -- in Arlington of all places. We've paid more for our condos and higher taxes for it. We've paid for schools and parks and infrastructure to build a community. We've had enough stress with COVID. Essentially forcing people to drive to work in DC, entertainment and sports, restaurants, shopping, doctors, the airport, etc. is bad for the environment, bad for DC residents (where I work and play) and PARTICULARLY FOR THE ELDERLY who settled here, and bad for the health and wealth of the metro area. For in demand Northern Virginia/Arlington public transportation at Virginia Square and Clarendon to be eliminated when we are back at work would be devastating to Northern Virginias and the city's economy and residents wellbeing.

I frequently use the yellow line to get to Mt. Vernon Square. Are these proposals temporary because of the Pandemic or will these stations reopen after Pandemic restrictions have ceased?

Judiciary Square is a key area and removes traffic from Chinatown/Gallery Place.

This would cause a traffic and pedestrian mess around the stations that remain open

The closure of the Grosvenor-Strathmore station would add additional time to my commute. The nearest station would require using a bus to get me to either Medical Center or White Flint depending on the travel needs. I am 100% dependent on public transportation, as I do not drive due to medical reasons. I use Metro for all my daily needs: work, grocery shopping, medical appointments, and pre-COVID time: religious services, visiting friends, community events, and other activities.

Need these stops for travel to work as well as delivering medication to relatives.

Proposal to close 22 Metrorail stations

I am expecting that metro riders will return to metro once vaccines are received and employers begin asking their staff to return to work. i think that by Jan 2022, we will be back to normal, and the closed stations will increase overcrowding on metro. I would not continue to ride metro if overcrowding occurred.

My closest station is Courthouse, but I do occasionally use Clarendon station due to its proximity to local stores

Absolutely not acceptable. Neighborhoods will die not a good service to your customers as you are making our commute even longer. Reduce the hours of operations but not permanent closure. Not These are dense areas in Clarendon and VA Square. It will create major crowds at ballston and courthouse that are already packed at rush hours. Social distancing will be impossible. Horrible idea not considering your customer health Not a good service as it will only make us late at work on an a daily basis ,Change the way you monitor your station. Or have the station open at least during rush hours.

Absolutely not! Why not close every station if you intend to chop the system off at the knees? If revenue is a concern why close the summers most popular stop? Why cut off most of Arlington? People need these stations to commute!

This proposal would be tremendously burdensome for me and my family. We are a single car family with two full time jobs and a young daughter. We moved to our current home specifically because of its proximity to one of the stations proposed for closure. Please do not close these stations.

This is a horrible plan. Closing stations means that people like me who are dependent on Metro cannot get to appointments or even have access to the Smithsonian museums. I use several of these stations such as Cleveland Park for my dental care. Metro is discriminating against people who rely on Metro by cutting out entire stations.

Again, I use metro for all types of trips. I explicitly chose to live within walking distance of the metro so that I dont need to depend on a car for my transport needs. This would be devastating to me and thousands of others in the region. Please look for alternative solutions!!!!

Please dont close East Falls Church metro station! Please consider proposal 1 to cut cost instead of closing stations.

I believe, it is time for the Metropolitan Washington Council of Governments (Washington, DC; Maryland, and Virginia) to uniformly engaged the United States Government concerning more formal and permanent federal funding for Metro Bus and Metro Rail, as the majority of its ridership is Federal Workers. Eventually, the Governments and business will figure their business and operating requirements in the COVID-19 Global Pandemic New World order. With vaccinations treatments and opportunities becoming more available, more businesses can start returning and more people and finally have opportunities to go back to work.

Just because they are "near" other stations, doesn't mean it's accessible. You may be asking kids or less able-bodied people to potentially add 10-20 more minutes of walking to another station,

Grosvenor is not near any other station

This would not improve ridership and would inconvenience those who use these stations.

These are critical high volume stations, this plan will inconvenience lots of people. This is not acceptable

Is significant walking distance for older riders.

I work as a Tour Guide and we rely on many of the core stations. Arlington would mean more driving on the roads for buses to pick us up or drop us off rather than starting or finishing a Arlington. Also we often transport groups to or from Arlington Cemetery via Metro.

While some station closures may make sense like Virginia Square or future stations--stations located in Wards 7 and 8, as well as in Prince Georges county should not be closed. Closures to stations in these areas that are primarily black would significantly decrease access and would be inequitable. Closing a station like McLean would significantly increase car traffic and harm the environment. The impacts of closing all the proposed stations would be severe and would force the business commuter and leisurely traveler to seek more costly and harmful alternatives.

Not ideal for tourists (including local tourists) to have all stops close to the Mall closed (Smithsonian, Archives, Federal Center). 2020 ridership is not an indication of how ridership will increase again in 2022.

Both stations I use to go to and from work would be closed.

This would eliminate my ability to commute via Metro. My two stations are East Falls Church and Greensboro. Other close stations arent close enough to be viable.

I am likely to go back to the office soon, and this could make it difficult to get to work.

Archives is my metro stop and Grovesnor is the one that Wilmer Eye patients need to get off at to take the bus to Wilmer

Parking resources at Grosvenor-Strathmore, and shared access for symphony, are valuable to retain. Neighborhood is heavily populated with metro riders

The two metro stations I have used the most are East Falls Church and McLean metro. McLean is a newly opened station which indeed has low ridership, and which would be reasonable to close. However, East Falls Church is an absolutely essential metro station. The 2A bus visits East Falls Church, but if East Falls Church were closed, 2A riders would have to sit out the ride all the way to Ballston or Dunn Loring. This would significantly lengthen travel time for 2A riders.

Proposal to close 22 Metrorail stations

EFC is served by both Silver and Orange lines, and has a number of bus connections.

The company I work for is AvalonBay Communities, Inc. I work out of its headquarters in Ballston. AvalonBay already has some employees back in the office in Ballston and they plan to bring more and more of its employees back to working in the office as things with the pandemic improve in 2021. I am one of the individuals that is back to working in the office. I do not own a vehicle and I rely on the metro to travel to work. If the metro stops near my home and office were to shut down, it would impact my situation significantly. Not to mention the incredibly negative financial impact it would have on the value of my home and all other property owners and business owners near the closing metro stops.

If these would be temporary closures, for the sake of saving money until metro regains riders, perhaps it is a good idea to consider. However it isn't clear if Metro is taking measures to save money now, during the pandemic when ridership is low instead of focusing on cuts when God-willing, the pandemic will be over. Also, I can't comment on the proximity of all of these stations to others, but Grosvenor isn't within a reasonable walking distance to any other station. In the other hand, the distance between Bethesda station and Medical center is walkable and pedestrian-friendly. Low ridership stations could represent lower income neighborhoods and shutting those stations down disproportionately will harm those communities even more post-pandemic. Metro should consider the potential for social justice issues like that when considering shutdown stations.

How would WMATA address the needs of people with limited mobility? Would there be shuttles in between?

The advantage of a metro system is to reduce vehicle usage and to help the environment and reduce the impact on the climate. By having more stations people can walk to the stations and not have to drive. For example, I can walk to the East Falls Church metro, and I, my family, and neighbors walk there every time we use the metro including for commuting. To get to any other station, the closest being two miles from our house, we would have to drive. Often parking is an issue at the other station and driving adds time, as driving to the next station takes longer than walking to our close East Falls Church station. Driving and parking at another metro stop also adds costs - including money for gas, wear and tear on the car, money for parking itself and reduced health from less walking. In addition it would increase traffic and the extra driving would impact the environment. There are a lot of other costs to be considered if metro stations are closed. Please keep all the metro stations open to help make communities walkable and also help the environment.

I could work around all of these closures with my travel patterns to work in D.C. Im surprised that Smithsonian is a low ridership station, though.

Absolutely not. This is an absolute non-starter. Disastrous.

Grosvenor-Strathmore does not have near stations

I use quite a few of these stations, and these draconian cuts are deeply unfortunate.

Not sure, only if there are low ridership.

I use some of these Station , for work and home

These train stations are very important in making sure that certain locations and experiences are accessible to everyone

I think closing stations that trains have to run through anyway is unacceptable. In particular, many of the proposed stations that would be closed are in critical downtown areas or along the Mall, which is already hard to access. I do not see enough value in the closure of station and feel this would only drive more customers away from using Metro, further driving down revenue.

I work at George Mason University and both the Clarendon and Virginia Square metro are the closest metro stations. The next closest is a mile away. This will not work for me or the hundreds of students who rely on metro to get to the university

I know we may seem close to other stations, but in practical terms, this adds 25 minutes each way. There is no parking at Grosvenor, and while there is at White Flint, there are or might be fewer trains passing by there. We moved here knowing that we were close to a Metro, and it allowed us to depend on public transit for our commutes. I realize that times are hard and the jurisdictions have been chary with contributions. I think this is a terrible mistake in terms of public investment in the regions future. With climate change at our throats, Im completely puzzled why public transit isnt a huge priority. I imagine Im preaching to the converted. But the short course is that for us this would be devastating.

This plan has the potential to make planning sightseeing with visiting friends difficult if they want to use Metrorail to get around.

If you shut down my local station College Park , I just will not use metro moving forward. Greenbelt is inconvenient because it takes almost 15min to walk from the parking lot to the train platform.

Some of these would probably be ok but others may be problematic - Im not sure yet. Please make sure that you do not close stations in lower income areas of the cities. Many people who live and work near these stations are dependent upon public transportation.

Cutting some of those wouldnt impact my decision to take metro to their area (judiciary sq, archives, mt Vernon sq) but others would be devastating and I would stop using metro to travel there (Cleveland park, college Park).

We need the Grosvenor-Strathmore station to stay open to commute to work

Proposal to close 22 Metrorail stations

Virginia Square and Clarendon are right next to one another. Close one but not both.

Closure of many of these stations would prevent me from making many of my personal and professional appointments, including necessary medical appointments. While I could adjust my schedules to a revised Metrorail time schedule, I could not adjust to station closures that would prevent me from getting where I need to go.,

Without Federal Center SW, the distance between stations is a really long walk. Also, how will tourists get to Arlington Cemetery?

The Grosvenor/Strathmore Station is extremely useful to the communities living near this station. The coming of Grosvenor/Strathmore would have big economic and social impact on this communities, including property value, educational activities (through Strathmore School of Music and Concert Hall), plus the important activity of the Grosvenor Mini Market.

I frequently use 7 of these stations to get to work, or work functions. They are all necessary, again to ensure that I am not late (depending on delays within the system, whether it is faster to transfer to bus, another line, or walk, or a combination), and their proximity to other stations should be irrelevant. Yes, Federal Triangle and Judiciary Square may be within 6 blocks of each other, however their service to other lines that require transfer (and potential delays and 15 minute headways) makes each necessary to use due to metros frequent and unrelenting service disruptions.

You are closing two adjacent stations which I use: Virginia Square and Clarendon. I'm a senior so would have to walk at least a mile in either direction. Or.....wait for a bus in inclement weather. Clarendon businesses need the trains to encourage more customers. It would be a terrible problem for them.

Walking even short distances for someone my age can be difficult, especially during inclement weather, at night, or when carrying groceries or luggage. Even worse would be walking in an unfamiliar neighborhood.

This is another BAD proposal because it affects customers who MUST use these stations to get home, get to an appointment, shop or work. The worst impact would be on seniors because it would force them to travel longer distances. For example, Metrobus does NOT have service at Morgan Blvd. If this station were to be closed, they would be forced to exit at either Addison Road-Seat Pleasant or Largo Town Center. In addition, The Bus (PG County) has only one route that connects Morgan Blvd & Largo Town Center and no route connecting Morgan Blvd & Addison Road. This is a TERRIBLE proposal because it puts customers LAST and makes travel MORE difficult!

I utilize both the Smithsonian and Federal Triangle stations to get to work. Archives also is used. The closest station would be Lenfant which given occasional pain would make things difficult.

I understand why you would like to close certain stations because of personnel costs but this would put a real crimp in my transportation. I have no car and Metro is my only form of transportation.

I would really oppose the closing of the Grosvenor station especially, as it has Strathmore Center there and a large parking garage, which is the closest garage to downtown. That doesn't make much sense to me. Also, the surrounding neighborhoods have a large number of people that walk and drive to the Grosvenor station.

Please keep the Grosvenor-Strathmore station open. It's surrounded by lots of condos and townhouses. People can just walk to the station instead of having to drive and park the car at the station. The Strathmore Performance Center was built at that location, because of its proximity to the Grosvenor-Strathmore station. People from all directions can come to attend concerts and see the performance can take the Metro, then just walk over to the Strathmore Center through the walkway.

I specifically moved to the area I live to be next to metro. Closing the Eisenhower station will severely impact my mobility. I work in DC and would not know how I would get to work. I

This would have a strong negative impact on Revenue, and would further reduce growth as riders on the newly built silver line will not begin to adopt the service. Further, this would be controversial as northern VA residents have paid substantial tax assessments to build the system and then would be denied the use of it.

I think Clarendon station should remain open

I think it's definitely possible to eliminate some of the downtown stops where there are other stations within a few blocks, but the ones that are further out will leave whole towns and neighborhoods in Maryland and Virginia totally unmoored from the system.

Close Clarendon and Virginia Square stations puts all of the Orange Line commuters having to use either Ballston or Rosslyn. Where does one park and how does one get to the metro station. Clarendon is a vibrant area with lots of restaurants and stores -- built around the Metro! Same for Virginia Square. Closing them is so short-sighted. What happens to all the businesses around them that rely on Metro users??

No, because I live by Largo Town Center station and come through both ways Everyday Going and coming and going to work this way this got to change.

keep Cleveland park open

Absolutely no! Closing stations is the worst possible option and will turn droves of people away from Metro forever. If you want to kill Metro, this is how to do it.

This cuts off a significant portion of the line. What station is near EFC? Nothing!

Proposal to close 22 Metrorail stations

I rely on the Cleveland park metro to get around the city. I've been too nervous to use Metro during the pandemic, but once I receive the vaccine I will return to using metro and will need it to get to work once the office reopens this summer.

As I lived in Clarendon, I am *strongly* opposed to you closing it AND Virginia Square GMU. I am sure that you are basing this on numbers BUT this plan would screw over everyone from Courthouse all the way to Ballston. It just doesnt make sense to me. I mean, give us something in the middle. Clarendon has a thriving nightlife and is actually midpoint between Rosslyn and Ballston. Courthouse is close enough to Rosslyn to walk. Why would you not close Courthouse over Clarendon? I genuinely do not understand this. If you *need* to keep Courthouse, then we need Virginia Square to fill that middle gap. Personally, I would recommend closing Courthouse and Virginia Square but keeping Clarendon OR closing only Clarendon but giving us Courthouse and Virginia Square. From my time living in Alexandria, I do not support the closure of Eisenhower. That is a rather big stretch of metro line that would leave a large swathe of people without access or heavily reliant on buses. Beyond that, I support the closure of the following stations: - Archives: It is downtown and there are lots of other station options nearby. - Arlington Cemetery: When I took the train from my old place in Alexandria, I was happy when we skipped Arlington National Cemetery. I assume that people would need to walk there from Rosslyn now? I think this is do-able or bus options. Regardless, the population going there is not the regular commuters and would be smaller. - Van Dorn: Again, based on when I lived in Old Town, I think it is close enough to King Street that you can close it. - Federal Center SW: LEnfant is right there. - Mt. Vernon Square: Not ideal but it is close enough to Chinatown. - Smithsonian: Again, not ideal but LEnfant is right there. - Federal Triangle: I hate the big gap that the closure of these two stations creates but Metro Center is right there. - Judiciary Square: Chinatown is right there. I have no experience with and cannot speak to the closure of the following stations: - Cheverly - Cleveland Park - College Park - East Falls Church - Greensboro - Grosvenor-Strathmore - McLean - Morgan Boulevard - Innovation Center - Loudoun Gateway - Reston Town Center

Some of these stops are important for tourists - such as the Arlington Cemetery and Smithsonian stops. Also, I live in Arlington and could see closing one of the stops on the Orange line, but I think that Virginia Square makes more sense than Clarendon. Again, people use the Metro to go out at night as an alternative to driving (especially if they are planning on drinking). Since there are restaurants and bars in Clarendon why would you close that station?

What the fuck does NEAR mean in this context, you are requiring cars in order to use Metro, this plan is a disaster!!

I live at 14th & N NW. One of my most common Metro trips is taking the yellow/green lines from Mt Vernon Sq to Anacostia Parkrun on weekends. Its currently about a 15-minute walk to the station, which is about as long of a walk as is reasonable to make this trip. Having to go to Gallery Place would turn that into a 25-minute walk to the station, or a 10-minute walk to McPherson Sq plus who knows how long of a wait to transfer. I would just stop going.

Metro should consider having the College Park station open because of the UMD students who may be starting in-person classes. Students rely on the Green Line to commute to DC or back home from college.

I live in Arlington - closing Clarendon, Virginia Square and East Falls Church would overload the Ballston & Rosslyn stations beyond capacity. This would created dangerous overcrowding and be inconvenient for those living near the other stations as well. Closing Smithsonian station doesnt make any sense at all assuming tourists (and residents!) will be returning to the Mall once the pandemic is over. While there may be stations you can close due to low ridership, it doesnt look like any of the ones you listed would fall into that category. There wouldnt be much of a Metro system left with so many closures. However, if you ran trains to the remaining stations every few minutes to offset the closures it might work, but you would lose so much ridership by closing the existing stations that I dont see how even more frequent trains could balance it out.

I live between the Ballston and VA Square stations. The closure would not affect me directly, but I feel like the closing of both Clarendon and Virginia Square (two consecutive stops) may stop people in the area from being able to walk to a metro station in order to get on the train.

Keep Van DORN st open. There are many condos in the proximity that have riders who use metro- which decreases car traffic.

I regularly use the Green Line to get to my workplace at the University of Maryland, College Park. There are not suitable options for commuting there should the College Park Station close. Many students and employees at the university as well as residents of College Park use this station regularly.

Both my children metro to school and when we work in person, my husband and I metro - that's four riders back and forth everyday and we live in Arlington and take the East Falls Church metro. I see about 20 other kids getting off from my sons school, Gonzaga. And I see kids take the metro to East Falls Church so they can walk to and attend Bushop O'Connell Hugh school - this would be most disruptive to kids who come from all over to get to school

Do not close/shut down any metro station even if there is low ridership-- to compinsate increase fare prices on subway or bus & have shorter trans on subway lines or have subway trains skip stations that have low ridership-- like having a subway train only service a station with low ridership less frequently having trains blow by certain stations but only service those stations with every 2nd 3rd or 4th train, but have it be at predictable intervals. There are essential workers & other elderly & school children who use WMATA to go to & from-- as their primary mode of transportation.

Proposal to close 22 Metrorail stations

Closing Grosvenor-Strathmore is unacceptable! Pre-COVID, your data shows that Grosvenor-Strathmore has more ridership than White Flint and Twinbrook -- and neither of these stations are being considered. I live 10 minutes walking to Grosvenor and would have to move if this station closed. I have chosen where I live due to its proximity to the Grosvenor metro stop. Additionally, closing this metro station would have a devastating impact on home values in the area. It would be VERY disruptive for me to get to work on time. Taking an additional metrobus to get to another red line metro station would add extra time to my commute that I simply do not have. Additionally, the Grosvenor-Strathmore stop is a commuter hub. Its an easy exit off of 495 with plentiful parking for people driving in from outside the area. I was one of those commuters when I live in Howard County. Simply put, Grosvenor-Strathmore is one of the most critical metro stops and should NOT be on the list of possible stations to close now or in the future. One more important point: we need the Grosvenor metro to service the Strathmore! Please dont kill the arts!

If the plan is to start Yellow line service at Mt. Vernon Square to Huntington, then Mt. Vernon Square station cannot be closed.

The following stations should not be closed unless significant improvements are made to the metrobus/local bus systems to provide similar service to these areas and provide access to nearby stations: Cheverly (little alternative service nearby), Clarendon (close Courthouse instead due to frequent & overlapping bus routes in area between Courthouse and Rosslyn), College Park (key destination due to UMD), East Falls Church (will be left with no alternatives due to proposed Metrobus changes eliminating 2A route and reduced frequency during pandemic. Need fast alternatives to service Arlington areas between EFC-Ballston, Clarendon, Courthouse, and Rosslyn, as well as Dunn Loring/Tysons - for example similar service like ART-55 bus serving Wilson Blvd to points East from EFC), McLean (would need alternative/increased frequency and routes to Tysons, EFC and Ballston), Van Dorn (serves as a hub for local bus routes, would cut off service for large portions of Alexandria. Alternatively extend bus routes frequently to Eisenhower Ave and keep Eisenhower Ave open.). Innovation Center, Loudoun Gateway and Reston Town Center (No new Silver Line stations should be closed. These stations will not be profitable longterm if they are not opened with the rest of the Silver Line extension. Arlington Cemetery should be serviced using local Metrobus/Art Transit bus route between Ballston - Clarendon - Rosslyn - Pentagon - Crystal City. All Blue Line service should be changed to Yellow Line Service as it is currently (Feb/Mar 2021) serving two branches between Franconia - Mt. Vernon Sq. and Huntington - Greenbelt at minimum every 20 minutes per branch. All other stops have frequent/direct service nearby (under pre-covid bus routes) and can be closed if absolutely necessary. Existing Metrobus routes between these stations and adjacent stations should have adjusted frequencies between stations (Ex. between Cleveland Park and VanNess/Woodley Park or Grosvenor and Medical Center).

That depends on whether there will still be bus service to the closed stations,

This would be an economic hit to the areas that have popped up or are continuing to grow around those stations. McLean is a good example. There's an arena being planned for there and new office buildings are still going up

As soon as people go back to work again, these stations serve a very dense working population and they will need these stations.

I hope to commute to my job during rush hour in AM and PM at Federal Center SW from EFC every M-F during the week once the pandemic is over. I need EFC open please

Seems like a pretty damn bad idea

There are MANY older people and people with families in the Cleveland Park area that depend on our Metro station because we don't have cars and our small children or older folks cannot walk miles to the next metro stop. The station is our lifeline to jobs, medical appointments, shops, school, and work. We moved to this neighborhood because of the Metro station! I don't know what my family would do if the station closed. We would MUCH rather have more crowded trains or shorter station hours than close a station. Please don't close our station!

I will no longer be able to get to work if this happens.

Cleveland Park is my home station. My family has been long-time Metro users for 27 years. Closing this station would be a major disruption to our lives.

East Falls Church should not be closed because there are essential workers who rely on the stations transportation, including Metrobus service, who get to and from work everyday given no alternatives when eliminating Metrobus Route 2A.

Federal Triangle is used by numerous federal employees when the pandemic is not happening. Because everyone is teleworking ridership is down, but once unlimited telework is over, this station will be fully in use again.

Noooooooo please no! I live at Grosvenor-Strathmore, it is my only access to reliable public transportation. Please dont close it! It is essential for me and many others. Many of us who use the metro are low income and/or do not have a car. Closing these stations and limiting the number of trains/arrivals/departures and enforcing an earlier close time for this public service would be devastating!! It would really make life so much more difficult than it already is :(please dont do this...

If we can pay for tax breaks for billionaires, we can afford to pay extra to keep our mass transit running!

This could work if there are bus routes that service the same areas.

Proposal to close 22 Metrorail stations

Occasionally, I might need to ride to some of these stations. Perhaps, a longer wait time between the trains might be a solution than to outright close them. Also, more folks might be returning to work and other activities outside of their homes before January in 2022.

That Metro is even considering closing both Eisenhower Ave and Van Dorn St shows me that Metro management is not even considering the communities it would be affecting. I get that certain measures need to be taken given the budget situation, but look for cuts somewhere else. Seriously. Residents in the West End of Alexandria, like myself, would be left high and dry and in dire straits transportation-wise should these closures happen. I moved to my particular neighborhood because of the easy access to the Van Dorn St Metro and two rush-hour buses into DC, but those bus line have been discontinued and now you want to close Van Dorn, too? For Gods sake, get a clue about the damage you would do to people.

My station is East Falls Church. Others are not as convenient although I guess I could take a bus to Ballston.

Many of these stations are not near other stations. I work in DC tourism and I worry ending the Smithsonian line would frustrate tourists new to town who dont know they can take another line to get to the Smithsonian.

I live in Pentagon City but work in Reston. The opening of Silver Line Phase II would reduce my commute time, and Im planning to move to Reston or Herndon later this year to take advantage of those new stations. I depend on Metro for all transportation, so closing the Reston Town Center station will limit my options for where to live - Id have to live further away (Spring Hill, etc.) or seek out more expensive transport options and stop using Metro.

A terrible proposal with regard to Grosvenor-Strathmore. I am in my 80s, do not have a car, am active and self-sufficient, live within walking distance of the Grosvenor station, and Metro is my lifeline. Without the Grosvenor-Strathmore station, I would feel almost as shut in as if the pandemic had returned

East Falls church is the closest metro stop to the city off of the orange line that offers parking and is large bus depot for the neighboring communities. As the last stop before the orange/silver line split, this would impact many riders in the falls church, Arlington area who would then need to travel to less convenient stations. The easy access to 66 make this metro station essential to commuters. Clarendon is also a large destination for night life and closing this stop would be unfortunate for those who rely on metro for a sober transportation home. Arlington cemetery is a large tourist destination and many visitors rely on east access to our national parks.

This is insane. These are all centrally located stations that serve neighborhoods that would not be able to access metro without them. Not to mention Smithsonian and Arlington cemetery-how are people supposed to get to these places? If you're trying to bankrupt metro and put more cars on the roads you're doing a fine job

How can closing East Falls Church even be considered an option? It is so busy. It is an important reason I bought my home where it is. This would significantly impact me, for the negative!

At least half of above mentioned stations are very frequented. It is a shame that one of the biggest metropolitan metrorail systems in the US is in such dire financial situation! And it is going to happen right in the heart of the Nations Capital, Washington DC and its suburbs.

I need my station open, Grosvenor-Strathmore.

This would severely impact me, as my most frequently used stations are Clarendon and McLean as part of my daily commute. I will not be able to get to work if these stations are closed.

If you will close stations... then you need to open lots of parking spaces... as people will be forced to drive to another station instead of using the one they usually do.. So, unless you plan on doubling/3x available parking at the stations that will remain open to account for the influx of cars... this will only serve to make the metro less convenient... which will translate in less use and less funds, as people will not feel like driving to a station to leave their cars... instead of just driving to their place of employment or where ever they are going...

If this was implemented I'd probably stop riding Metro completely, because my home station would be closed. I'd find other means of transit (bike or Lyft)

Dont use those stations to get to work or to get home.

Cleveland Park is the closest station from my house, I would have to take a bus to get to metro. These station closures would curtail peoples use of metro transit and diminish ridership thus aggravating the current budget problems

The Cleveland Park metro is vital to access businesses in that area since there is such limited parking.

Not opposed to closing certain stations that are very close to others, but this list is too big.

Arlington Cemetray is not near other stations! You cant really walk there from Pentagon or Rosslyn. Foggy Bottom would be a hike as well.

These dont affect me. But for Mcleans/Tysons the stations may be close but there is no way to walk between them.

Closing Cleveland pk is not optimal but I can make it work.

Proposal to close 22 Metrorail stations

Absolutely NOT!! This would be an impossible situation for anyone using public transportation exclusively. After encouraging people to give up their cars, this would severely limit a persons ability to get around in a reasonable timeframe to many places.

The stations listed are the ones I use to get to my house, work, and university. This is not a good idea

After a bus and train, I will be forced to walk to the Mall from Metro Center. NOT GOOD, especially in rain and winter weather.

This is not okay, people moved near metro stations to get to work and around the town easier. Elongating a large portion of stations would be very harmful.

but that is a lot of stations some of which i do sometimes use

The expected high traffic tourist area stations such as Smithsonian, Arlington Cemetery should remain open during spring and summer for increased ridership and the impact to tourism.

I prefer to use the College Park station

This would gut the system and be disastrous for the rail system. Disastrous.

Not at all since I use East Falls Church

The Clarendon station is located in an important business hub, and the McLean station is surrounded by lots of offices. Closing them will make Arlington residents life much more difficult and employees working in the McLean area very inconvenient. Especially in the McLean area, we should encourage public transportation given the high volume of traffic during rush hours. Not only more driving wastes time but also hurts the environment. Please carefully consider your decisions.

This is extortionate even in Metros history of extorting riders by threatening to cripple the system. I am sure that veterans and their families will love to hear that Metro is threatening to close Arlington Cemetery station even as the county has given over land to expand Arlington Cemetery itself to accommodate more and more honored war dead. Im sure the DC tourism quarter and the battered hospitality industry will love to hear that Metro is threatening to close Smithsonian, which is teeming with tourists in normal times and will be again at some point. Im sure the DC sports franchises will love to hear that you intend to close Metro at 9 PM -- and shake them down to keep the system open for their fans. Pre-pandemic, I saw large groups of young men and teenage boys brazenly jump the fare gates at Pentagon City FIVE DAYS A WEEK, TWICE A DAY. If Metro really cared about budget, it would crack down on fare evasion (especially since the crime at Pentagon City Mall shot up immediately once fare evasion began being ignored by Metro) and crack down on the abuses of free fares by DC Public School students. Instead, youre extorting riders with this proposal based on a falsely manipulated data collection during the pandemic. I work with data for a living and I know when data are being manipulated.

They are just opening developments bc of metro. East Falls Church is also the stop I use. If you take away more stops there will be less riders and thus cause a downturn in profit some of the closed stations will affect my travel. In addition I believe that closing stations will likely result in a death spiral with ridership dropping.

Specifically Greensboro as there is a series of U.S government offices located there

Same reasons written before. And East Falls Church closing is an awful idea as a connecting line.

Since my office is at College Park, I would no longer be able to use public transit effectively to get there.

I use the Metro daily for work, Hockey Games, Baseball games, anytime I want to go to DC and not worry about parking or getting home safely after a night out. I use it all the time for visitors from out of town to go to museums and monuments. I also use it to go to Tyson's, Reston, DCA. Not to mention, I have lived a block from the Clarendon Metro for 9.5 years and have no plans of leaving the area unless the Metro closes. If it does, I will sell my home and move out of Arlington Co. to be near a Metro station with more funding to not ruin my commute.

This proposal wouldnt be the wises long term because when lockdown ends more people may be willing to ride at these stations thus increasing revenue.

I use EFC metro everyday during rush hour!

I rarely use these metro stops

Archives and Judiciary square are where all of my coworkers get off. We will be regular riders again well before Jan 22

This is terrible! Closing stations will be disasterous and strand people. We live between Clarendon and Virginia Square. Closing both of these will mean both neighboring metros are too far away.

Station closures should not just be based on proximity to other stations. Many stations on the list are in dense communities (e.g., Clarendon, Mt. Vernon Square, Eisenhower, Reston Town Center). Instead of closing the entire station, consider closing one or more entrances to save on staffing costs. Replacing stations in less transit-dependent communities with bus shuttles may be a better alternative.

I regularly use the Cleveland Park station. Relying on Woodley instead would make my commute significantly longer, and pre-COVID, Woodley already was an intensely-crowded station.

Proposal to close 22 Metrorail stations

We live by EFC; don't close it!

Any of these Station we all need for whatever the ridership is to get were we are going.

Clarendon is a major evening destination, especially on the weekends. Closing the station would impact the local economy.

McLean metro stop is essential. Capital One office would not be able to function properly without that metro stop, considering the shortage of parking spots already as well.

I think Smithsonian should be excluded from the closures. You will discourage the visitors. They already enforce the paying meters at the national mall. Closing metro will add more stress and discourage the out of state visitors not to visit the national mall and Smithsonian.

People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinate, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around.

do not recommend closing stations which affect those who need it most

This is a very large number of stations to propose to close and really takes away a substantial I normally use other stations, but if I had a late meeting at the Cleveland Park library or at the Main Public Library downtown, were going out to dinner or to visit friends in areas of these stations, not to mention if I were working near one of the listed stations. the walk to the next nearest stop is not insignificant. This proposal would this would be tremendously problematic. Im sure you realized when this was announced that this would be a damaging and truly draconian proposal that would significantly hurt the utility of the Metro system and the ridership for the short and long term.

As if we haven't been financially drained enough from COVID, you want to crush my property value too? Unacceptable. There has to be another way.

Are the decisions about which stations to close, based on pre-pandemic ridership numbers?

I use the metro stop at Grosvenor-Strathmore and do not want to see it close. there is not sufficient parking to accommodate the closure at either Bethesda or White Flint metro stops.

The closest metro station to me is EFC and I can walk which is about .75 mile. The McLean and East Falls Church train stations are needed. Both are within a miles walking distance from residents who depend on the train. The 2A doesnt start until 530 am when most of us need it at 5am on Lee Highway. The current 28A bus wont get me to West Falls Church by 5am because you eliminated the 4am bus to Tysons. We need the trains in McLean and EFC open during rush hour times please. An alternative proposal, consider the following please:1. M-F from 5am-9am and from 5pm-closing: McLean, East Falls Church, Eisenhower Avenue stations should remain open.2. S-S from 10am-closing: McLean, East Falls Church; Keep Eisenhower closed S-S.3. East Falls Church Metro to West Falls Church Metro is 3 miles - further than Clarendon to Courthouse Metro which is .8 miles and an easy walk after the 38B bus is taken away. There are many passengers who are riding the rails early in the morning and upon returning home from work. When I arrive the EFC metro at 505am, I can catch the first OR line to LEnfant Plaza then change to King Street to other transportation options for work and there are passengers on the platform as well as a lot of passengers on the train at that hour. Eisenhower Avenue metro is also important and has restaurants, coffee shops, pax being dropped off by bus or vehicle and easier to get onboard. The National Science Foundation and other Carlyle organizations are in that area. I suspect passengers will start coming to work and wanting to use the metro station. 4. By keeping these stations open during morning and afternoon rush hours, will allow reduce overcrowding at Tysons Station, West Falls Church and King Street. If this is in response to the Covid-19, we should also comply at train stations too especially during rush hour schedules. I see more passengers at these train stations 5. By keeping McLean open, it helps with Capital One employees, the new arts and performance center opening up, residents within a half mile of the station as well as construction workers and employees at companies within a 10 minute walk to the station. It is too far for them to walk to Tysons plus by your eliminating the 23T bus, passengers cannot get to Tysons. What a shame to think we are giving up our vehicles to rely on public transportation only to have to drive 2 miles to get to Tysons and to eliminate buses that are important to us like the 23T.6. Please consider these stations to be open during rush hour times in the morning and afternoon until closing. 7. Please also consider extended the time to 10pm so those who are working can get home via bus and metro.You all dont know how important it is for low income passengers who need to rely on public transportation. I am making 12K less after Covid-19 and spent \$1500 in taxi fares when Metro wasnt around, which is one months rent.

Smithsonian is clearly a heavily used station during non-Covid times, makes no sense to close it. Also doesnt make sense to close both Clarendon and VA Square as they are next to each other; pick one, not both.

Proposal to close 22 Metrorail stations

Absolutely impossible for me to close Grosvenor-Strathmore station as I live nearby and use it every day. The proximity of Grosvenor station was one of the top priorities for me for choosing to live in Grosvenor Park III building where I bought an apartment. I don't have a car and using the metro is essential for me. I am also against closing Smithsonian station as I use it to get to my work (Holocaust museum). Again, when we will return to normality, Smithsonian station will see thousands of tourists coming to see museums on the National Mall.

My doctor's office is at Cleveland Park and Smithsonian is a major stop.

I assume that by January 2022 most people will be back in the office so not servicing all of the stations would be very annoying. I also worry about riders with disabilities and individuals with children. Another concern is what happens if something goes wrong at one of the stations that is left open? Normally the other stations close by can help for situations like fire/flooding/etc but that won't be an option if they are closed.

Depending on how you are covering the other stations, it could work, e.g., with buses.

I live in Cleveland Park and having the station open is critical for me to get to work.

These are still locations that people live near. Do you plan on increasing frequency or adding bus routes to these areas?

Metro has received federal monies, and not sure why such draconian cuts are still being planned! Clarendon is a major commercial hub in Arlington, and seems crazy to close.

This sounds like absolute disaster to me for this being a liveable city with adequate mass transit and would cause workers as residents to leave DC lowering the tax base, create huge hardship for businesses and vendors, causing many to close, have an undue impact on essential workers the poor and elderly, create over crowding on trains harmful and dangerous to public health. And lower home values.

I work at Federal Triangle. This is my stop...

I need Grosvenor Strathmore. Bethesda is not at a walkable distance and the roads are not pedestrian friendly. Rockville is always ways away.

I always use Judiciary Square when I have jury duty and I always use Mt. Vernon Square when going to the convention center. These stations are critical.

I could not get around without service to College Park, Federal Center SW, Grosvenor-Strathmore, Mt. Vernon Sq/Convention Center, or Smithsonian. Also, if you close Mt. Vernon Sq., where would the Yellow line stop (previous question)?

The EFC station is NOT close to other stations (WFC or Ballston)...a rider cannot simply walk to the next station. The station is also in a residential area that depends on public transportation, especially the Metro.

Closing the Cleveland Park Station would inconvenience travelers going eastward making connections to the Mt. Pleasant neighborhood. This is a walkable distance from the Cleveland Park Station.

Need Smithsonian, Arlington Cemetery, Grosvenor-Strathmore.

I do not regularly use any of these stops. However, I would worry about overcrowding on remaining stations in some cases. I get off at Faragut North and it's already dangerously overcrowded in the morning rush hour.

My office is at Clarendon so this plan does not work for me. I commute to work every morning and afternoon via the metro so this station needs to remain open. If you close down stations you are going to further reduce ridership because you are removing the convenience of the metro.

This would be incredibly inconvenient. Many of these stations are besides grocery stores, offices, and other key assets in the community that benefit from the flexibility of a strong Metrorail service.

I need them

The east falls church and McLean stations are important as main access points for public transit in those areas - which are areas with enormous development including housing that will add to demand for public transit.

This is awful. People are going to give up on metro if it's not useful. Work on getting more federal funding rather than draconian cuts like this. Were there any proposals to close half of the Beltway or 66 when traffic was down for a few months at the beginning of the pandemic? Of course not. This is ridiculous.

This is a truly horrible idea, and will destroy any remaining rider base. Honestly just shut the whole thing down if this is the plan.

I had already begun driving more because the parking situation at Wiehle Reston was getting so bad and the bus that goes by my home wasn't able to stick to a reliable schedule during rush hour with no dedicated bus lanes around the metro station. Closing so many Silver line stations might have even more people driving into Reston to use the Wiehle garage which was the problem before the pandemic.

Proposal to close 22 Metrorail stations

I board Metro at East Falls Church, which is within walking distance of my home. If it is closed, I would have to take a bus to Ballston and board there. I did this during SafeTrack a few years back and it added a significant amount of time to my commute, given that the bus was fighting rush hour traffic. If we put more people into cars--which will happen if Metrorail is no longer convenient--then bus rides like this will take even longer, which may result in even more people in cars.

Keep Grosvenor

This would make commuting, getting around the city, and traveling so much harder. In addition, trains would likely be too full to make up for this reduced capacity.

Some folks might have to be somewhere that requires for them to get off at a certain station as well as save a lot of time and stress of walking as well as relying on Metro bus

I do not own a car and walk to Metro. I depend on Cleveland Park metro and would not be able to walk to further away stations. This pandemic will end and ridership will resume.

My office office is near archives and federal triangle

Works for me personally, but I think it would be terrible to lose Metro stops at Arlington and Smithsonian. And how could you close both Federal Center SW AND Federal Triangle?

Perhaps Im mistaken, but arent they both kind of serving the same area? What would be the alternate?

Why is this even being considered? How was the group that suggested this not laughed out of the room? You just spent 2.7 Billion on a silver line and you want to close its first standalone station, its third, and its fifth? Clarendon and East Falls Church as low ridership stations? Really? Is this counting the pandemic or normal ridership? Raise taxes and invest in WMATA, all of these budget cutting options are both lousy and lazy.

East Falls Church is a growing area with a lot of high-density housing being built and a redevelopment plan underway. Losing this station would damage the sustainability of this growth, increase already bad traffic congestion, and worsen the growing air pollution in the area. We need East Falls hurt h to stay open.

Keep all stations open. When people have vaccines and coronavirus is under control, ridership will increase.

Before retirement I commuted to and from VA Square as it was less crowded than Ballston and cheaper than commuting from Ballston and walking time from my house was almost the same. The last several years I worked my wife would drop me off and pick me up at VA Square and it was a lot easier to do than at Ballston.

It's workable, but I wish we could look at opening more stations to make it easier for people to avoid driving.

Even if a station is near, a person who is not very mobile, or with health issues/handicap will have issues going longer distances. Clarendon is a station near a shopping center with a bookstore, two food store, etc. Having to catch a car service to the shopping center because the station is closed is not going to work for a lot of people.

I will need to go into office everyday which is at Greensboro station, silver line.

I work at Mclean station. Even if Tysons is a nearby stop, there is no easy way to walk from Tysons to Mclean station.

Closing almost a quarter of the metrorail stations would severely cripple the city and its essential employees

Clarendon and Virginia Square stations are vital for me to use to see my family and access points and stores in Arlington

What other station is near the East Falls Church station? I understand closing Virginia Square due to its proximity to Ballston station, but why close Clarendon? There is not another station in Clarendon, a busy professional community and a vibrant nighttime spot.

I work near the Smithsonian stop and live on Van Dorn street

This has already happened through the first sweep of the pandemic. I just adjusted my trip out.

Closing this many stations, would impact the reason to take Metro. In the case of Grosvenor-Strathmore, the parking capacity was increased just last year. If this station is closed, riders would be steered to stations with more limited parking options.

Terrible idea. Would cripple my commute.

it does not make sense to close two adjacent stations. ridership will decrease further if the metro stations are not within walking distance

Cannot close college park or archives.

This will create incentives for people to drive downtown instead of taking Metro.

Part of the appeal of the Grosvenor Metro station is that I can park there. Please do not close this station for any reason. (The parking is always full because people use this station (aside from during this difficult time).

I would have no way of getting to work if this happened. College park/Greenbelt line is vital.

If you closed both Clarendon and Virginia Square, Metro would be almost useless to us as these are the stations within walking distance for us. I would much rather wait longer for a train than to have no station at all within reasonable walking distance.

NSF, federal agency of 2K, is at Eisenhower.

Proposal to close 22 Metrorail stations

We chose a home close to the Virginia Square Metro station specifically because it was a very easy walk away. We reasonably expected it to remain open. Many people in our condo (Monroe at Virginia Square) are Baby Boomers with decreasing mobility. At least two use electric wheelchairs or scooters. Ballston (or Clarendon, if it stays open) make for an easy 15-minute walk for fully ambulatory people, especially in nice weather, but that constitutes a significant inconvenience in bad weather, or for disabled residents, compared to Virginia Square, less than one block away. Closing Virginia Square and/or Clarendon would also decrease our property value.

I work near Archives and Federal Triangle, so please do not close them. I have to walk over 20 minutes just to get on the train...I do not want to walk for 20 more minutes from Gallery Place/China Town once I get off the train. The reason you all have less ridership is COVID as well as the government calling everyone who wears a MAGA hat a terrorist and trying to fire them for going downtown, while BLM owns an entire street on one side of the White House, and Freedom Plaza on the east side as well. Please just tell the government to stop insisting people stay at home and punishing them for expressing their political views, and you will have more riders.

This is unthinkable! I see thousands of people riding from Grosvenor every morning! Find other ways to cut expenses! Look at the lights in and arrows the station that are on during the day light! Look at the escalators that are running nonstop even when nobody is riding them! Setup photo elements that switch on escalators when a customer approaches (check how it works in the city of Vienna, Austria, Europe), please do the same with all the lights. You will have major cuts in electricity expenses.

Most of these sites are critical to my metro use. They would make the metro basically unusable lot me and would also adversely impact tourism. I often put my guests or use these stops to visit DC locations, attend events on the Mall, go to Congress, etc. This is the worst of the suggested solutions.

There is parking available at the Grosvenor-Strathmore station, which the White Flint station and Medical Center do not have. That is a major problem for all those who live in the Kensington/Bethesda neighborhoods.

This would make using Metro very inconvenient for me since I live between Clarendon and Virginia Square station, and I would use Metro less if I had to get to a station that is farther away.

Do not close Grovenor-Strathmore

Closing McLean would make it impossible for me to commute to work.

I take College Park metro regularly and occasionally, I use the Cheverly stop as its near my mechanic, so I can drop my car and get into work, still.

I use Mt. Vernon Square, Smithsonian, Federal Center SW, and Federal Triangle fairly often; hard No to closing these.

You would have to look at how would those riders get to the other closer station. Are you providing shuttle service? Will it cost them ore to get there? Will they have to leave that much earlier to get to their destination? How will this impact riders getting back home at night? Especially during the winter months when these is less daylight and more inclement weather. You need to specifically need to find a way to ask this question to those people in these areas. Do a public service announcement on social media.

Some stops could be ok, such as the nearby Arlington stops (i.e. Ballston/Virginia Sq), but that is because those are easily walkable in between. East Falls Church is not walkable to any other nearby stations, and so the last mile isnt within reason if commuters are forced to use one of the neighboring stops. Density of stops is the key consideration here, if there isnt another easy option to walk to then it should not be considered.

Closing Grosvenor-STrathmore doesnt make sense to me. It has good parking and appears well used when I have to travel there. Why is White Flint not on this list? The other stations seem less impactful overall.

The plan works based on my travel needs. Yet I think certain of these stations are essential for what they serve: Mt Vernon for the convention center. Smithsonian for museums and Mall for the tourists. Arlington Cemetary for tourists. Strathmore for the arts center attendees. Id close VA Square and leave Clarendo as it is a more active robust area with shopping and stores. I wonder if closing College Park would impact the students and student life.

If you close both Virginia Square and Clarendon that leaves a very wide stretch to walk between and Ballston and Court House will become very crowded. ALso, Clarendon is close to shops and restaurants. Only closing Virginia Square, which is close to Ballston, would have less impact.

You're not improving and in some cases worsening cars usage. If this curtailment is too be attempted, you have incentivize lower car usage. I think this idea is VERY short sighted. You will further the loss of customers.

I use Virginia Square metro for my work commute. Its much more user-friendly for car pick up and drop off than the Ballston station, and since my husband drops me off at VA Square and picks me up there daily, this would really be a big inconvenience for us.

Clarendon and Virginia Square are used by my family and neighbors and the stations have always been crowded during pre-Covid times.Smithsonian & federal trianagl, and Judiciary square are very helpful subway stops for federal offices & tourists alike.

Disproportionate impact on low-income, student, communities of color

The Silver line stops must remain open

Proposal to close 22 Metrorail stations

This completely limits my transportation. As a female in Clarendon, eliminating this stop would require me to move as walking a mile to the next nearest stop is a major safety concern at night. This area specifically has a lot of restaurants and shops, so eliminating the station may also negatively affect the many businesses.

Grosvenor is my station - walking distance from my home. Would hate to see it close.

I use the Clarendon Metro Stop every single day, so this would be a huge burden on my (as well as most of my colleagues) commute.

I use the Virginia square the most

My family depends on the train from Grosvenor-Strathmore.

Absolutely terrible for me. I commute from EFC to SMITHSONIAN for work.

Metro is the best option for me at Van adorn. Duke st is over stressed with traffic during rush hour. This would have knock on effects for traffic, transit times, etc.

I would need access to Grovesnor Strathmore.

I live near Clarendon so I'd be very upset to see that station close. And how could you close the Smithsonian station?! I would think your ridership would drop even lower if you closed all those stations and made it more difficult for people to access the metro rail system and to get where they need to go. That makes no sense. Please do NOT close any stations!

Keep Eisenhower

My station is Virginia square. I currently walk to that station. I am not within comfortable walking distance to another station.

I think this plan would be reasonable in the district, where it is relatively easy to walk from one station to a neighboring one. In the suburbs, it is much more difficult to travel between stations via car, bus, bike, or foot.

Closure of Grosvenor-Strathmore would affect not only me but also the Strathmore Arts complex - Music Center, Mansion, etc. - which is a key cultural institution in Montgomery County and a significant contributor to the economy of the County.

Closing the East Falls Church Metro Station will raise several questions about equity and access within the subway system, especially if a string of stations between Falls Church and Arlington with the greatest distances between them are shutdown while access to more affluent neighborhoods and dominant populations remain open.

Grosvenor strathmore is the only convenient location with sufficient parking on certain work days.

I walk to the metro and it would be an inconvenience to have to ride a bus to another station.

Beyond a nightmare.

We are in Cheverly. This would mean we would need to backtrack to New Carrollton

Ridiculous. Many of these stations provide essential transportation to people who live near them. People absolutely depend on them to get to work.

Cheverly is my metro station and I depend on it to commute across town. Closing down this station would be unacceptable for me.

At what point upon the return to offices would a decision be made to reopen the stations? I work above the Smithsonian station- how long into increased ridership would we have to wait for it to reopen?

Rely on Cheverly station for work. Strongly opposed.

what's close to arlington cemetery

No. I use Archives frequently, and Federal Triangle is my backup when Archives isn't convenient (because of its bus hub as well as the metro option). This also sounds like it would be a terrible problem for people visiting the area, as it closes all but 1 of the stations serving the Mall. I frequently host out-of-town friends/family who want to be tourists here, and Metro is their primary form of transit (over buses) and I expect to be doing so by January 2022 again.

It's critical that University of Maryland college park be connected to metro. Greenbelt is not suitably close for students/faculty/staff.

I spent 22 years renting apartments in Arlington and my biggest sale was you can leave your car at home

Please don't close the cheverly station! We just bought a house here specifically because it was still metro accessible and that is how we commute to work.

What happens to the empty closed stations? Are they closed forever or until metro gets more money?

I depend on being able to ride Metro and this proposed closure impacts the station by my house - Cheverly. Please do not close that station which is a central reason why so many people live in the area. It is not convenient or easily accessible for anyone without a car to get to another Metro station. This proposal also impacts the Smithsonian station which is critical for visiting museums and cultural institutions.

Living near Cheverly was one of the main reasons we moved here, it would mean moving out of metro ridership area.

Proposal to close 22 Metrorail stations

This is my least favorite of all the proposals. Not only do I rely on several of these stations, including Clarendon, Mt Vernon, Smithsonian, and Cleveland Park, this is also cutting peoples easy access to Arlington Cemetery (which is a national thing) and easy access to the Mall through Smithsonian. Yes these places are near other stations but theyre also important for most of my social life and would also impact my professional commutes for work and grad school.

Do not close cheverly. Entire community depends on it. New Amazon fulfillment operation will be located by this metro. This is a mistake. We take metro everyday. The metro is walkable from the neighborhood. Other options not walkable. Do not close cheverly

Do not close Cheverly

There are thousands of cheverly residents who depend on that cheverly station to commute to work. If that Station closes then people like myself who have depended on metro in the past as a way to walk and ride metro to work will now have to drive. There is no walkable station in cheverly other than the cheverly stop.

Closing stations is DEVASTATING to any community and every effort should be made to avoid this terrible decision. It would entirely alter the landscape of communities even if you consider them to be "close" to another station. The Cheverly station is easily walkable from my community. The Landover station is not despite being close as the crow flies. Please do NOT close stations.

I moved to Cheverly for the metro. If you close the Cheverly metro, I may consider moving away.

I live here

Please do not close the Cheverly station!!

Keep Cheverly open. Very important for this diverse, low income community that depends on public transportation.

I can walk to Cheverly station, which was a huge factor in our buying where we did and not having a second car. We want to be environmentally friendly, and we could not be if Cheverly closed.

Not a good fix

I hope to be back in the office for 2022 and I live in cheverly because it is walking distance to the metro this would make staying here difficult. Many people take the metro and would be very inconvenient. This station is important for the community.

The Cheverly station should remain open

The Cheverly metro station is very important to not only our family's daily commute but also to our entire town. The closure of Cheverly metro station would effect our home value's and the quality of life to do many in our town that moved to this town largely because of the convenience of the metro stations. Please Do Not close Cheverly metro station!

This would be a disaster for the way my family has set up our daily life. I use the Cheverly metro almost every day. The other stations are not accessible for my family. Please, please budget to keep the Cheverly metro open.

Cheverly Station is crucial to the health and welfare of the community.

Closing the Cheverly station would greatly impact my schedule and the time and cost of my commute.

Cheverly is a convenient station with parking

Cheverly is a large residential community and needs the metro for all of its residence and in the surrounding neighborhoods.

Forcing people into cars to get to another metro station seems to defeat the purpose of public transportation.

No. Cheverly is not walkable to another station. My house value would decrease. I would have to move!

I live closer to the Cheverly station, but the Landover station has cheaper parking so I usually drive there anyway

An entire community in Cheverly relies on that station as a way into and out of DC, so this closure would absolutely stop hundreds of residents from using metrorail, likely at all. There is no other station in walking distance of Cheverly (the closest two stations are about an hour walk from Cheverly station), so this plan would leave many residents without cars with no option to make it to work, school, or other commitments. Additionally, closing this station (and many of the others proposed) would disproportionately affect people of color. Cheverly is a majority-Black neighborhood and shutting down our metro station is an inequitable policy.

Cheverly station is essential to my daily commute and losing the ability to utilize this station would severely impact my daily commute into DC because I live in Cheverly and work in DC. And you are leaving out Prince Georges County

There is a large segment of the commuting population that will be left with no public transportation at a time when driving can be a burden and an additional expense. Metros failure to maintain the trains at those metro stops shows there needs to be change in leadership, since it appears current leadership is inept at making logical decisions with customers best interests in mind.

My neighbors and I depend on service to Cheverly to get to/from work

Proposal to close 22 Metrorail stations

I depend on Cheverly station, so this proposal would be a non-starter for me.

Cheverly station is extremely important to me. I take it every day and without it I could not get to and from work.

I live in Cheverly and rely on the station. Many people use it in non-pandemic times, as is evidenced by the largely-full parking lot on most days.

I live in Cheverly and while I understand the financial hardships Metro has endured, my main fear is that the station would be closed permanently. Could we have a tentative reopening date?

The Cheverly Metro Station is the one that I use, and I need to walk to/from that station. If that station is closed, there is no station that is reasonably close by that is safe to walk to/from. This would cause a MAJOR problem for me.

I need so many of these stations for my basic work and home needs. Federal triangle is my work metro stop and several other stops mentioned are located near shopping centers I cannot access without the metro. These closures would be devastating.

Closing Metro stations -- particularly some of the ones named above -- would be devastating for many people and neighborhoods in the area. By January 2022, I anticipate using Metro daily to commute to and from work. The closure of the named Metro stations (particularly Cheverly Metro) would make that not feasible and I would instead have to commute by car. This would significantly reduce my chances of ever taking Metro.

I use Cheverly metro and I chose where I lived with Metro access. Without it, I have no way of getting to work using public transportation.

I would not be able to access the Cheverly station and the next nearest station is in a high crime area. The Cheverly station receives patrol services from both Metro police and the Cheverly Police Department.

Im not sure of the parking or bus transportation available to nearby stations with the potential closure of the Cheverly station. I also have a question about whether these closures would be permanent or if they are temporary. If they are temporary then I would be interested to know about the potential closure durations.

I live in Cheverly where a good portion of the residents work in DC and depend on being able to walk to Metro. Closest stations to Cheverly Metro are not within walking distance.

No, the Cheverly metro station is an easy way for Cheverly residents to avoid the high traffic beltway/50 route and is going to be essential as more people return to work in DC in the coming summer/fall

Closing the Cheverly metro station in particular would cut a vital Prince Georges County community from the metrorail. Many of us moved here instead of MoCo or NoVa because the metro station meant we didnt have to get in our cars. This is not a community that can afford to pay parking in the city or take rideshares on the regular.

Closing Cheverly impacts the residents who can walk to the station, people who drive to the station as it is closer to their homes, and future development of the PG hospital site. A Metro station is needed to draw development to that old hospital site.

Closing the Cheverly station would negatively impact my commute. Other nearby stations do not meet the needs of our neighborhood.

Cheverly Metrorail station must not be closed. Closing is short-sighted, given that in the near future the Amazon Craftsman distribution sites will open with the need for its employees to use the Metro. There will also be 1000-2000 new residents of a new development on the hospital site. There is also no other reasonable public transportation for the current residents of Cheverly and environs. That will only put more cars on roads already choked with traffic.

Those of us in Cheverly would lose one of the primary reasons for people to live in Cheverly. During normal times, the Cheverly station is the preferred station in our area because the security available at the Cheverly station is preferable to that of the adjacent stations.

I rely heavily on the Cheverly Metro rail station which is walking distance from my house.

I moved to Cheverly because of the metro. I use it everyday. Closing the Cheverly Metro would be detrimental and inconvenient to myself and many others in my community.

Near other stations isnt relevant outside of DC. The distance between Cheverly and Landover is substantial.

Metro should be encouraging ridership for environmental as well as regional economic improvements. These closures are short sighted.

Big mistake to close these stations., which serve many many folks who dont have cars to drive to other stations on the same line. Taking buses to go to stations will prolong commuting times excessively.

Please don't do this. (Cheverly station rider)

The Cheverly station is a critical lifeline to my neighborhood!

I NEED METRO. I don't have car. I just bought home in Cheverly to purpose near metro for work. DO NOT CLOSE CHEVERLY STATION. I don't want to spend money on Lyft/Uber instead taking metro to work. I beg you to not close Cheverly Metro.

closing stations is not a good solution. near other stations is relative. the Cheverly Station may be near other stations, but those other stations are not accessible by walking, or by any other means than by Metrorail, or other mode of transport, avoiding which is the whole reason for taking Metrorail.

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| Proposal to close 22 Metrorail stations |
| I use the Cheverly station at a daily basis. |
| I would be ok with closing my station (Cheverly) if it means the station reopening in the future. I could make do with traveling further to a different station, but not forever. There is no language here that guarantees these stations continued existence. |
| I use the Cheverly metro station and metro parking. Closing the station would be a hardship. |
| See my bullet points above re. Cheverly |
| Im strongly opposed closing Cheverly station, It is not like Clarendon or Judiciary Sq. Where there are other very close metro stations in walking distance. This would hurt an entire community in PG county, many of whom use the metro to commute to work (and especially as offices open back up). |
| People should be able to travel to the stations close to where they live. Perhaps if the Metro were more reliable, ridership would increase. |
| We rely on having a station we can walk to |
| I use the Cheverly Metro Station and closing this station would be a big hardship on our family. This is the way I travel into work from my home in Cheverly. This station needs to stay open!! |
| One of these stations proposed to close is the station that I would take to commute to work and into the city. One of the reasons that I moved to this area was because of the metro access I had into the city. |
| Cant go to work |
| By January ridership will likely be back up post-COVID. Closing stations entirely is short-sighted. |
| The majority of Cheverly residents move there because of the proximity of single family homes to the metro station. Many have one car and the metro commuter walks or bikes to the station. |
| Most of the time |
| I bought a home in Cheverly to commute to work daily. This would greatly interfere not only with my work life but my family life as well. It would take me longer to commute to another station and thus leaving less time with my family. |
| By January 2022, ridership in Cheverly should be back up. The land around the Hospital in Cheverly will be redeveloped and should increase ridership. Many people in Cheverly count on Metro for transportation and many in the apartments in Cheverly dont have convenient alternatives to Metro. |
| I rely on the Metro for work |
| Run more trains. |
| Cheverly is recollecting significant development and closing stations would impact business relocation plans. Further the metro location in Cheverly is the ordinary reason we bought a house here. Landover is not an acceptable substitute as it is not accessible without a car. |
| Do not close the Cheverly station |
| Please keep many of these stations. I do use them and despite the lack of ridership, closing the stations would impede a lot of people from traveling in the city and possibly create more car and traffic-related issues. I also live close to Cheverly station, and its critical for me and many members in this community to have the metro station open. |
| I use Cheverly station, so this would be terrible. I would likely stop using Metro altogether and drive into work (or move). Right now, my commute is 45-55 min whether I drive or use Cheverly metro. So in terms of commuting time, it makes no sense to drive to another station, because this would add 15-20 minutes to my commute over driving into work. Would be better just to drive. |
| This would be a nightmare for commuters from Cheverly. It would prohibit foot and bicycle traffic to the station, force more commuters into cars for longer trips, and over-tax the parking facilities at near stations. In other words, it would undo many of the beneficial effects that Metro was intended to provide. |
| I just moved to Cheverly and my fiance and I are counting on the Cheverly metro to be able to commute to our jobs. |
| Two of the stations listed are my departure/arrival stations for work (Cheverly and federal triangle). No idea how I would get to work without these stations. We bought a home in Cheverly due in large part to metro accessibility. I dont know what I would do if these stations closed. This is by far the largest problem with the proposed changes. |
| My family and I need to have the Cheverly station stay open. Before Covid, the parking lot at Cheverly Station was jammed packed almost every day. When things return to normal thousands of drivers will need this station to be open. |
| I ride from Cheverly station this will impact me tremendously. |
| Keep Cheverly station open. |

Proposal to close 22 Metrorail stations

This is a terrible idea for Cheverly residents, and I am one of them. There are many people who walk or bike to the station. There are so many people who move to this town for an affordable single family home that is near a metro station. Please, please do not close the Cheverly station!!

I walk to Cheverly station. Access to other stations means getting in my car, at which point I'd stop using mass transit.

Closing stations should not be an option. It has such huge impacts on access and home values. Please combine other options to address shortfalls.

I live in Cheverly and need to take the train there. I have issues with walking and the walk to the train in Landover is too far. My Metro rides would end. As would any events at the Arlington Arts Center and the Smithsonian. I can no longer walk from L'Enfant Plaza to the Ripley Center if it opens up by then.

I use the Cheverly station.

I think closing Smithsonian might be a mistake for 2022 because things will be back to normal and tourists will want to use that stop. All the others are fine.

This is unacceptable. There is not adequate public transportation from College Park station to any other station. This would either require a significant increase in my commuting time—impacting my ability to pick my daughter up from daycare—or require me to drive to work, skipping metro entirely.

College Park is our primary station and is walkable/bikeable. Adding the expense of driving and parking at a different station makes the total expense not feasible.

Academic, professional, and essential workers use College Park station. As we come out of the pandemic Summer and Fall 2021, it would be idiotic and truly tragic to close down the College Park station.

This is just crazy.

I frequent 2 of the stations listed. Federal Center SW (which is a station located near several federal agencies) and Morgan Blvd.

I just purchased a house at the College Park Metro—this one of the last affordable areas that are in walking distance from metro. I moved here so that I could still commute to my job in downtown DC. This would make me reconsider working in DC. Other former DC residents also moved to this neighborhood during the pandemic.

College Park services the University of Maryland and it needs to remain open to assist with already congested traffic flow on US 1.

Significantly reduces the convenience of the system overall -- predict it will drive riders away in droves.

College Park is my station for commuting to work.

Absolutely wrong to shut down entire stations. It basically makes whole areas of the region unreachable and disconnected from the metroplex. This is by far the worst of all the proposals. What's the point in having a system if it's entirely shuttered like this?

I greatly depend on College Park station, there are not other stations close enough.

The College Park station isn't near another station in terms of convenience. Its closing would require a rider to drive to Greenbelt. If the train is going to continue on to Greenbelt, why does it save money to bypass College Park? The CP Station serves the University of Maryland which is striving toward world class status. I believe it is essential for an important, flagship campus to have convenient (walkable!) access to a Metro station...in a world-class city like D.C. To require riders to drive to a station instead of being able to walk goes against all environmental efforts that our community is striving toward. Thank you!

Totally unacceptable. Many of us in the Cheverly community work in DC and walk to the station. This also is a community comprised of traditionally underserved populations. College Park is also a station that provides service to those who do not own cars. What are you thinking? Stop catering to rich commuters stopping service to communities who actually rely on the metro because they don't own cars. Ridership of course went down to certain stations in 2020 because the government had most folks working from home. This will change in the next years - Don't close stations like Federal Center SW, Federal Triangle Judiciary Square and Smithsonian.

College Park is University of Maryland. Lots of people depend on this line to get to work/study.

Keep all stations open.

No, I work at USDA. That is my stop. Ridership will go back up in 2022 when the Pandemic is over.

The city of DC will directly be hurt by shutting down metro stations that are in Maryland since most of DC's workforce resides outside of the city. The parking situation in DC is already atrocious, so taking away public transportation would be idiotic.

The College Park Metro station is ESSENTIAL for people at the University of Maryland including my wife and me.

I use College Park station.

Absolutely not. This is an incredibly awful idea. This will impact my life SUBSTANTIALLY.

I live within walking distance of the College Park metro.

Proposal to close 22 Metrorail stations

I work at the University of Maryland and use the metro to commute every day during the work week. I do not drive, and metro is my only option for commuting from Washington, DC to College Park. The closure of the College Park metro would significantly impact my ability to travel to and from College Park. Once I have the vaccine, I plan to begin riding metro again for my commute, which will likely occur before January 2022.

Disabled household members would not be able to get to work. Bussing to another station would increase their commute time by 30-60 minutes. Unacceptable, especially in inclement weather. Further, Cheverly will likely experience a population increase with the development of the site of the old Prince Georges Hospital. More people, less service. What do you think?

Seems like it would cause ridership to decrease. Imagine keeping a stop could be made inexpensive.

Regarding College Park - I think this would a significant mistake given proximity to the largest public university in Maryland. The metro attracts students, the growing business community and attracting high quality teachers who want to be easily connected to public transportation.

college park is a popular site near the U of Maryland

Closing the College Park station would eliminate my use of Metro. The growth of the neighborhood around the College Park station has been driven recently by the presence of Metro. There are now multiple, major, student housing buildings that are located within a walk (or University of Maryland shuttle bus ride) of the College Park station. When students are back on campus, as one expects by 2022, they need and will use Metro. And there are several more additional, large, high-density, residential buildings under construction that are designed to be Metro friendly. One such building is going up right next to the College Park station. The two Metro stations that are near College Park are actually quite inconvenient to reach. They both would require the use of a vehicle to reach. Free, frequent, reliable shuttle buses from College Park to Greenbelt and Prince Georges Plaza stations would be an option if College Park were to be closed; BUT the shuttle bus option would probably cut traffic significantly; AND the buses could easily cost as much as just keeping the station open.

Very strongly oppose closing the College Park station if U. Maryland opens fully.

College Park closure would be a mistake. Ridership is down due to the PANDEMIC with seniors and students unable to ride public transportation.

I am a college park resident that requires daily commute via metro into D.C. It is imperative for my economic livelihood that the station remain open.

I live in College Park and moved here for proximity to metro for commuting to work. Plus students will be back for in person learning in fall 2021.

College Park Metro station is needed, especially in non-covid times. Our community has a University campus with over 50,000 students just blocks away from the station, with no other station in walking distance. In addition to these students, thousands of jobs are based at the University and in the surrounding area. There has been a dramatic slow down of use because of covid, but this will not continue.

Prior to COVID I used College Park station daily M-F and typically once on weekends. Cutting service here would ensure that I, along with thousands of local residents and tens of thousands of UMD students, would never take another trip on Metro again. There will eventually be a purple line stop at College Park- why would Metro Rail want to close a station that could see an upswing in ridership from commuters connecting to the yellow/green line from the purple line?

I purposely bought a house within 5 minutes walking distance of the College Park metro. The easy access to the College Park metro was one of the only reasons that I purchased this home. I would be stranded without easy access to the metro. I am a working professional and a number of other working professionals in the neighborhoods around the College Park metro rely on metro to get to and from their jobs. In addition, students and staff at UMD rely on metro. The university and the city are counting on continued access to metro -- there is new development being built right now next to the metro.

Please do not close the College Park station, which is in my neighborhood and which I'll be using often post-pandemic. The station gives riders access to the MARC Camden line and will allow people to transfer to and from the Purple Line. It's used by students and staff at the University of Maryland who will be back on campus in 2022. It's used by federal employees at USDA and FDA offices in the area. The College Park station is not close to the Greenbelt station, nor to the PG Plaza station. Please keep the College Park station open.

closing college park would be detrimental without the purple line operating. many workers depend on this stop. removing it is a terrible idea, why is it even being proposed?

Do not close stations. College Park and Mount Vernon Square especially need to stay open. I use both of those stations every day between home and work.

I am opposed to closing College Park given its proximity to the University of Maryland

Closing any stations should be a last resort. Many riders in Virginia depend on the stations to get to D.C. for many purposes.

This absolutely would not work and is a ridiculous proposal.

I rely on the CHEVERLY station and use it each weekday to commute. I do not have another way to get to work

Greensboro is very convenient, not sure I would ride if it closed

Proposal to close 22 Metrorail stations

Currently able to walk to Cheverly Metro station in 10 minutes. There are numerous persons who live and work in the area who depend on this station for their transportation. Bus service is not an option to another station, especially if you live south of route 50. Everyone doesn't have a car they could use to get to another station. It would also add quite a bit of time for people to travel to their destination if going into the District and/or Virginia.

Looking at the proposed closures, almost all of them are in Northern VA. That does not seem at all right.

I really need College Park station to remain open please!

I use College Park as my home base - please do not close it

The metro should service all stations.

It is imperative that College Park remain open. Given the number of University of Maryland students and faculty that use this station. In addition, there is a new development off of River Road where additional businesses and high end town homes are being built right next to College Park. This would definitely not be wise to eliminate this station. There are many government employees that live in College Park and this would greatly impact their commute.

College park station is essential for the community. Especially students with no other means of transportation

Given the likelihood of returning to normal during the latter part of 2021, my expectation of physically returning to work, travel and leisure activities would be in full force at the beginning of 2022. I was a very active user of Greensboro Station prior to the pandemic. Used for business travel during the week, on weekends, I'd travel to DC for all manner of activities, not the least of which were organized runs such as the Marine Corps Marathon, the Credit Union Cherry Blossom 10-Miler and the the US Army 10-miler. Greensboro Station is extremely convenient to many who work in the immediate area. I live in close proximity to Greensboro Station, Tysons & Capital One/McLean. Metro is in a unique position to profit from the ridiculous vertical growth presently happening all over this area. Save for the pandemic, I have been a Metro rider and supporter since its inception. I continue to have the Metro Owners Manual that was an insert in the Washington Post when the Red Line was all there was: Dupont to Rhode Island Ave. I used it then to get from American University to Greenbelt. I have proudly relied upon and will continue to use both Metrorail and Metrobus. I will be inconvenienced, irritated and hurt should Greensboro be closed.

The College Park Metro station is a critical component of the College Park and University of Maryland communities. It is also an evolving transit hub, serving MARC and the future Purple Line.

I would hate to see the College Park station closed post-pandemic. It supports the University and many neighborhoods (Including new and developing housing).

I rely on College Park to get to work.

Greensboro has many residents that live near that station who use it to commute into DC and the area around is a busy business and leisure place with all the new businesses being built. It needs to stay opened.

Why don't you just close the whole metro system? No pain at all. Everyone will use their private cars. Traffic will be a bit pain. There will be no appeal to take public transportation.

I live in Cheverly and commute to work using the metro. I work at Minnesota Avenue, we moved intentionally to Cheverly in order for me to be on the same line as work.

I am legally blind and use many of these stations for work, doctors, entertainment. PLEASE do not close Metro stations. There must be another solution.

I live walking distance to the College Park metro station, and commute into downtown DC for my job. Closing this station would impose impossibly high costs on me and my family, and I strongly oppose this proposal. It is one thing if you were closing stations downtown where another station is a 10 minute walk away - but in the suburbs the stations are rather far apart. For example this would extend my commute to get to the metro from roughly 5 mins walking to 40 mins walking to reach the nearest available station. College Park metro was already closed earlier this year - which is understandable during the pandemic amid low ridership. But a proposal to decide to close the station for an entire year - irrespective of other data, e.g. opening of UMD campus, achieving herd immunity, etc. seems deeply irresponsible. I cannot speak for other metro stations - but would note that closing both archives and mt. vernon sq. would make a large swath of downtown inaccessible to travelers on the green line except through Chinatown.

I live in College Park. It doesn't make sense to close the station closer to the University of Maryland. There is a lot of development in town and plans to enhance the area around the university. Closing the station that will offer the influx of people that will visit the university due to these big changes doesn't make sense. The board should review the development plans in more detail.

College park services many students and faculty outside of this pandemic! Do not judge low ridership on this past year and the months going forward. In addition, a huge condo development is under construction within walking distance of the metro station. At least wait till people move in to make any decision. Do NOT close College park, Please!!!!

Proposal to close 22 Metrorail stations

I would be directly affected, since I live near one of these Metro Station. (Cheverly). In previous years, I can remember not being able to find a parking spot after 8:30 am. This would in turn cause more traffic into major job centers such as DC. It would also be hampered by the lack of parking that appears to be dwindling due to DC sprawling development in every inch of the city. No one wants to be hot, sweaty and dirty riding a bike to work that might take up to 2 hours. Plus, most people move to neighborhoods to have Metro, so they will have options to take to get to work, to take in cultural events, or entertainment. So closing these stations may end of meaning the death of the overall Metrorail, but it will become a bunch of useless tunnels.

Once I return to working in my office (in July 2021) I will use the Cheverly metro station daily. I do not want it to close.

the Cheverly station serves a wider industrial area than the town of Cheverly and its closing would impact workers who use that station to get to and from work. Difficult for those without cars, and would add to air pollution of those having to drive to and from work if they had a car. Though I no longer commute (retired), I know lots of people do commute, and I would want to use this station for other visits to central DC. - museums, Union Station, etc.

I am a cheverly resident who still uses the Cheverly metro. This metro is essential to the community that surrounds the station. Low ridership is a product of higher metro fees and parking lot fees. NY operates their rail system 24 hours and still manages to keep riders costs lower that the DMV area. I dont believe we should take away the option of transportation in these areas because it would make it harder for residents to get to work. Instead of closing stations, consider lowering costs and creating better service in metro in general. The metro service has not improved at all. There is always construction, slow trains and elevator outages. At a point, I became so frustrated with the rail system that I began to take uber instead because the metro service lacks proper service.

I live near the College Park station and plan to utilize it frequently when DC reopens. Closing that station would make it difficult to get into and out of the city based on where I live.

Please keep Cheverly open! Also frequently use Fed Ctr SW and Reston

Need Greensboro station

Closing Cheverly Station and the proposed cuts to the bus routes on Cheverly Ave would ruin my commute to work. I rely on these buses and the cheverly station. Getting to other stations is not an option without a car, which many cannot afford. Please keep the Cheverly Station open.

I live in College Park and require this metro to get to and from work. I bought a home in this area because of this metro system

The plan closes stations next to each other, the gap between metro center and lenfant is large as is the gap between ballston and courthouse.

I bike to College Park metro and would not feel safe biking to Prince George's Plaza or Hyattsville metro.

Please keep Cheverly Station open. Its the only way I can get to work in a reasonable timeframe.

Closing of Archives, Smithsonian, Cleveland Park, College Park, and Cheverly would all impact me directly. As an educator who takes students on field trips, I am particularly worried about the closures of Smithsonian and Archives. These stations are important not only for local students to have access to the National Mall, but they also contribute to the ease of navigability of our city for tourists. This is important for our continued economic recovery.

Absolutely not viable for College Park. Would kill development that he's begun and will continue.

Speaking specifically to College Park, my home station, this is a terrible and short-sighted idea - but I suspect that to be the case for most of these other proposed closures as well. Obviously ridership is down in these stations due to the pandemic - and for College Park, due to many classes at the University of Maryland being virtual. Undoubtedly ridership will pick up again once vaccines have been widely administered, offices and schools re-open, etc. Yes, the comfort with virtual work may lead folks (including myself) to commute 2-3 days a week rather than 5, but closing entire stations would simply cause folks to give up on Metro entirely, and perhaps never come back - which is bad for traffic congestion, bad for the environment, and bad for society period.

Please do not close Cheverly station!! Many in the neighborhood depend on it.

Cheverly station may be a less used station by the numbers compared to others, but many Cheverly residents walk to the metro compared to other suburban stations. Closing the station would negatively impact home values and make the town a less desirable place to live.

I chose Cheverly *because* it has a Metro station. Eliminating service to the station is hugely detrimental to the community.

College Park station serves the University of Maryland community which expects to be back to pre-covid activity levels.

Commuting to DC for work every day - closing Cheverly metro station would lengthen my commute

I live in Cheverly and commuted to Reston, VA twice a week pre-Covid. I used to bike from Wiehle-Reston-East to my office in Reston Town Center. Not having a Metro station at Cheverly or at Reston Tow Center would mean ridesharing (with my folding bike) to another station, then biking again on the other side. As I dont drive, this would make things incredibly complicated for me to show my face at the office.

Proposal to close 22 Metrorail stations

I understand closing low-ridership stations downtown (where the stations are close together) and at Arlington Cemetery (where there are no residential areas,) but the suburban stations are often final destinations for lower-income populations or commuters who would be gravely impacted by closing them, including Cheverly.

I am most concerned about the Cheverly station. The fact that I live within walking distance of the Cheverly station is an attraction in the success of my small business hosting visitors in my home through Airbnb. Closure of the Cheverly station will have a seriously detrimental impact on my business.

Pre pandemic I commuted from college park to Farragut north everyday. I will be expected to do that again as soon as I'm vaccinated. I bought my current house because of its proximity to metro for my commute. Please don't close th college park station

I use the college park station every day. No secure storage for my bicycle at the other stations.

That is drastic . Too many stations would be closed .

College Park is the metro station that we use.

College Park stop must remain open! It's a major university!

Are you nuts?

This is the way I would travel to many places in DC for social events. Closing the station would force me to drive to DC and deal with parking which is just untenable because of time constraints.

Need College Park station to stay open. Especially as a hub when the purple line opens.

So UMD, the FDA, NOAA, and PG County do not count as riders for Metro any longer? You would cut off the ability of patients to access medical care in DC medical facilities and clinics from these areas? Shut down the ability of citizens in these areas to access DMV sports, dining and entertainment venues? RISK LOSING THE \$\$\$ THAT SUBSIDIZES METRO FROM THE STATE OF MARYLAND -- IF YOU DONT SERVE OUR COMMUNITIES ANY LONGER, WHY SHOULD OUR MD TAX DOLLARS BE USED TO PROP UP METRO!!!!

Greenbelt station serves the university of Maryland, as well as having a huge increase in housing at this stop, planned because of transportation availability. A rider forced to go to another station would be required to drive to that station, as there are no close by stations.

Although some of these stations have stations that are close for cars, this plan would work if you only closed stations that are close for pedestrians. Thus you might possibly get away with closing Cleveland Park or Judiciary Square. But College Park? You should resign your positions rather than close College Park. [Also, I didnt know we had stations called Greensboro or Morgan Boulevard. Youre not trying to trick us to see if we have read this, are you?]

I walk to College Park station and there are no other stations within walking distance.

The Purple Line is going to the College Park Metro Station. That makes no sense to close that station. Also, the development in the area continues to grow with more apartment complexes being built now.

I live in College Park and depend on the College Park Metro Station, as do thousands of University of Maryland staff in students. If people disembark at the nearest station (Prince Georges Plaza or Greenbelt) they will either overwhelm buses or drive to campus, creating gridlock and more pollution on the surrounding roads. Remember, as more people get vaccinated, more people will be working and studying on campus. University of Maryland is now preparing for a more normal fall semester come August 2021. It needs the College Park Metro station.

How can you possibly consider closing the College Park station: a stop with the state university in our town? AND at the same time, talk about discontinuing the 86 bus up and down the Route 1 corridor? Im also deeply troubled about other station closures (Archives and Smithsonian specifically), but I live in College Park and that concerns me the most. How are we supposed to get downtown? Drive????

If Cheverly station is closed, all residents who take Metro would have to drive to other stations, where parking is already severely limited. Cheverly parking is often difficult already (during normal times) because it is a heavily used commuter station. I think it is a mistake to label Cheverly as low ridership based on my experience as a commuter.

This would prevent most of my expected travel.

My son will be riding the metro from the college park station multiple times per week into DC. Also, many UMD students ride the metro from the college park station.

Closing College Park would be a terrible idea. Students depend on that train.

College Park is the life line for PG county and the UMD community.

College park is UMD's station and this would be detrimental to students. Please do not close college park station.

Id prefer College Park to stay open if possible

Proposal to close 22 Metrorail stations

Closing College Park would negatively impact an area that is growing and becoming more congested under the Route 1 Sector Plan. UMD development, major federal agencies located very close to the station would all be impacted in a way that made it harder for them to recruit staff; I suggest working with all to seek support as an alternative to closing that station. Similarly, the Reston Town Center station has seen significant development adjacent. Furthermore, isn't the College Park station a Purple Line station? I understand short term financial challenges; and these two stations are in *relatively* affluent suburbs/areas and it would not be as impactful as closing stations closer in. Assuming closure is temporary, please make sure other transportation is available; e.g. some Fairfax county buses from Wiehle (e.g. to Reston) are on limited, not full day schedules. I live near, and walk to, College Park station - so it's my bias not to close that. A long term closure would hurt the city economically in my view, but this is probably true everywhere. I'd rather see a bond initiative to support Metro.

I live in College Park and use the station regularly. I am much more likely to use Metro if there are more stations open. For example, I would use Metro to go from my house to a doctor's appointment in Virginia Square if that station were open. Or, I would go to Smithsonian via metro if that station were open. The more stations that close, the less likely I am to use the system.

I will be bummed if College Park closes. If anything, I hope the closures are temporary!

Again, I live right next to the College Park metro, so if that station is closed, then I would have no reason to use the Metro again. It also would be strange to drop service to the station closest to the largest university in the area, and which will soon have a Purple Line stop nearby as well.

We purchased a home in walking distance to the Cheverly station to reduce overall commuting costs. We commute across DC to VA daily and driving is not an option since our family only has one car.

We are more likely to use Metro later in the day and in the evening. Closing suburban stations would simply end our use of Metro. It completely undermines the idea of using this expensive system to reduce traffic and help employees get to and from work. A disaster.

When in-person classes resume at University of Maryland in fall 2021, having the College Park Metro station open will be critical for commuting students, faculty, and staff. As a faculty member who also lives in Riverdale Park Station, I use the metro to get downtown for evening events on a regular basis.

Closing college park station would pose a significant threat to my travel and well-being as I would no longer have a metro within walking distance. Proximity to metro was a key factor in my decision to move where I currently live and I do not own a car. I would ask to please consider alternatives to closing stations like college park.

Why don't you just stop paying the VIPs so much. This is one of the most expensive systems in the country...good Lord!

How can you even consider closing College Park? Professors, researchers, and students all use it to commute to the University, FDA, and other businesses. New housing complexes are being built and units sold or rented specifically for use of Metro commuters. I can walk to the College Park station, I can not walk to other stations. Traffic on US1 is a mess. Closing the College Park station would be a huge burden to those of us that live or work or go to school there. How can you even consider closing so many stations in our nation's capital.

Complete closing is a short sighted solution. The Smithsonian station is a primary portal for the tens of millions of tourists and museum-going participants to the National Mall. Other stations could have modified services (less frequent stops along populated corridors, etc.). If the planning assumption around station spacing is to provide a quarter mile walkability radius, why would you close two adjacent/consecutive stations (such as Virginia Square AND Clarendon)? To function (and recover) after COVID, it will be critical not to extend the required walking distances any more than one closed station per series. That would break the pattern (interrupted but not disappeared forever) of ridership that will be difficult to recover.

Addressing Arlington cemetery: of course ridership is down there, the cemetery has been closed to the public. This station is already only open during cemetery hours so why cut service here? There is no other public transportation access. As for other concerns: Cutting service to Clarendon and Virginia square cuts off most of north Arlington from having easy metro access, which is why people live in these sections. There is a large distance between Courthouse and Ballston and this seems unreasonable. It will greatly affect Arlington's housing and commerce. Also, East Falls Church and McLean are two of the few stations on the silver line with public parking access. Last thought- looks like this selection of cuts eliminates all nearby metro access from the National Mall.

As already stated, for trips to/from DC, we almost exclusively use MetroRail and as it may also tie to short MetroBus rides. We deliberately bought our home in a community that is in walking distance to the College Park Metro Station and have enjoyed going to the airport via MetroRail. Furthermore, we own rental property with renters who do not own a vehicle and rely heavily on public transportation (and to a lesser extent other services like Uber). On top of that, by January 2022 it is expected that the University of MD will be once again heavily enrolled with in-person learning, and the local student population will need MetroRail at College Park Station!

Clarendon is a major commercial hub in Northern Virginia and many restaurants and retail depend on the Metro traffic.

Proposal to close 22 Metrorail stations

Keep East Falls Church. And, I would not close the end-line stations. Would WMATA offer bus service if these are closed (I think not because that also has a cost)? VERY CLEAR signage would be needed including bus routes.

College park and riverdale park are growing communities with an allure of easy access to DC. This measure would impact my quality of life horribly, and would force me to possibly have to leave my job. Plus, and I cannot stress this enough, Covid is not forever. Turning Metro in an unreliable, unavailable service, accomplishes the opposite of what you're supposed to be doing: it destroys the reliance riders have in the service you provide. You'd lose customers forever. Because once people find a new alternative and routine, you'll remain irrelevant, and will have to spend twice as much in marketing to regain customers. Just ride this storm out. Were nearly there!

Clarendon station is the closest, and most convenient station to where I work. This is unacceptable. Both closing Clarendon station and closing the system at 9pm.

College Park serves the University of Maryland campus and is essential for my usage, and the usage of many students, faculty and staff associated with the University.

Please keep service to College Park and Greenbelt.

On what are you basing your low ridership statistics? Basing it on COVID numbers it is not a true assessment of need. College Park station is a key location but with the closure of the University you would have essentially no riders during the last year. There is no other nearby station to College Park and cutting service to College Park and the University of Maryland is irresponsible. By contrast - Archives is a couple blocks from two other stations and would have less of an impact.

The College Park station is a key connection to the University of Maryland.

I rely on the college park metro station to get into DC for work. If this closed I would have to find another form of reliable transportation. This is the case for many students at and around UMD.

The college park metro is the primary way students at UMD have access to DC. Shutting down that station would cut off student opportunities.

This would ruin my commute. I chose where I lived based on being able to use the metro to get to College Park.

While the University of Maryland is not currently open at 100% capacity, it will be and the College Park Station is necessary when things are back to normal. Students, employees, visitors flying into Reagan National etc.. all use the College Park Metro. The reason for low ridership across the board is due to Covid-19 and things will not be this way forever. Please do not close the College Park station, aside from being close to UMD, it is close to the FDA and many other new businesses developed on Paint Branch Parkway.

Yes, I got UMD so the college park would affect me.

Please don't close the College Park station!! This is really important for faculty, staff, students, and locals. Lots of faculty and staff use the station for commuting, and students need that safe way of getting home from DC events. There are also lots of locals who rely on low-cost public transportation. It may not be the most used station, but it's a really important one!

OMG NO, this would be a disaster.

DO NOT CLOSE COLLEGE PARK PLEASE. I'm begging you students rely on the college park metro station to get to DC for class projects, DC events, etc. During the pandemic we have been encouraged not to travel and campus is at 40 percent capacity so this is why ridership may currently be low, but when we go back it will return to normal. Many of my classes have required museum visits and this has greatly enriched my experience. Being so close to DC and not having public transport to it is harmful to low income students who can't pay for things like Uber, and also many of us get internships and jobs in DC while at college and transport would be much more difficult. Being so close to the capital has also been amazing to go to events like the cherry blossom festival and visit the beautiful attractions in DC. I probably visited DC over 10 times just in the one in person semester I got before the pandemic began. Please do not close college park metro.

This would make it harder to reach areas of the National Mall with small children and elderly relatives by increasing walking distances. It would also sever a connection to the University of Maryland, which would weaken the links between the student population there and DC. Attraction to DC could be a major magnet for these students, both during their college years but more importantly when looking for work afterwards. Why sabotage this potential economic benefit to the city? And doesn't the connection between the green/yellow lines and the planned purple line station require the College Park station? Closing this station seems like it undermines the viability of an important and expensive project.

Makes commuting massively more inconvenient and Metro less appealing to use - especially bad for everyone I know who uses the College Park station. I think this is totally shooting yourselves in the foot.

College Park for students

For many UMD students without cars, the college park metro stop is quite literally the only affordable way to get to the city. Taking away this stop would cut thousands of people off from DC.

The next closest metro station in college park besides college park is too far away for most students.

Proposal to close 22 Metrorail stations

I use the College Park station to get in and out of DC, and I know other students who use it to access internships (pre-COVID) as well as everything else DC has to offer. Access to DC is a major draw of the school, and closing the College Park station would make it too difficult for many students to travel to DC.

Many UMD students rely on the College Park metro station for transportation into DC. In regards to the statement that there are other stations nearby, as a disabled individual, making it to the nearest metro station is hard enough. Now you are asking me to travel even further.

College park is an important station used frequently.

College Park station needs to stay open. Metro is pretty much the only source of transportation for most of us students, and without it we wouldnt be able to go to internships and jobs and to see family and such. This station is absolutely vital. Please do not close it.

Keep Archives, Grosvenor, Clarendon, Judiciary Sq, Mt Vernon Sq, and College Park open. They arent sufficiently close to other stations. And Smithsonian? Are you all out of your minds?

Im a frequent user of station College Park, that would mean that Ill have to move closer to the city or to buy a car.All these proposed cuts are so saddening.

College Park is the main station I use. If shut down this would dramatically reduce my access to DC and arlington.

Federal Center SW and Greensboro should be open. There are lots of office buildings and workers including me around there. There are also lots of businesses and residents around Greensboro that would benefit using the station.

Don't close the College Park station. I need it to travel between DC and UMD.

I depend on the college park metro station as a means of transport into the DC area.

that might be fine for some of the in-town stations where people dont normally park, but parking is already a problem at New Carrollton and Greenbelt.

The College Park station is one of the only ways UMD students can actually get transportation. Closing it severely limits our options

The College Park stop is the only stop college students attending UMD at College Park can take to get into the city or to possible job/internship locations. Please do not close this station.

I MOVED TO TYSONS TO BE CLOSE TO THE NEW METRO STATIONS - GREENSBORO STATION IS WITHIN WALKING DISTANCE OF MY HOME. BOTH THE SPRING HILL AND TYSONS STATIONS ARE MUCH FARTHER AWAY AND WITHOUT ONSITE PARKING. THIS IS A RIDICULOUS IDEA. THE TOD GOING ON IN DOWNTOWN TYSONS IS PART OF A PARTNERSHIP WITH METRO. KEEP YOUR PROMISES!!!

Since I attend UMD the college park stop is very important for any trips my friends and I want to take on weekends. I would use it a lot after covid is less bad as I already have gone many times

I currently live two blocks from College Park station. Im willing to walk to get to another station, but your definition of near would require me to walk at least 2 miles and that does not consider the ease or safety of the walk. Pre-covid, I used the College Park station almost daily; even during covid Ive used the station quite often to get to medical appointments downtown. I wont even mention that College Park is the station near the UofMD and will be a major connector to the Purple Line ...

I live in Cheverly. This is one of the reasons I chose to purchase here.

Cheverly is necessary this station is the one I use daily.

Closing stations is the exact opposite of what you should be doing. Yes, COVID has hit many areas, but what about reopenings? What will you do then with surges in business openings and increase in travel? It does not make sense at all to do, especially in such a high-demand city such as Washington

Please don't close College Park!! That station is very convenient for me to go to DC, and that goes for other UMD students as well, and would be even more applicable after the pandemic.

Riders shouldn't be punished for Metros decline when there hasn't been a change in leadership

I live in cheverly and closing the station would impact my travel.

this would be less accessible to DC residents

Im not sure how Metro defines near other stations or whether bus service will be provided as a substitute. Would this be a year-round closure? Did Metro factor in the impact of tourists, students returning to campus, access to businesses or new development near certain stations, and/or the cost already invested in the construction of pending stations?

I cant comprehend how you could close all of these stations.

In non-pandemic times, I use the metro to the Archives, Arlington Cemetery, College Park, and Federal Triangle often

Students need college park

Proposal to close 22 Metrorail stations

I work at the University of Maryland - how should the staff and students get to College Park? There is really no other nearby metro station with convenient bus service to College Park, especially on weekends. Smithsonian is the most convenient metro station for leisure activities around the National Mall.

As a student and researcher at a major academic institution this would greatly limit the capacity to which the University of Maryland can contribute to and achieve its mission to serve the state and regional community. Further, with major development planned with 1000+ beds coming in 2021-22 in college Park. The metro is a critical component to the development and traffic management of the area.

I travel throughout the city and suburbs. This is an unacceptable plan.

Dont cut service to college park. Access to the university and the purple line are critical to the people of Maryland and the District

The pandemic is a once in a lifetime (hopefully) event, It flies again common sense to think that we will continue in our current, near martial law status. Please will need to get to work in the future.

While I completely understand the budget constraints, I think it would be a mistake to close stations outside the city. It will only serve to increase vehicle traffic. If you are going to close stations, I would suggest doing them downtown where there are walkable options between stations.

I am mainly concerned about the College Park station - It depends on whether the purple line stop at UMD will be open or not. Not really sure how you would get from the outbound green line to the purple line stop on the UMD campus if you close the College Park metro stop?

Again will severely cripple travel

worst option

I live in College Park and use the CP station every day during non-pandemic times. Also, CP is not near other stations.

I live in Cheverly and the Cheverly train station is the only way I can get around to do ANYTHING. It's how i get to work, get to school, and more. Please do not shut it down i am begging. I will have no way to work or school because I can walk to the train station. I cannot walk from cheverly to landover.

Metro stations are already too far and few between. This would only intensify that issue.

Are you leaving any stations open? Given how small the metro rail is to begin with it seems like you all really cutting a lot of service. What will people do?

This involves almost every downtown station.

Smithsonian? Really? I know it serves a lot of workers, but it really serves the people going to the museums on the Mall. Tourists are NOT going to be able to navigate from L'Enfant Plaza station to the Mall. Bet me! And you all are considering closing Federal Triangle, too? Close one or the other- not both. (I can walk to the Mall from my apartment. This does not affect me personally.)

Metro service to the College Park Station is critical for the University of Maryland. The university has a large campus population and holds very large events that benefit the local community and the state. Eliminating service would be detrimental.

DO NOT SHUT DOWN COLLEGE PARK PLEASE! How are we supposed to get to the city? Are you really expecting to have all college kids to have cars? I dont and I use the metro. So please leave it! Thank you

This would be the worst for my household... we would no longer be able to take metro into the city and it would destroy our property value

People that work in this neighborhood depend on Metro to get to/from work and the university. Closing the station will negatively impact our home values as well.

This would negatively impact me and a lot of other people like me. While the stations above may be close to other stations, they are not suitable alternatives. For example, I can take either Greensboro or Spring Hill stations to go to and work and back. However, on my way back home (usually later in the evening when it's dark), Greensboro is a better and safer option because the road back home is not as deserted and offers more protection from assault. It is also a lot friendlier on people with mobility issues as the path from Spring Hill is up a very steep hill.

Too much walking. I need to start to drive.

Please don't close McLean and Greensboro, lots of people depend on these stations to get home and get to work

Please do not remove Greensboro station! The ridership is very high, as I have observed almost everyday when I waited for the metro. Large populated condos (the Rise, the Boro, etc) have brought hundreds, if not thousands, of new residents, next to this station, they will rely heavily on having a metro station within walking distance. Plus, all the business buildings right next to the station, such as KPMG, Booz Allen and Hamilton, rely heavily on the Greensboro station for their employees to arrive. This is extremely NOT environment friendly, to push all residents in these high-rise condos, and all employees in nearby high-rise commercial offices, towards private cars driving. Please don't do that to the environment!

The Greensboro station is very helpful for our daily travel.

Proposal to close 22 Metrorail stations

Greensboro station is highly used especially with the new construction in the area. I use Greensboro and would like it to remain open.

These need to stay open.

Greensboro is near both retail and residential closing it would be inconvenience for residents who live in the area. The only reason you dont pick Springhill station is because of Walmart pressure.

The Greensboro station is essential to the area I live and work. If it is closed it will drastically affect the new businesses in the Boro, which have already been devastated by the pandemic. The Tysons area needs to have all its stations open in order to survive economically.

Closing metro station due to low ridership does not make any sense. What about those people who happens to use those stations on regular basis? What happens to them? Please reconsider on closing these metro stations

I am getting to the point where I can no longer drive. So, I purchased a condo at the Rotonda, near the Greensboro stop, specifically so that I could take the metro to and from town as well as to go to Dulles airport for international travel.

Closing Clarendon, Virginia Square, and East Falls Church pretty much eliminates all access to Metro in Arlington between Court House and Ballston and from there to West Falls Church --- in other words, most of Arlington County where many people commute by Metro.

Why on earth would you close a train to a major university?!!! People from the university area go into DC to spend money!

HELL NO! If WMATA leadership can tell they'll be in dire financial straits, please reach out to the Mayor and Council of Cheverly, at: Mayor@Cheverly-Md.gov and Cmward4@Cheverly-Md.gov You'll find that as a town we're fairly adept at mobilizing and petitioning. Please reach out to our town government; the sooner the better.

Greensboro Station serves quite a lot of residents and businesses nearby. Perhaps it is better, in terms of the number of passengers, to keep Greensboro Station open than Spring Hill Station.

I regularly rely on certain stations on this list, including Mt. Vernon Square.

I would have no way of using the metro

I depend on the van dorn station

I would be open to this plan if Cleveland park station was left open

aunque haya cantidad baja, no se puede perjudicar a esos pasajeros, son personas y ciudadanos con necesidades de transporte igual

Please keep Vienna metro station open!

Absolutely not. Cheverly riders which include our Ward and Citizens from the other side of the bridge. This can be hundreds of people as has indicate by direct inquiries to Cheverly residents we(our association and town officials) have surveyed. These people walk across the bridge that traverses route 50 and is a walk/bike path to the Metro. Without the Metro, vehicle traffic and pollution would increase 3 fold endangering the health of the entire town and community.

These stations are not THAT close together. This could cause massive crowding at garages and make things even more difficult for disabled folks who se the train.

This idea is almost as dumb as option 1

I strongly disagree with this and I do not think the stations should be closed. Multiple stations with proposed closures are near other stations with proposed closures, including servicing the same lines, which makes it much harder to take Metrorail for people on those lines or near those areas. Federal Triangle, Federal Center SW, and Smithsonian stations are all on the list of proposed closures, but they are all in similar areas of DC and serve the same lines. That would mean removing almost all service for those lines in that area of DC, which is a high traffic area for federal employees, DC residents, and tourists. It also would close many stations on those lines in areas where many federal employees have to commute each day at rush hour, and would make Rush Hour service very problematic. I think it is a very bad idea. Additionally, closing stations in Maryland and Virginia does not leave many options for commuters in those areas. If the proposed reasoning for station closure is that other stations are nearby, this is NOT accessible for people in Maryland and Virginia where the next station is more than just a few blocks away.

As businesses open back up, especially with Amazon hiring more employees in Norther VA, many depend on these stations to be open to commute to work.

As an occasional rider who attends sporting events via MetroRail, this is unlikely to have a direct impact on me. However, the fact that I am an occasional Metro rider should make my opinion hold little to no weight.

this is absolutely insane and ridiculous.

yall should keep these stations open

I use Mt Vernon square every day! So do many other people

I work in a Federal building and need access to Archives and Federal Triangle

Proposal to close 22 Metrorail stations

Its better than extending time between trains. But those around these stations may see issue but not if theres another station not too far from the closed one.

This could work. If the other stations are within walking distance and especially if there is a bus route to another station, this might be inconvenient but manageable for people. Plus it seems like it would be a flexible enough plan that if it made sense to reopen a station, you could.

This would be ok but not ideal as it would mean other stations would be far busier. I regularly use stations like Archives and would have to walk quite far to get to my destination from nearby stations without transferring.

These metro stations are near my job and yall shouldnt close these metro stations at all

I have Drs appointments at a couple of these stations. Closing them would take longer to get there

Not sure about this but please keep in mind those who depend on metro to get to and from work at these stations. Maybe a free shuttle from these locations to an active line.

I live closer to the Cheverly Station, than Landover Station or Addison Rd Station.. A Very inconvenience.

No me gustar^A-a que cerraran la estaci³ⁿ de east fall church ya que est^A me queda cerca para la l^A-nea plateada que utiliz^A para el trabajo.

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|---|
| Nooo! |
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Near another station is subjective. For example, you rule out convenience and the need of your riders. For example if I live closer to the Cleveland Park Metro then Woodley Park and you close my station, it means Im looking at potentially getting off at Van Ness or Woodley Park and trying now to catch a bus. What if I am impaired and cant walk long distances?I understand the desire for closing stations, but I have concerns with it when it comes to safety and accessibility.

I'm definitely not entirely against this, but buses will definitely have to accommodate for the slack for people try to get to work, go home, errands etc... possibly every 20 - 25

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| Keep all stations open |
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Although I believe ridership will pick up by then.

My nearest metro stop is Cleveland park and I rely on the metro to get to work

This seems like a terrible idea. Most people would then be forced to get off the train and either catch a bus or walk to the station they need, adding significant transit time.

No!! I use all Judiciary square, federal triangle, Clarendon and many more! Due to my work!!

I would think you would want to keep Smithsonian and Mt Vernon Square stations open. What happens to those of us who live in NoVa and take buses? You have already eliminated the 8Z and 8W which took me to the Pentagon. By closing Van Dorn and Eisenhower Stations, you are further reducing bus options. This needs to be thought about very carefully. The goal for the Biden Administration is to increase mobility options not reduce them.

People take Mt Vernon square a lot why would you close it?

This would be devastating for many people that rely on Metro for getting to work on time.

The proposed stations are not close enough to other stations to mitigate the extreme strain it would cause on riders.

A lot of these stations are still very useful (speaking from personal experiences) because they are usually the only station accessible for those in smaller areas outside of dc that are still in the DMV and while they may not be used often, theyre still essential for many peoples means of transportation

This will cause more crowding and congestion at other stations.

Some of those stations connect me to other trains and or buses

All of these are must have stations for people who work near these stations or live near them in order to access a ride to work

There are some stations which are busy on weekday or weekends reduction of hours is better depending on the locations.

Those can close at 9pm seeing that few passengers travel from these area some of the areas are very lonely at nights, honestly!

Can't accurately predict what stops I may need to reach that far in advance.

Metro is vital for people without cars and a few of those stations in VA and MD are not THAT close to other stations to close them down in my opinion

Make a lot more sense. if the station is low on ridership. close it use the space for something else

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|----------------|--|--|--|--|
| Same as before | | | | |
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Clarendon, East Falls Church, and Mt Vernon Sq should stay open. We may need to use those stops to transfer trains

I live in beltsville, MD and the two closest stations to me are Greenbelt and College Park. In my neighborhood the buses run every hour. If I miss the bus to Greenbelt, I can catch the one to College Park. Eliminating the College park station would decrease my ability to get to work and get to other places outside of my city.

Im thinking of the riders that live near these stations, it will not only be inconvenient, they would be stranded.

even though those stations are nice if the stations are like a 3 minute walk from each other than close one because there's no need for two or three in the exact same area

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| Proposal to close 22 Metrorail stations |
| It's so close to target and shopping! |
| Negligence |
| PLEASE do not close the College Park station. The only reason no one is in College Park right now is because classes are online. Fall 2021 classes are being held in person. There are fewer bus routes that go to Greenbelt so this would make it extremely hard to commute in and out of College Park |
| I might need to get off at one of these stations, |
| If this is the only way for metro to keep operating, fine. But seems excessive. |
| Again this action would be detrimental to the working poor. WMATA must find a way to get more information from those this decision would severely affect. Flyers in the selected stations, with various options for the affected riders to have an input. |
| Me parece bien |
| Why close transfer hubs like EFC? It's ridiculous to close VA Square or Clarendon because if normal life begins to resume by the time this plan could be enacted, you leave students from two local universities from commuting to school via metro. Also it's ridiculous to close stations you would presumably have just opened- if that's the case then why open the new stations at all!? |
| No porque en el caso mio yo uso mucho el metro viajo mucho a Clarendon |
| PERO siempre y cuando la distancia no sea demasiado, recuerden qu   hay personas con discapacidad y mayores. |
| Only the Smithsonian station exits concerns me. Next year my guests & I will frequently these sites. Dozens of friends & associates postponed 20 & 21 trips to Washington. |
| Smithsonian and College Park ridership is only low due to COVID closings, which are in the process of being lifted. Very shortsighted idea with negative impact to major institutions |
| Archives??!! Smithsonian??? Federal Center SW???! No way- there are too many people who already are returning to visiting the museums and monuments. This is a terrible proposal. Please don't. Consider carefully. Again, there are individuals and families who rely heavily or solely upon metro to get to these places. |
| Please keep East Falls Church & and Van Dorn Street open, those two are my go to commute station either from my house or my colleagues |
| No suelo usar ninguna de esas estaciones pero probablemente otras personas si saldr  an afectadas |
| People who lives by Morgan station use the train to get to work to it would make it difficult for them |
| Again, the past so years have hurt many citizens economically. People would like to return to work and the possibility of that occuring will be decreased if these stations are closed down. It would be best for metro to work towards many offices reopening than contributing to those who will no longer be able to work due to inability to provide cost effective transportation to work. |
| Not going to workBecause I always take the silver and blue to Morgan Boulevard |
| Van Dorn St is the only Metro available in west side alexandria. The east side has multiple ways to ride but those who live on this side would need to take 30+ minute bus rides just to get to the metro. |
| From personal experience, I see plenty of customers going through college park. With the pandemic almost over and schools get back to in person learning, that station would be essential |
| This proposal would block my abilities to reach destinations I've been accustomed to reaching by Metro. |
| I dont need any of those stations |
| U |
| I work around those areas. |
| This might work in DC, but this would NOT work in Virginia where the distance between stations are greater and people rely on metro as their sole transportation solution. Arlington Cemetery, however should be closed indefinitely. |
| This plan would be impacted by changes to, for example, Montgomery County RideOn bus service. Still not clear what if any changes will happen in bus service. |
| I don't often use these stations. |
| I rarely use these stations |
| East Falls Church is the metro/bus hub for residents residing in Falls Church, Annandale, and Seven Corners. To force those residents to spend an additional 20-30 minutes + an additional bus transfer to reach Ballston or West Falls Church is short sided. If I still lived in Falls Church, these changes would have meant that I spend 1.5 hours (including wait times) at the very least commuting to Metro Center. |
| I work in Clarendon and Metrorail is primary means of getting there. Lyft is far too expensive. |

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| Proposal to close 22 Metrorail stations |
| Getting rid of courthouse makes more sense than getting rid of clarendon |
| Mt. Vernon stinks but it's not the worst |
| While closing these stations do not affect me closing Federal center SW, Federal Triangle, judiciary Square will affect thousands of Federal and district government employees. Furthermore the closing of all of these stations will significantly add to vehicle traffic in the area WMATA services. |
| This is a horrible idea, do not close any stations period. People depend on them for travel. |
| Will be difficult especially as they've built up a lot of things around Eisenhower and other stations. Also, at night walking to a different station can be dangerous if you're a woman or alone |
| I use none of those stops on a regular basis |
| This feels crazy but I could make it work. You would be closing so many stations that are either ones I use to get to/from work or that tourists use. If you did this, great care (care that I've literally never seen taken by WMATA) would need to be placed on the customer experience. I'm thinking about maps and communication with riders and probably with businesses and museums. A real effort (that would likely take \$ and talent that I imagine you don't have in-house based on my 10 years of being a daily rider) to be clear so people aren't going to stations that are closed. |
| I dont use any of the stops listen...some of those stations are for tourists |
| University of Maryland employees rely on College Park station, which is also a major bus hub. |
| Closing stations should never be a cost cutting act. |
| I can't imagine only having Courthouse and Ballston open. The whole inbetween would be left out. Also closing brand new stations in Virginia? |
| This is abhorrent to even consider closing stations, including one which you are rebuilding the platforms at as we speak |
| Because one of my workplaces are within the radius of the ones proposed to close. If that happens, it will be damaging to your service and the convenience of travel from that station. |
| Grosvenor-Strathmore essentially is a satellite Walter Reed campus for housing |
| When conferences reopen after the pandemic, Mount Vernon square is really important to the commute to the conference center. I've been to some conventions and work events there and the metro makes it so much easier to get to. Also please don't close the Smithsonian stop. I want to go back again when the pandemic ends. |
| I don't understand closing Mt Vernon Sq. It's far from Shaw and China Town and services a large neighborhood. |
| Still would have to have free shuttles to get back to the closed stations. Which means still free ridership somewhere. |
| So many stations are closed that I would stop riding Metrorail |
| Some people get off later than 9pm |
| Doesn't affect me. |
| They could close at certain hours, but not permanently close |
| Our primary station is Courthouse, and we could work around the planned closures. |
| I plan on boarding the Metro from the Reston Town Center stop frequently once it opens. I'd rather cut my commute time down by boarding there, rather than Wiehle Reston East. |
| I travel to some of these stations, so therefore this would not work for me. |
| Yeah I'll make \$1 million every day why is your y'all close and all the stations for |
| We need access to all these train stations |
| This is horrid! (1) Arlington Cemetery is the easiest way for me to reach my husbands grave. The Smithsonian is where all our museums are and during non-Covid times often crowded. Its a long walk from Woodley Park to Cleveland Park, etc..... |
| clarendon, fed cent, fed tri, and mt vernon are essential. smithsonian would cause more crowds during tourist season |
| I still need to use College Park station to get to work. |
| Some of these are near government building also tourist attractions |
| Ppl still use the station it's cold outside right now and in the middle of a pandemic yes people aren't using them right now |
| East Falls Church is my primary station. West Falls Church is *not* nearby. It adds an additional 20 minutes to my commute to go there. If thats the case, I wont use metro at all. |
| Some station closures seem foolish. For example: Smithsonian. |
| Absolutely not. Fire labor and replace with technology or self driving before cutting and closing stations |

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| Proposal to close 22 Metrorail stations |
| I would have to walk further to catch a train therefor changing my whole morning routine |
| Metro want our money but train always late |
| With my current employment status and location, this would work. |
| Would be Inconvient but not that big of an effect on day to day travel |
| This is the main source of transportation around the city 7 days a week. |
| These stations are not all equally invaluable. Several listed stations hosta living arrangements for working professionals utilizing the metro regularly. Closing stations (such as Clarendon) would absolutely cause more harm than good. Those individuals would more than likely discover alternative means of transportation indefinitely. This would guarantee a loss of many regular users equaling a loss on comparative revenue. |
| Do not travel to these stations |
| What determines "low ridership"? |
| I would think Clarendon would stay open. |
| I dont think Ill be using Metro to commute in January 2022, but even if I do, the station I work closest to is Federal Triangle. When I commuted by Metro (in the before times), I would occasionally walk to Metro Center anyway, either just to get more of a walk in or because I needed the red line. |
| None of these stations would impact me. |
| Would there be some sort of periodic shuttle from the open station to the closed one in order to compensate? |
| Please consider giving bus routes to cover the proposed stations. |
| It's close to another stop |
| Depending on whether fly out of Dulles. Having the Silver Line stations closed will be problematic. |
| Because I cant see how Judiciary Square or Virginia Square could ever have low ridership, unless they close the courts and George Mason University. |
| People with disabilities may not have the time or the capability to navigate the line changes needed to get to their workplace or other daily activities. Closing stations would make running errands a more arduous task. |
| My work needs dont require me to travel to any of these stations, however, i think Metro is making these suggestions based on 2020 trends, which isnt accurate at all. |
| I dont see a problem with that, if the other stations are within a quarter to half mile. |
| Not all of these stops are ideal to close - Arlington Cemetery, Clarendon, east falls church, smithsonian. Also if Clarendon and virginia square are closed this means there are no stops from Courthouse to Ballston. Not ideal for those living in that area. East falls church is not close to Ballston or west falls church. Closing Arlington Cemetery and smithsonian is a horrible idea, tourism will suffer. Closing Clarendon and East falls church is a horrible idea for everyday commuters. Do not close these |
| I WORK NEAR A CLOSING STATION. I ALSO HAVE FAMILY WHO LIVE NEAR AND TRAVEL TO AND FRO A CLOSING STATION AND HAVE NO OTHER MEANS OF TRANSPORTATION. |
| Would work except for closing Mt. Vernon Square |
| Again, Public transportation is the only means of getting around. How will this help? I sometimes have to use some of these stations when during outreach for school and if the stations are closed, how can I get there? Ride share is becoming very expensive. |
| You'd close both my home stop AND my work stop. I cannot afford a car so I would have literally no practical way to get to work with all of these closures. You're making this an incredibly hostile city for those of us who want to still live and work here. This plan would force me to move elsewhere to make commuting somewhat possible. This is outrageous. Talk to the NYC MTA and maybe get a few pointers on how to run a decent public transportation system because this one is basically already and soon to be USELESS. |
| Absolutely not - both on a professional and personally need |
| So many of these offer access to the best parts of the DMV. |
| This plan would close both my departure and arrival stations, and increase my commute by up to 30 minutes. While stations downtown are close enough to walk between if necessary, as during the pandemic closures of 2020, the suburban stations are much more difficult to travel between. I would likely seriously consider finding and adopting an alternative method of commuting if metro adopted this plan. |
| I commute from East Falls Church to McLean, in which case I would need to buy a car!!! Not preferred |

Proposal to close 22 Metrorail stations

You must be joking. If you close my station (East Falls Church) I would literally never ride the metro. There is nowhere I can reasonably walk to from here; the next closest metro is literally miles away. I could understand closing a couple of the downtown stations because there are so many close together, but to close the stations in the suburbs that people depend on to get to work is just outrageous.

East falls church should be removed as it is a transfer station. Stations that are transfer point should not be closed.

Unfair to close Van Dorn. Ridership was artificially suppressed by the service interruptions for maintenance (especially the station overhaul) and has not had time to rebound we have not been able to count on you, so some have found other options.. Also, there is no close station WITH PARKING. Old Town is not comparable. Braddock Road is way closer to Old Town, so close Braddock Road instead. Finally, there is a ton of multifamily housing coming on line here in the next few years... Ridership here has a bright future.

Significantly reduced access to/from VA and DC stations, including one I use regularly.

I frequently use the clarendon station.

you need to communicate what defines low ridership

If the stations that are closed are walking distance from other stations, yes this is a suitable option. But if the purpose of closures is to cut budget/save budget, opening of phase 2 silver line should be delayed until the metro is running at its pre-covid capacity. Metro should prioritize its existing stations before opening others

Do not close smithsonian

I often use the orange/silver line stops in Virginia. While they are "close" to other stops if I cannot take the train all the way I will not use the train.

For us living in suburbs metrorail is the only way to connect to DC. We are so looking forward to this station opening soon but now it's going to be closed?!

I don't have a car and I use the metro almost everyday to do anything. I don't have other options.

But service to Arlington Cemetery is important to tourism.

What about tourists? Keep the stations open.

Need Clarendon

Regularly use Clarendon

I travel extensively on the Orange/Silver lines and eliminating the Clarendon station would not only be inconvenient for me, but would also negatively impact the area small businesses.

All stations should stay open

This plan would leave to overcrowding in stations that remain open

I use Archives so this would impact me, however I could use Chinatown or Lenfant and walk to work. It would be frustrating and increase my commute times, however of all the options presented I would rather walk a little more than sit at a station waiting for a half hour on a train.,

How would we get to the other lines if they are close by? Would there be a shuttle provided or would we have to figure out our own way to get there to travel using the metrorail?

I ride the Green line to College Park on weekends to visit family

Providing shuttles to the closed stops could be helpful

Closing both Clarendon and Virginia Square will cause a huge gap between the stations. East Falls Church is NOT close to another station.

This would be terrible and probably add 30 min to my already long daily commute.

Many of these stations are vital to workers and businesses. If you close these stations the neighborhoods will suffer. And the Metro will seem less essential to the community further lowering ridership. Lower CEO salaries and board member dividends to recoup operating costs.

Travel

East Falls Church does NOT have low ridership. West Falls Church is not close to East Falls. I would need to buy a car if East Falls Church closes.

Both stations on my commute are on this route. If these go into effect I cannot commute to work. Station closures would be the absolute worst thing to come of this budget issue. This would affect peoples lives the most, do not do it.

Under used stations can close on the weekends

I dont use those stops and I believe most of them have other nearby stations that would be open.

Absolutely unacceptable. The stations cost millions to build and they're going to sit fallow? It will cost millions more to rehabilitate the shuttered stations if and when they are eventually reopened. Very short sighted!

I live at Greensboro station and work at federal triangle . I need to keep my job and get to work. I use metro everyday to commute

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| Proposal to close 22 Metrorail stations |
| As I would have to get to work in DC |
| Closing Archives would make it very inconvenient for FBI HQ employees who use Metro |
| Depends on the station. Clarendon station is heavily trafficked and one that I use frequently. Virginia square is close enough to Ballston that I think it could be closed. The smithsonian stop provides good accessibility to the National mall and is a valuable station. Grovesnor-strathmore is a station that I frequent as I have family in suburban Bethesda, and they rely on this station (which they walk to) to commute to their DC jobs. |
| virginia square is my home station and I use the smithsonian station a lot |
| I use these some of the above forwork |
| Isn't East Falls church, the Service to Dulles airport. I thought Congress just gave Metrorail substantial funding. I think all of these cuts are unacceptable for the DMV ridership |
| Since stations with low ridership do not justify the expenses, it would be best to close these stations. |
| Over what period of time have these stations been observed to have low ridership? |
| Why don't you cut salaries and benefits rather than service? |
| I use those stations frequently in non-COVID times! |
| The absolute worst solution possible. We bought a home in McLean specifically to be within easy walking distance of the McLean metro station so a car wouldn't be necessary. Absolute worst solution imaginable. |
| My daily commute to work is to Archives. Don't mess my shhhhht up |
| I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus |
| Your solutions should be reduce administrative staff, stop buy \$60,000 dollar police patrol vehicles and all non essential purchases |
| The issue comes with delays and trying to make other trains work if jumping between lines to get to/from work. |
| It would make my trip from New Carrollton the pentagon quicker. |
| While Im still hesitant, this makes the most sense. But only certain stations should have to close, and certainly not all of those listed above. |
| Not at all!! Please keep all orange and silver lines open!!!! |
| I am between Clarendon and Virginia Square. There is no other station nearby. At least one station has to remain open. |
| Archives is where I live and my primary station |
| Cheverly seems like a safer station at night compared to Deanwood |
| These stations wouldn't affect my route. |
| I use McLean Station every weekday to get to and from work. Tysons is not convenient at all. |
| I moved to the Ballston-VA Square-Clarendon-Courthouse corridor because of easy access to metro - BECAUSE you have 4 stops here. Closing stops would add a lengthy walk to and from the metro station, and would totally overcrowd the station during rush hour. |
| sure for me, but what about other people living near them? That would expose more women to the dangers of walking longer distances at night |
| People come from all over different regions of Washington DC, Maryland and Virginia so if you take and close these mentioned stations above then you are the ones who will go out of business and revue monies taking away the use of these stations will be a negative negotiable situation... again most rely on public transportation most by means of the Metro Subway making the right connections to get where we may need to go |
| This may not be the best idea. Although, I can see the reasoning behind it. Im torn as you all may be as well. |
| This would be extremely inconvenient for so many people and businesses who choose their location based on metro stations. We should not have to move our apartment and business locations so we can be closer to a station when many of us have already moved to be closer to one of the metros that you are proposing to close. This would be one of the worst ideas that the metro has ever brought forward and it will be detrimental to the people who live in the community but also people who want to travel here. |
| I know y'all playin with this one. Y'all ain't finna close these! |
| Metro should be about access. What is near when you have a disability that makes walking difficult but dont have a car. East Falls Church is not walking distance to other stations. Clarendon is a mile from Rosslyn or Court House. Whole neighborhoods have been built around the access to metro. |
| It would hurt for tourists who want to come to the museums but while they are closed it makes sense. |
| I work near the Smithsonian, plus I would like to visit Arlington |
| My job is at one of the stops and I'd have to walk longer |

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| Work in Greensboro, tysons station is difficult to walk to Greensboro |
| Several of these stations are ones i happen to go to very often |
| Same as prior scenarios. |
| NO. This closes my station at my place of work and home. I would no longer utilize metro for my commute at all. |
| I work downtown. Closing the stations located downtown dc would cause a huge inconvenience |
| Does not apply to me because I do not ride to any of these stations. |
| Closing Cleveland Park will harm the businesses in that area. Cleveland Park is in the middle of a hill so you have to walk uphill to get there or walk uphill to get home from there. |
| Strathmore Music Center would be an destination Id use - wouldnt want to lose that station |
| These stops closing wouldnt be an issue since I dont travel using them. |
| No, I opposed the closure of certain stations especially the Smithsonian station, which is my workplace if Smithsonian is reopened to the public and employees. |
| Very wasteful. |
| This is unacceptable. the college park station is near the Univ. of MD and 3 Federal office buildings. I regularly rely on it. Anyone going into DC needs to be let off near the buildings they actually need to go to. If you close stations the metro will cease to be convenient and you will be making it useless to individuals who are handicapped or mobility impaired. The reason the metro in Paris works well is because there are lots of stations. If you close stations then people will be forced to drive, traffic and pollution will rise, and so will commute times. |
| No. I use East Falls Church, Clarendon, Archives, Mt. Vernon Square, Smithsonian. |
| I live between the VA Square and Claredon stations. This would require me to walk to either Ballston or courthouse. This would add additional time to my commute making it more difficult to take the metro as opposed to driving. |
| Every time you shut down a station you make my trip longer and less convenient. |
| Would prefer if Archives station could remain open. |
| Again, I am fortunate enough to work around this myself but I am left with questions such as: how will tourist get to Arlington Cemetery? the Smithsonian? Jurors to the Courthouses? Residents to their suburban homes (without using cars to inadequate parking)? And on and on... |
| Would cut off access to the city for a lot of people - would lead to long walk for a lot of people to the next metro stop (if they can even walk that far!) |
| I dont commute to most of those stations. |
| Closing metro stations are horrible and would disadvantage sooo many people. It's vile Maryland would even consider closing so many stations. |
| I think it's premature and fiscally unwise to open or consider opening stations for low ridership when they're not even open yet, it is statistically unverifiable data other than polls. It will also reduce front end costs by halting or slowing work scheduled for phase II. |
| I wont be able to get to work and the low ridership may have a lot to do with the past safety issues and closed stations. |
| Yo he usado tren para desplazarme en Arlington cementery, clarendon, east falls church, McLean etc y siempre estan llenos no se porque de la propuesta de querer cerarlos por falta de personas , no es la percepcion que tengo siempre he visto muchas personas en la horas pico. |
| Federal Triangle, Judiciary Square, Federal Center are all in the heart of downtown where many people work. And the Smithsonian is right in the heart of the tourist area. |
| Not College Park... :(would you be willing and able to provide shuttle oncall shuttle, as needed? |
| Judiciary square is my stop. Need red line to get to work. |
| Low ridership could be temporary. |
| Given that the Silver Line is an important commuter route, I think all Silver line stations should remain open at least on weekdays or during peak work travel time (in the morning and in the evening). |
| I use the stations in downtown DC frequently. As a person over 80 years old, forcing me to walk further to my destinations would mean I would lower my Metro usage. |
| DC is a tourist attraction and we therefore must protect access to our unique attractions like Smithsonian, Arlington cemetery and the strathmore. Prefer that you close courthouse instead of Clarendon |
| I don't frequent those stations. |
| This is ridiculous. All of those stations are so important for travelers, specifically the ones outside of metro dc. Would not utilize metro if those stop options weren't available |

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| I use the McLean metro station every day to get to work because I have no car. I would only be able to make this work if the Fairfax Connector 721 bus route went to the Tysons corner metro during rush hours instead of only during off peak hours. I also anticipate using the Greensboro metro stop to shop at TJ Max more when I get the chance. |
| A lot of these make sense. Smithsonian? Absolutely. Virginia Square? Lose it, its less than a ten minute walk to Ballston. But some of these are NOT near other stations. East Falls Church particularly stands out to me--its at least a 45 minute walk to another station (you could take the 2A, of course, but BusETA has not been displaying times for the 2A for two weeks now...and you did away with metro-to-bus transfers...). It also seems like a real shame to close Arlington Cemetery. What a blow to visitors--veterans coming from all over the country who need an affordable way to visit the cemetery. And its truly absurd to say AC is near other stops--look at the map! |
| We are not worried about walking places so it would take some planning but is probably doable. Would be difficult possibly with crowding during tourist season getting in and out if only existing gates are used. Might want to add entrance and exit gates for swiping and more staff for questions. |
| Oof! This will make traveling on the Metro a nightmare. I can't imagine how busy Metro Center, Federal Triangle, and L'Enfant are going to be. |
| Once stations close it will be hard to reopen again. I am not in favor of this |
| I live very close to Clarendon and the Courthouse station is very far, particularly if I have luggage with me. |
| I commute to the Mclean station |
| I use Clarendon often |
| None |
| The metro stations within the District can easily be reached through taxis or buses, but for outliers (like Clarendon), there would be no easy way to get there. I could probably live with this, but it would be inconvenient. |
| Please consider that just because a station has low ridership now during the pandemic, they may have drastically different looking numbers in spring of 2022. Please study the numbers both before and during the pandemic in making the decision to close a station. College park for instance would have much higher numbers when UMD opens their campus completely, which may be January/Spring 2022 |
| How can I take advantage of visiting the Smithsonian Museums and the National Mall |
| I decided to move to my current home specifically for the convenience of the college park metro. If service were to be discontinued at college park I would stop using metro and consider moving. |
| I work close to Cleveland park. There is a school near by and many students use this station. The closing would be very disturbing. |
| Should keep either federal triangle or archives open to reduce congestion at metro center. |
| We do not use Metrorail. |
| Other than Clarendon, I almost never use these stations. Close Ballston or Courthouse instead of Clarendon. Theres 2-3 grocery stores serviced by Clarendon. Thats what people need access to/from, not anything at those other 2 stations. |
| I get off at Mt. Vernon Square fairly regularly, so this would be pretty annoying. |
| The end lines should remain open for longer hours. This would allow for use by long off hour commuters |
| I typically dont use those stops either. |
| After years of waiting for the Silver line extension into Loudoun County, I can't believe that y'all are putting the stations on the chop block before they have ever opened. They are no where near other stations - they're probably the most remote - so it must be the low ridership. I wonder why! |
| I disagree with closing stations. Unless you have plans in place to pay for bus fares of individuals who rely on public transport and would be dropped off further from their destination, this plan seems like another potential deterrent for metro rail riders. |
| Closing stations after a year of a pandemic, citing low ridership, is a bit foolish. It seems likely there is a lot lower ridership in the past year for good reason, and when the city is open regularly again, that would change. |
| I gotten used to walking the rest of the way to work anyway |
| No comment. |
| A number of those stops do not have a close metro stop nearby. If metro stops are closed, riders would find an alternative way to get to those stops such as Uber or Lyft. Metro would be losing riders by doing this. |
| Mt Vernon Sq Station is the closest station to my employment and is preferred to remain the same in 2022. I could imagine that the low ridership at the Mt Vernon Sq Station is the effect of the Pandemic |

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The downtown DC stops like Archives, Federal Triangle could work. The Virginia stops I think are problematic. Arlington Cemetery is not near another station on foot and would involve several high travelled roads.

Closing these stations would not affect my travel.

You should not close Clarendon or Reston Town Center. Those places are packed with economic activity and hordes of people get on and off at those stations. Closing them would hurt the economically-disadvantaged that rely on the jobs located in those areas, and those with cars would just drive, worsening our air quality. Is McLean the main one for Tyson's Corner Center? If so, that one should not be closed for the same reasons.

I understand that many of those stations have low ridership but some of those are very convenient to residential areas and events. Maybe the operating hours would vary upon peak hours of ridership.

My station is McLean and it would add an additional 20 minutes per day to mine and my wife's commute. It would be more convenient to drive in and pay for parking

I work at McLean Station. It is very far to walk from other station

How are you proposing to help transport those residents that these stations service to connect to other stations.

College Park is used by me often, but all other stations are never frequented by myself

Two of these are my primary stops for work travel.

I occasionally use East Falls Church station for access to my church and it would be terribly inconvenient if that was taken away

This will cut down on tourism. It's a terrible thought.

As soon as we move back to the office (which will hopefully happen in the next couple of months) I will be going to the Smithsonian stop Mon-Fri. Not to mention closing of places like Archives and Arlington Cemetery (not to mention Smithsonian) could affect tourist driven travel which will hopefully start picking back up.

I use the Grosvenor-Strathmore Metro Station daily.

I prefer catch 3a bus as shorter bus ride to work and I easily get car sick If East falls ch closed I'd be forced to take the 1 Alften, like yesterday I missed 1A so rather than waiting 30 minutes I walked to East falls ch station I would lose this ability if East falls ch station closed and ballston is very far I work at 6565 Arlington Blvd

They may close but is that indefinitely or temporarily? People aren't going to many of those spots such as Smithsonian because everything is closed.

With COVID-19 possibly not being as bad by the end of this year I am hoping that DC will be more open for travel and tourism again. By closing Smithsonian you are limiting their exposure to this. My stop is also at Judiciary and I do not feel comfortable walking to Chinatown/gallery place or Union station

I would need to move apartments if Cleveland park closed and I strongly believe the local businesses and large apartment complexes would suffer. Also, once the synagogue opens again many more people will be using the Cleveland park metro. Please reconsider.

There are not good alternative routes to travel to and from these areas without metro

I live near Cleveland Park station, one of the locations they propose cutting.

As long as you ensure Metro bus transport would support such a change which may include increased runs to accommodate workers during peak hours.

I have no problem with this

some of these stations I use sometimes so not an immediate impact but sounds like it would be quite limiting

The McLean station is located by the Capital One Center campus where many employees will travel once the COVID-19 work restrictions have been lifted.

I work at the McLean metro station and frequently use the East Falls Church station so this would add a lot of time to my commute.

Good idea! some of these stations are unnecessary.

I don't use those stops and rarely see people get off there

It would not work because all your parking garages are at stations that causes me to have a longer commute time. Taking a Bus.... the Ride-On line has turned out to be VERY UNRELIABLE. BUSES NEVER TURN UP or to early or late. Been very very disappointed about that.

How dare you close a station like Grosvenor! My sister bought her apartment there and got rid of her car because of access to the station. Never close any station with adjacent residential units. That was a selling point for Montgomery County to get people moving here, so let the county help with the cost. People won't telecommute forever!

Is Reston town center even freaking open yet???

I am looking for an apartment outside of the city and this would greatly limit my options

Don't use these stations

My station is Eisenhower Ave. Closing this station would require me to walk 1.5 miles to access the next closest station. I am an essential worker and have to go to work daily.

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| why close these stations?? this doesnt seem like a useful budget cut. |
| When you close a station, does that really save enough money to be worthwhile? |
| I mainly utilize the green line. |
| This plan is absolutely unacceptable to me. I use the metro exclusively for my transportation needs and closing my station would severely impact me commuting to work. |
| College Park is essential for UMD students who dont tend to have cars. |
| I could live with these closures. |
| This would create numerous barriers for those with physical disabilities. |
| I go to my Vernon station everyday to get to and from work |
| I work at the Archives stop. How am I supposed to get to work if you close this stop? |
| Federal Triangle, Van Dorn St and Virginia are crucial stops, as I imagine Reston Town Center would become as well when it becomes operational. |
| I live in Silver Spring and work at the University of Maryland. This would be a huge inconvenience for me. |
| Smithsonian is a major hub to reach the mall and museums. while closed at the moment, the nation is hopeful for their reopen as soon as possible. |
| Strongly opposed to the idea of closing these stations, especially the College Park station. UMD students rely on the metro to take advantage of the DC area, I had an internship in DC in the summer of 2019 as many other interns did. Metro was essential to get to work. I know that despite the fact that other stations would be open, UMD students would not Uber or drive to these stations to take the metro, theyd simply drive into DC and cut out the middle man (in this case, Metro). By closing the College Park station, world would travel fast at UMD that it is not worth taking the train into DC and Metro would lose a customer base forever |
| McLean is my closest station and the nearest other stations don't have parking. |
| Total agree with this but perhaps some of these closures make more sense as seasonal closures? For ex, only tourists go to Arlington and very few go when it's cold!But yeah - close as per ridership but keep stations maintained & viable for quick reopening as necessary. |
| Dumb. Closing Smithsonian may seem like a good idea right now, but it won't be when the tourists start to flood in. |
| By closing Smithsonian, you will make it hard for visitors to get to the national mall. All the other station can close or don't need full scale station managers. |
| Office is in that station area |
| Dont understand why Silver Line isnt put on hold until a more suitable time. |
| I live close to station |
| Cutting service when the pandemic is ending and people will be returning to work makes no sence. |
| I don't use those stations often |
| I could see closing some stations for specific times (I.e. Arlington cemetery during the week), but you still have travelers that use all of these locations and it would make it much harder to get around the DMV if stations are closed. Limiting the college students from UMD from traveling into DC to spend money downtown and help the economy would be a mistake. |
| Grovesnor strathmore is incredibly important to me. I don't have a car and work for the military. My work is in navy yard. It takes me 40 min to get to work currently. If the grovesnor strathmore station is closed it will add an hour on to my commute daily |
| The closest station from my place is college park |
| I analogize this to what Starbucks did, by closing many stores. Some downsizing might be acceptable. |
| I would hesitate to close Judiciary Square with Archives closing and courts reopening. Perhaps Morgan Boulevard could be opened for travel to Fed Ex field on Sundays during the football season. Otherwise, these seem like the optimal list of stops to eliminate if that is a definite decision. |
| This would decrease travel options for meetings I have to attend around DC. |
| Yes, definitely close these stations - just make sure to update Google Maps so we can plan accordingly when traveling. |
| Eisenhower is the closest metro station to my residence. Commuting to King Street or Huntington would greatly impact my daily trips to my place of employment as an essential worker. Moreover, the Carlyle neighborhood is seeing a great expansion. A metro should service these new residents. |
| It is more dangerous for me to get to the Silver Springs station than the Greensboro station. There are new developments being built right now that will likely increase ridership to/from the Greensboro station. If riders need to take a bus to get to the station they are unlikely to use Metro at all. |
| PLEASE do not close these stations. They are many people's only way to get to work. Ridership will improve post-vaccine. |

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| Some of these stops dont have great or truly close by alternatives. |
| Absolutely not in favor of closing Grosvenor station in particular they are thousands of people that live and depend on that station because it is within walking distance of a lot of housing in the area also it accommodates such a large number of people being able to park instead of driving into the city. I consider Grosvenor station to be a vital station to stay open. This would significantly impact my ability to get downtown. Driving to another station and trying to find parking would be a nightmare |
| People still get off this stations and live in those areas. |
| I agree in closing non essential stations |
| Again tourism and public transportation. I think ridership will improve again post pandemic |
| By 2022, I hope to be visiting Arlington Cemetery more frequently and there is limited other options other than ride sharing |
| It depends on my situation, but I would prefer station closures are kept to a minimum |
| Many of those serve tourists and leisure travel who put actual cash in your coffers. PLUS where are the parking lots at the stations nearby...as perception of crime has gone up in the region (and likely personal crime has gone up), people will likely want to drive to the alternate station - where are you going to put them and how are you going to board people when you have no line management at the Metro doors. (visit BART in San Francisco or the metro in Singapore or other places - you either need expansive platforms or some sort of way to POLITELY send people into and out of the trains) - you very much lack that basic thing. |
| I use this stations to either transfer or get to work since one of this station is close to my job |
| These station closures are outrageous and a slimy scare tactic. These massive cuts only lower the budget by 3% which is an absolute joke. You need to fix your bloated opex and stop punishing the riders and constituents who find the massive opex and instead try to run a system that is efficient and safe. Metro is neither of those despite robbing tax payers of billions. Shameful. |
| Close em! |
| I commute to my office every day. The proposed closure would be inconvenient because the station is within walking distance to our home. I do not drive and my wife and I are a single car household.I'm a new resident to Alexandria who moved to this area from Maryland. One of the reasons why my wife and I chose our home is the proximity to Van Dorn Station. Eisenhower Ave station is 3 miles (a 1 hour walk) from our home. It is not within safe walking distance. It is my understanding that there is even a threat of closure of Van Dorn St station. This will be a disruption to our schedule and our lives. |
| This is not good |
| Judiciary Sq is my work stop, going to Gallery Place is not the end of the world but starts adding to time to my usual commute. |
| I commute to Loudoun County for work. The train may be a viable option for me with the opening of Silver Line Phase II. |
| This stations are used majority by government workers, who now telework, understandable. |
| This makes negotiating the city without a car much more difficult. This proposal is terrible |
| This would drastically reduce my mobility since I don't have a car. Also so bad for the environment |
| Closing of these stations do not affect where I get on and off. |
| There will be a new Wegmans super market at Eisenhower, along with new apartments. Closing this station would be a mistake. |
| I plan to use many of those stations regularly, like Clarendon, Judiciary Square, Smithsonian, and College Park. |
| I need to use Federal Center SW for work |
| Would not be able to get to work at all. |
| What are the implications for the bus routes? If the bus routes directly linked to those stations are discontinued then that restricts the travel for people who need those routes. |
| I go to College Park 4-5 times per week 12 months of the year. |
| Clarendon metro stop has been frequently used by me and having to take the metro to neighboring location especially at night is not appealing. |
| What would happen we tourist come back to the city? You would be shutting down all those stops. More loss in revenue. |
| I commute to Federal Triangle. This proposal means I would be stuck on the train longer with more people and then have to walk further to get to work. This will also negatively impact all the small businesses located outside these stations. I also think closing two of the major tourist metro stops (Arlington and Smithsonian) will be terrible for Metros ability to continue to generate revenue. |
| Closing Cleveland park station will crowd already crowded Woodley park station |
| I will rely on using the McLean stop for my work, and will need that stop to continue staying open for my commutes during the week. |

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This would close the two closest stations to my home and the two closest stations to my work.

Why did you build these stations to begin with? This reduces your personnel costs because you won't have any staff at these stations but you cannot let them go into ruin. Are you going to provide regular bus connection service to things like Arlington cemetery for tourists. What about walking to the zoo from Cleveland park? I think that walk is easier in the heat than walking from Woodley Park in the heat. Connecting buses? I know you put Zoo in the name of Woodley park, but did you think about walking up hill in the heat?

All these station closures are based on the current Covid ridership levels. As more people are vaccinated, ridership will increase on Metro. These budget decisions should be reviewed in September.

You're shutting down some key metro stops and areas that the bus doesn't always frequent or get you there on time

Preferable to time changes!

I wouldn't close any of these stations except on the weekends. Except for these: College Park (need this game day and for students), Eisenhower Ave (feeds the small mall there), and Morgan Blvd which needs the Metro to feed the stores nearby. All others usually fairly empty on weekends because the govt is closed then.

Closing these stations would make my way from work and to home so much harder

That's way too confusing. Arlington cemetery makes sense. Parking is can be bad enough. This would hurt metro and put in a death spiral. Stop put those stupid wasteful stickers on the ground. The bumpy tile created a huge expensive constant repair on the outdoor stations. Now I believe all outdoor stations need to be covered.

This doesn't make sense. How much does it cost to close a station? How much does it cost to operate a station?

Whereas this does not affect my daily commute, I think some of the closures proposed (such as Smithsonian) will significantly affect tourism once things start opening up.

Maybe these stations can be closed on the weekends only

Please do not close East Falls Church or Van Dorn. My bus routes take me to those stations

Some of the stations are close to landmarks. It would be hard to get there

Closing stations downtown that are less than .75 from one another where you have to walk a few city blocks could make sense. Such as Archives or Federal Triangle makes sense. The other ones do not

wow surprised about Reston Town Center being considered.

Closing any stations is an absolutely awful idea. I use Cleveland park station and this would render metro effectively useless. Also, why would construction at Potomac yards and other improvement programs be allowed to continue if other stations would be required to close. That makes no sense.

Cleveland park is pretty essential for me

Some of these are important employment and/or recreation destinations. Clarendon, Cleveland Park, College Park, Smithsonian, Reston Town Center.

I would within a walking distance of Mt Vernon

doesn't work, you're basing this on ridership now. what happens when everyone goes back to work or a relatively normal schedule. Also no stop at Arlington limits anyone wanting to visit

Porque la línea amarilla terminará en Mt Vernon Sq entonces cómo haré para salir y tomar el bus desde allí?

I live right near Mt. Vernon and want that station to remain open

I will need Grosvenor-Strathmore station to go to my office once the pandemic is over. I cannot afford a car and biking to my office will take 45 minutes to complete, which took too long considering my busy schedule.

I think closing so many stations would hurt Metro. Remaining stations are not all that close by.

While none of these are primary stations of me, it seems shortsighted to close stations outside the District core.

There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy

East falls church is quite far from any other station. Would add more than a mile walk to my commute in an area with limited other public transport

| Proposal to close 22 Metrorail stations (Spanish) | Translation |
|---|---|
| Yo dependo de la estaci3n en Greensboro para poder ir a trabajar. Me mude a esta area solamente por la presencia de esa estaci3n de metro. | I depend on the station in Greensboro to be able to get to work. I moved to this area solely due to the presence of this metro station. |
| Es imperativo quela estaci3n deGrosvenor Strathmore siga abierta todos los dÃ-as! | It is imperative that the Grosvenor-Strathmore station remain open every day! |
| Necesito trenes en Grosvenor. Como voy a ir a mi trabajo en DC | I need trains in Grosvenor. How am I going to get to my job in DC |
| Nada conveniente, y no entiendo el razonamiento de cerrar Grosvenor dada la gran cantidad de personas que utilizan la estaci3n. | Not convenient at all, and I don't understand the reasoning for closing Grosvenor given the large number of people who use the station. |
| Can affect many that have their jobs around these areas. | Can affect many that have their jobs around these areas. |
| Soy usuaria de las estaciones de Mclean ya que resido cerca y de East Falls Church ya que trabajo cerca. Me afectaria negativamente el cierre, no cuento con vehiculo y el metro es mi unico transporte. | I am use the McLean station since I live nearby and East Falls Church since I work nearby. The closure would affect me negatively, I don't have a vehicle and the metro is my only mode of transportation. |
| Me muevo en Virginia y no me conviene que cierren estaciones en esta parte | I travel in Virginia and closing stations in that area is not good for me |
| No me afectarÃ-a porque uso Bethesda a farragut north o alguna estaci3n en washington dc | It wouldn't affect me because I use Bethesda to Farragut North or stations in Washington DC |
| Cerrar las estaciones de los metros no soluciona nada. Se crearia mas congestion en las otras estaciones y tb los usuarios empezarian a buscar otras alternativas para movilizarse. Todos se afectarian y el metro tendria que cerrar | Closing the metro stations doesn't solve anything. It would create more congestion in other stations and also users would start looking for other alternatives to get around. Everyone would be impacted and the metro would have to close |
| Yo use el tren para if a mi doctor de espalda y voy 3 a 4 dias por semana hasta East Falls Church porque no tengo carro para que me lleven. Al fin me encuentre un camino donde yo pudo ir a mi doctor y no me cuesta mucho llegar alli y esta serca del estacion, y yo vivo en DC. | I use the train to go to my back doctor and I go 3 to 4 days a week to East Falls Church, because I don't have a car to take me. I finally found a way where I can go to my doctor and it doesn't cost me much to get there and it's near the station, and I live in DC. |
| aunque haya cantidad baja, no se puede perjudicar a esos pasajeros, son personas y ciudadanos con necesidades de transporte igual | Even if there's a low number, you can't harm those passengers, they're people and citizens with the same transportation needs |
| No me gustarÃ-a que cerraran la estaci3n de east fall church ya que estÃ me queda cerca para la IÃ-nea plateada que utilizÃ³ para el trabajo. | I don't want them to close the East Falls Church station since it's close to the silver line I use for work. |
| Me parece bien | Seems good to me |
| No porque en el caso mio yo uso mucho el metro viajo mucho a Clarendon | No because in my case I use the metro a lot, I travel to Clarendon a lot |
| PERO siempre y cuando la distancia no sea demasiado, recuerden quÃ© hay personas con discapacidad y mayores. | BUT as long as the distance isn't too far, remember there are people with disabilities and older people. |
| No suelo usar ninguna de esas estaciones pero probablemente otras personas si saldrÃ-an afectadas | I don't usually use any of those stations, but other people would probably be impacted |
| Yo he usado tren para desplazarme en Arlington cementery, clarendon, east falls church, McLean etc y siempre estan llenos no se porque de la propuesta de querer cerarlos por falta de personas , no es la percepcion que tengo siempre he visto muchas personas en la horas pico. | I've used the train to get to Arlington Cemetery, Clarendon, East Falls Church, McLean, etc. and they're always full. I don't know why they're proposing to close it due to lack of people, that's not my perception. I've always seen a lot of people during peak hours. |
| Porque la IÃ-nea amarilla terminarÃ-a en Mt Vernon Sq entonces cÃ³mo harÃ-a para salir y tomar el bus desde allÃ-? | Because the yellow line would end at Mt Vernon Sq, so how would we get off and take the bus from there? |

| |
|--|
| Proposal to operate Metrorail service every 30 minutes |
| It will work for me as soon as trans will come on schedule and will not be any delays |
| More trains please |
| 30 minutes is waaaaaaaaaaaaaaaaaaaaaaaaay too infrequent |
| Need more regular trains |
| Already over crowded during peak hours. |
| woefully inadequate |
| Opening the Silver line as soon as possible is key to the regions economic recovery. |
| More frequent trains on orange/silver |
| I live at Cleveland Park. If that stop is closed I cannot take metro and will end up driving. |
| Metro should not cut service |
| Wont be enough room on the train |
| Trains should be more frequent |
| eliminating all bus service from Trinidad (D4, D8) will cause me to not use WMATA at all, zero |
| Need more trains to allow for flexibility in getting to work |
| This would not be frequent enough for me on weekdays. |
| I need to commute to work one train every 30 minutes will NOT be sufficient |
| Trains are already too crowded |
| HATE waiting for trains. |
| Impossible to schedule commute with 30 minute gap between trains. |
| It is too long between trains during rush hour on the silver line. |
| Totally unacceptable |
| Dont reduce metrorail service frequencies. Increase them, actually |
| Need more stops open with shorter wait time |
| Dont make any changes, keep it the way its been |
| Trains will be too full and too difficult to get on at my current station if there is only one train every 12-15 min |
| This would be horrendous during the morning commute. |
| Arriving every 30 minutes is way too sparse and would lead to severe overcrowding in a time we aren't even sure COVID will be gone yet. In addition I transfer train lines. I would definitely be late for work if I had to transfer and trains only arrive every 30 minutes |
| Would be very difficult to time commute correctly |
| the timing is great for everyone to get where they are going |
| not frequent enough |
| I want the same as current. |
| Get funding from government. This should not be run like a profit generating source. Transportation adds value and watering down the schedules will further cause rider attrition and let republicans sabotage government and then claim it doesn't work post sabotage. Metro service is important and is significantly more effective than cars in the DMV. This plan would kill public transportation to further ensure other transportation like cars and ride sharing gain larger profits. |
| Need more frequent trains |
| Need more frequent trains to and from Arlington |
| Trains would not be running frequently enough to get me from point a to b in a timely manner |
| this would negatively impact my commute to work |
| If everyone is back to work this would be insane |
| I want the same flexibility I have always had with the metro - i.e., trains running every few minutes during business hours |
| Is this a joke? Why would we be competing to have one of the worst metro rail stations in the Nations capital |
| This makes me less likely to want to ever metro |

| |
|---|
| Proposal to operate Metrorail service every 30 minutes |
| Trains should come every 3-5 minutes |
| Based on my experience riding the metro during rush hour traffic, slower train service post-COVID would make it significantly harder to commute using the metro |
| stupid idiotic idea |
| it doesnt make sense to me to not provide more trains at rush hour |
| Need rush hour service |
| By Jan 22, we will back in the office so this headtime will produce unacceptable crowds |
| I need the Cleveland Park metro to remain for my commute. Without it, I will leave DC. |
| Regular service through all train lines, especially red line from Shady Grove to Glenmont. |
| not ideal, but workable |
| By January of 2022, many people would be commuting into the office as they did previously. This schedule is not going to accommodate. |
| 30mins is far too long to wait. |
| This would drastically impact my commute and I would not be able to use metro if this happened. |
| This would be awful to the point where I wouldnt even bother using the metro |
| 30 min gaps are too long. Will drastically reduce ridership and revenue. |
| This would make commuting on metro much more difficult. I feel that there needs to be higher frequency during rush hour periods. |
| Prefer more trains during rush hour, and the distinct weekend/weekday schedules. |
| This is not workable in rush hour when space is already at a premium. |
| Getting to work would become extremely difficult |
| Concerned about lack of service on end of redline- wheaton |
| Terrible. Greatly reduces services needed for the commute. |
| More trains needed |
| This would seriously impact my commute. |
| Don't close strathmore!!! |
| Once the world reopens, this will make the trains ridiculously crowded and potentially dangerous with pushing. |
| Depends on crowds and reliability of timing |
| Monstrous. Inconceivable. |
| There will be 0 social distancing if trains come less frequently. It is already packed when they come every 3-5 minutes during rush hour. I will not use the metro if this is the case. |
| This would add significant commuting time |
| We would need the metro to run every 15 minutes to commute effectively to work from EFC |
| I expect to be working in the office then (rather than work from home) and every 30 min during rush hour is not sufficient. |
| Trains would be far too full during rush hour |
| Metro needs to reduce labor costs. The ATU is driving up costs. Metro should be about serving the public, not a jobs program for union members. |
| I use Grovesnor-Starthmore to commute to work; I cannot get to work without it. This would put me in a pickle to continue my livelihood. |
| This is insane, just shut the whole system down why don't you?!?!? |
| This would dramatically impact my ability to get to work. |
| would mean delays for me, but tolerable. |
| Do not reduce service for these lines |
| 30 minutes is too long, 15 is decent. |
| I work downtown in the dc courts and can't plan based on 30 minute intervals either way |
| 30 minute intervals would make commuting on time to work very challenging. Additionally of ridership were to increase, overloaded trains would be a problem. If you had to wait for the next train you could be waiting an hour to get to where you need. |
| every 12-15 minutes would be very difficult during rush hour |
| This would make my commute 10 minutes longer, which might prompt me to bike rather than Metro. |

Proposal to operate Metrorail service every 30 minutes

Trains are too infrequent; need more trains available and sooner, especially during peak periods

people will not use train services if the trains dont come frequently enough. Need rush servicing during the work day

Lots of government employees rely on all routes affected. Leave all routes open.

That is unrealistic for rush hour occupancy.

This would be completely untenable once people begin commuting to work again on the red line to downtown - 15 minutes is way too long

This absolutely would not work in Virginia.

Run more trains.

The problem is some of us are dependent on one line.

How in the world will anyone be able to get to work with that much lag time between trains? This will create more crushing than is even typical during normal rush hour and a dangerous environment for riders.

I rely on the metro to take too and from work. If the trains are decreasing in arrival time, the trains will be packed with riders and it might take longer to get too and from.

Time between trains is too long during rush hour

I would like the metro service to run as it was (different on weekdays versus weekends)

Need more frequent trains on orange and silver lines

How can you consider cutting service just when folks will need metro again? Fire staff in your fancy new headquarters, dont cut service.

This wont work for me as I use the Metro for work and am dependent on appointments.

Once we go back to work regularly, which likely will be in late 2021 or early 2022 this is going to cause catastrophic delays.

need trains more often at vienna

I like this because it doesnt eliminate any stations.

We rely on regular metro service at east falls church for commuting to work and for our childcare provider's commute.

That can add an hour+ to my commute when things go back to normal. No thanks

Given expected return to office post-vaccine, this proposal would strongly disincentivize my use of metro.

If the pandemic situation improves, this will not work. If most people continue to work remotely, then this would work. It would be important to know exactly when trains are scheduled to arrive.

This is not frequent enough

I still think more trains during rush hour would be necessary.

This would make commuting very difficult.

Id prefer trains more frequently than every 15 mins

That would significantly reduce the utility of metro for commuting.

i would like be forced to drive for work if this went into effect

Those of us who are working from home do not necessarily know when well be returning to our respective offices.

In rush hour this could be disastrous if ridrship comes back to anywhere near pre-pandemic levels. Orange line trains were filling at Vienna after about 7:20 AM last I knew.

Too long an interval between trains

Too infrequent, would add time to my commute via bus/trail combination.

Not frequent enough

It works if it is expected that there will be reduced volume of people. Otherwise rush hour at 30 , or even 15, minute intervals will be a nightmare

Find another solution Paul. This won't work. You are making metro a Third World transit system.

12-15 minutes is a very long time to wait for trains at peak transit stations, including Rosslyn

Please do not close Grosvenor-Strathmore Station!

30 mins is too long between trips.

The Orange and Silver trains during normal rush hours are already extremely full. If they were only every 30 minutes then basically no one in Arlington would be able to get on a train by the time a train actually got to an Arlington station it would be overflowing.

It wouldnt be ideal, but itd be workable.

| |
|---|
| Proposal to operate Metrorail service every 30 minutes |
| Need more service during rush hour |
| I'd drive if that happened. |
| Not frequent enough"will have too much crowding |
| Trains need to run more frequently on weekdays. |
| On a work schedule having to wait 30 minutes for a train could be detrimental. |
| I would likely be teleworking full time. If I did go into the office, I would not ride metro if trains were 30 min apart |
| Once everyone goes back into the office, at least a few days a week, this would be a disaster. Crowding in platforms, delays and even worse traffic. It would also be detrimental to entertainment and sports (Wiz/Caps, Nationals, etc.). |
| That is not a frequent enough schedule to reliably get to work |
| This is a great option is pandemic conditions dont change. If were no longer in a pandemic, Id expect service to return to pre-pandemic levels. |
| This would mean more wait times and crowded trains which is not ideal |
| But I do not use metro to commute |
| This proposal would be a complete disaster. It would also guarantee that every single train is absolutely packed with people who are all inches from one another, just a short time after a pandemic. |
| Not enough rush hour trains |
| Is this as crazy as it sounds? |
| Need more trains during rush hour |
| Too infrequent. |
| As vaccines increase, more people will go back to the office and this is not enough train service in order to accommodate for those who need it, especially in a time where we are social distancing. This will lead to very crowded trains which will be bad for public health and might ultimately decline your ridership anyway if people do not feel safe on the metro. |
| At thirty minutes apart, trains would be useless to commute to/from work. |
| This would not only make trains more crowded, increasing covid transmission, but it would make my commute much longer and more complicated, to the point where I may have to move in order to reduce my reliance on metro |
| This is way too long between trains |
| Trains need to be more frequent during peak commuting hours |
| Every 12-15 minutes or every 30 minutes is terribly infrequent. |
| Unclear if offices will reopen by then. If yes, this is not workable. |
| Why are you cutting service at the time when we might be getting back to normal? People will switch away from mass transit and you will be in a death spiral |
| This is too little 30 minutes. every 12 minutes works |
| Trains are way too infrequent for commuters. Trains would be full during rush hour |
| Trains were already incredibly crowded during rush hour times. I don't know how people could be expected to get to work on time if they can't get on a train because it's full and have to wait 30 minutes to try again |
| This could cause serious delays if i miss a train. 4-5 trains an hour is too few. |
| Waiting 30 minutes if you miss a train could be disastrous for commutes. |
| Id rather have trains running than stations closed |
| 30 minute wait during rush hour for a train severely impacts workers who rely on metro to get to and from work. |
| Red line on rush hour once every 15 mins seems absurd |
| Trains do not run frequently enough, especially during rush hour |
| This would not work (30 minute apart trains) for rush hour mornings and afternoons). |
| Even though inconvenient, I would be able to adjust my work hours to accommodate the train schedule of every 30 min. |
| I will not use Metro at all if this happens. I need to transfer and it will take me far too long to get anywhere. At that point, Ill buy a car and never use Metro |
| This doesn't seem good for rush hour |
| I don't understand why Metro decided it would be a good idea to close everything down just as things start to open back up. |

Proposal to operate Metrorail service every 30 minutes

Would be workable if the trains are on a pre-determined timetable that is both shared and adhered to

Trains will be overcrowded and theres no way any of us will be able to get to work on time or safely

Trains arriving only every 12-15 mins is not sufficient

15 minutes between trains is really long. 10 is more reasonable.

30 minute intervals for a train to arrive is too long of a wait

Ridiculous! Do not suspend stations. Post pandemic people need a way to get back to work.

More trains, more service!

With such infrequent service I dont know that I would be able to fit on the train by the time it reaches my station.

Trains too infrequent and will be overcrowded

Train frequency should be doubled during rush hours on weekdays

This schedule might work in non peak hours, but there absolutely needs to be more frequent service during peak commuter hours. The trains would be too crowded otherwise

this means non shared services will run every 24-30 minutes, which is worthless as you can never stay on schedule as is, so planning is impossible. Id stick to driving as cheaper and quicker

I would need more trains at rush hours during the week.

The clarendon metro station is integral to people getting to and from their jobs. Delaying trains and or closing stations would be disastrous

I think trains should run more often during rush hour.

30 minutes is very infrequent when people begin commuting again

I would be nervous about the trains running a bit ahead of schedule - if so, that would cause me to be 30 min late to work, which is a huge gap.

If you were implementing this during COVID it would make more sense - who knows what life is going to be like in a year

So much for providing reliable transportation for those who dont have cars or drivers licenses.

Not frequent enough

I like that this doesnt take out any stops along the route

Need trains coming more frequently during rush hour

This would be terrible. I am still working from home now but expect to be using the metro again by January 2022.

In January 2022, most people will be back at work. No rush hour trains would be an absolutely nightmare.

Depends on how the Post-Covid ridership resumes and when.

Public transportation is critical - no way this would serve the needs of individuals who dont have individual cars or who need to otherwise take public transportation.

Pre-pandemic, the ridership on the Orange line was heavy during rush hour with cars full to capacity. I cant imagine what would happen if trains only arrived once every 30 minutes. How could I count on Metro getting me to work on time?

Need more trains during rush hour

15 to 20 minutes is tolerable. 30 minutes is not. Why ride Metro then?

Trains would be far too crowded, I think more people will be returning to the office than working from home by then.

Weekday service should be more often than weekend service

I have to do a line transfer. This could add an extra 30-45 minutes to my trip, depending on timing. I would not be willing to take the metro under those conditions.

this doesnt serve the needs of those workers (and students) living in the DMV who rely on Metro for their commute and transit needs!

Would be tougher to plan commute trains

30 minutes between trains is a long time to wait. Also too long for outdoor stations especially in the cold weather.

Trains every 30 minutes encourages people to use metro as a last option.

This seems like a solid and fair plan.

Terrible idea, especially during commuting hours.

That's so infrequent bro

Too few trains!

Given that some level of the workforce will be returning to offices post-COVID, this would create crowding and difficulties commuting.

| |
|---|
| Proposal to operate Metrorail service every 30 minutes |
| Service every 30 minutes is too infrequent for commuters who rely on your service to get to work on time. |
| Its particularly outrageous to continue to charge peak extra high prices for non-premium service. im not sure how youre doing that with a straight face now |
| The proposed gaps between trains are too long. Carriages will be crowded. |
| Need more frequent during rush hour |
| This would drastically impact ability to move around the city for work, make meetings/appointments on time, and likely cause crowded trains. |
| This would make commutintng to and from work significantly less flexible and more difficult, and trains would be significantly more crowded than they already were pre pandemic. This is simply put: stupid. |
| I anticipate that I will be back to commuting in JANUARY 2022. That is too long between trains, and will be too crowded based on pre-pandemic levels |
| Need increased frequency during rush hour periods |
| Having multiple options every 5-7 minutes is most effective for my work travel. |
| I plan to get back on the metro when I return to the office and I will need the red line. |
| PLEASE DO NOT CHANGE ANYTHING ANYTHING TO GROSVENOR METRO STATION |
| 12-15 minute trains would mean they will be so crowded and people might not be able to still get on because the trains would be too packed. |
| I moved to my apt in Clarendon because it was next to the metro. This was literally the main reason I moved to the area. |
| Advertise more, increase metro frequency |
| This would lead to serious overcrowding and then a decline in ridership |
| 15-30 minutes between trains, especially during rush hour, is too long of a time. I imagine each train would be overcrowded as well. |
| I would need to have 100% confidence that i knew when the train was coming to my station and that i could get on it if one only came every 30 minutes. If i miss a train or the train is too crowded, I cannot wait 30 minutes for another one or i will be late to work. |
| Please leave open the Court House and Clarendon metro stops |
| Tough but doable. Probably hurts more people than me. |
| Trains need to run more often, especially during rush hour. |
| 30 min headways will result in no one riding the train - this is dumb. |
| Fewer trains would make commuting via metro unrealistic. Trains were already packed to bursting at rush hour. |
| That simply isn't often enough... if you miss your train for whatever reason, there's a 0% chance you'll make it to your destination on time |
| Not frequent enough |
| This severely limits access to the city for students and essential workers especially from areas of lower socioeconomic status. |
| 15 minutes is a good time |
| More frequent trains would be necessary to ensure a tolerable commute. |
| Too long to get a train during rush hour. |
| I assume rush hour M-Th will look similar to what it did and I cannot wait an additional 30 minutes if a train is too full. I would just drive instead. |
| This will make travel both prohibitively expensive and incredibly slow. 12-30 minutes between trains in ridiculous! |
| Too infrequent |
| Trains arriving every 30 minutes in the nations capital is absurd. The trains will be overcrowded especially when tourists return. |
| Rush hour trains will be impossibly crowded, and trains will be full by the 3rd or 4th station. |
| Closing of grosvenor station will greatly affect my coworkers ability to get to work as a DC commuter. |
| PLEASE DON'T CLOSE THE EAAST FALLS CHURCH METRO!!! |
| My office in DC plans to reopen late summer, early fall. I cannot imagine trying to commute on a system where there is only one train every 30 minutes and I do not own a car and am too far to walk to my office. |
| Not riding metro through underground stations until air quality issues are addressed. |
| I would rather trains every 15 minutes during rush hour times and the weekends and mid-day have longer times between trains. |
| Trains should be more frequent especially with all of the delays and with the amount of people on the trains. |
| During rush hour this would lead to already packed trains becoming even more jammed and unsafe |

Proposal to operate Metrorail service every 30 minutes

When we return to work and commuting, I'd need a more reliable and frequent train schedule.

I live outside that area and typically take the glenmont redline to and from work

Trains on this schedule are not frequent enough - this is unacceptable for living in a metro area.

Trains need to operate more frequently

The frequency of trains is much too low

Trains must run more frequently than every 30 minutes for people to even be able to get on the train during busy times. As it is, during rush hour trains that run every 5 minutes are packed

Need trains more frequently

Sounds like either a lot of crowded trains or a lot more people driving

How about making ALL riders PAY

Im retired, so flexible. If I was working it would be a disaster.

You may as well shut the system down. This is unusable and a RPOFF if you have to pay peak fares.

Rush hour trains need to be more frequent. The trains will be too crowded and it adds too much time to commute to have to wait 15 minutes for each train.

It would depend on the Covid-19 pandemic.

During am rush hour this is not enough

The blue, silver, and green line have predominately black essential workers, they need to get to work every day! this is unfair

I will almost certainly continue to telework regularly. Driving from my home to my office normally takes 45 minutes. If I have to wait 30 minutes for a train, Im better off, time wise, driving on the days I have to go into the office.

We need more frequent trains every day of the week.

Twinbrook through Shady Grove are EXTREMELY congested during the work week. Running trains every 30 minutes will not work and cause overcrowding at the Grosvenor station.

trains will probably be very crowded; somehow even more so than they already were pre COVID

Trains arriving every 15 minutes is a terrible idea during rush hour. This will put the metro out of business.

Why would this start in January 2022 when ridership will likely be higher than it is now? This should start now and then become more frequent in 2022. This will result in extremely crowded trains once work resumes normally. My office is expecting full staff to return January 2022.

If trains only come every half hour, you are going to have even fewer riders

Metro should have more frequent service during rush hours

More frequent in rush hour!!

This would make metro cars too crowded during rush hour, and not timely enough to be an effective means of transit

No one would use the metro at that frequency during rush hour

This will make the morning commute very slow and crowded. It will make people stop using metro for commuting.

This is not frequent enough for rush hours. the trains will be too crowded.

Worried about work day traffic when back to normal

Would prefer a different schedule for weekday vs weekend

Too infrequent

Not frequent enough.

Not frequent enough during rush hour

12-15 minutes will lead to overcrowded trains and long waits on the platform

Spacing service times as ridership is reduced is appropriate.

More people expected back in the office in January 2022. Would worsen rush hour.

30 minutes is excessive. Would these be 8 car trains? 6 car trains every 30 minutes would be packed.

This would make rush hours HORRIBLE. Waiting too long for trains, being very crowded when you are on a train, or waiting 30 minutes for a train and then potentially theres no room for you on it!

Proposal to operate Metrorail service every 30 minutes

I think we can expect ridership to increase and we should operate more frequently so that people don't have to cram into fewer trains.

I am a teacher, and many of our students and staff rely on consistent Metro service to get to school. By spacing out trains to arrive every 30 minutes, it could force more students and staff to crowd on train cars, which increases COVID exposure, and would also further limit the ability of our students to get to school on time.

We bought property in Clarendon because the metro is here. It is needed for commuting and general access to the DC area. METRO needs to find the funding to continue as it has been a fixture in this area since the 70s.

I exclusively use EFC to commute into Foggy Bottom M-F.

Post-covid, trains should continue to operate more frequently during rush hour.

Return to office work is still TBD, but 15 minute intervals may be problematic.

Waiting 15 min for a train during rush hour wont work for commuters

Big difference between rush hour service and other times. Can bigger reductions be taken during non peak?

When we are all back to work, this frequency would not be acceptable.

Plan to return to pre-Covid commuting schedule

Lol

This would make it impossible to commute by metro and I would likely not ride at all.

Trains arriving every 30 minutes are not frequent enough. I would look for alternate ways to get downtown instead of using metro at all.

Continue to differentiate weekend hours and keep rush hour schedules. By this point hopefully more people will be vaccinated and using Metro more regularly.

It would be challenging to get in trains during rush hour service

Trains would come too infrequently

This is not satisfactory for commuters. Those of us boarding the orange line in Virginia suffer from very crowded trains - standing room only during rush - or we cant board at all. This is not acceptable.

It would make travel during rush hour very difficult given the long time between trains.

i live in dc area because of metro,without metro running until 11pmor midnight i cannot get home from work. its not a city,we need busese from dc to va

This would definitely be an inconvenience, but it would be manageable.

It would substantially lengthen my commute to have this schedule on weekdays.

This is not sustainable when so many Northern Virginia commuters rely on Metro - especially to get through Rosslyn - as their way into downtown DC. Please do not cut service to the blue, yellow, orange, and silver lines.

Could trains run every 20 minutes?

Depends on ridership - if I have to wait for 2/3 trains to get on one then it's a problem

Not frequent enough

Service has to be adjusted to reflect higher demand for rush hours, your highest ridership period and greatest revenue period.

This would induce me to buy a car and no longer use WMATA at all for any commuting or travel needs.

Expected to need rush hour and more timely commute during weekdays by January 2022

There needs to be higher train traffic during peak hours.

As commuting returns to normal, this would make boarding trains an extreme difficulty as large amounts of passengers would congregate on platforms and each car would fill up quickly, which would also pose a public health hazard.

You should run the trains every 5 minutes because some people like me HAVE TO GET TO WORK

30 minutes is too long to wait

That makes metro an impossible option for commuting to work

With people going back into offices, cutting service makes no sense. Wait times can not be 30 minutes each day. Thats just not going to work and will make Metro almost useless.

I am daily commuter with a chronic disease. The wait would be too long the trains would be too busy to every find seating.

this would be horrible for rush hour in the morning before work and right after work (8-30a slots and 5-530p slots).

This would only work for me if it includes late night service.

Only having trains run every 30 minutes would be a massive inconvenience and more than likely cause too many riders to pile up in the metro stations between trains.

Proposal to operate Metrorail service every 30 minutes

That's entirely too long to wait for a train

If the trains were consistently on time at these intervals, I think it would work. Concern potentially about volume and rushing the trains during rush hour service on weekdays.

It seems like the trains would get super crowded

Insufficient frequency

This wont work for any commuter in the DC-metro area that relies on metro.

Trains will be packed like sardines during rush hour and it will make commutes even more miserable and terrible.

People will be more willing to ride metrorail by January given vaccination rates in our areas, which means that if we do not have increased service at rush hour there will be overcrowding. That overcrowding may then deter people from using the system out of fear or frustration, which reduces use again.

The no difference between rush hour and non-rush hour would be a huge mistake. Rush hour by far gets the largest amount of usage.

Life hasnt gone back to normal just yet, so I dont know if that is going to work or not.

Not enough service. Would take to long to get places. Would consider driving instead.

I need to know how different this is from the current schedule

This is a horrific cut in service.

Rush hour should have more trains.

This would cause very crowded trains and make me feel unsafe. This would not work at all during rush hour and I would be more likely to drive instead of using Metro.

With this type of cut not sure why you would even continue to operate.

Do not get rid of Clarendon metro stop and continue to have trains every 12-15 mins at this stop in particular.

Please do not close the Grovesnor-Strathmore metro station. Our family relies on this metro station and there are plans for significant development (residential and business) in that area and many more people will rely on this station the near the future.

Every 30 minutes is tough, it provides no flexibility or alternative for change

Rush hour (pre-Covid) was already insanely packed cars. MUST have more frequent service between 6-10am; 3-7pm.

I would switch to driving

This would create overcrowding on trains

This proposal does not make any sense to me - why wouldnt Metro continue to stagger trains that reflect the anticipated ridership, meaning that trains run most frequently during rush hours on weekdays. Weekend trains could be more sparse

Having to wait up to 30 minutes for a train completely negates any time saved as compared to other transportation methods.

The headway is too long and would mean too long of waiting times for trains

Too much time in between for travel in 2022. Not a viable length between trains.

This would work for our needs

Way too long of a wait between trains. 30 minutes means that a commute becomes unreasonable if the prior train just left. LEAVE IT HOW IT WAS PRECOVID--WE ARE ALMOST DONE WITH COVID

Work back at the office would mean higher densities of people, and would cause a huge backup and delay.

I may start commuting from Arlington to downtown dc again

15 or 30 minutes is not frequent enough for daily travel

I expect the numbers of people commuting to work will necessitate more frequent trains, especially during rush hour.

Trains that far spaced out would not carry the amount of passengers that it would need to

Please do not close the Grosvenor Metro station it is so important to my family

Limiting times is fine, do not close any orange or silver stops!

Do not turn metro into a commuter rail.

Need more frequently

Need trains at least every 10 minutes during rush hour

Aligning my schedule around new train times or less service would work for me, closing the station would be very difficult for me to get to work.

I would prefer less time waiting between trains to get to work

Proposal to operate Metrorail service every 30 minutes

I am retired

Need more frequent trains Monday-Friday

This would be a nightmare for getting to work and back. There's no way this would be feasible, even with the possibility of more people working from home in 2022. DMV residents still depend on public transportation too much for this plan to be anything but a disaster. Yikes.

I can only take the Silver line to work (Greensboro station) from Ballston, if the train only comes every 30 minutes during rush hour I could easily miss a train and end up late to work.

That's completely unworkable during rush hour in a post-pandemic world.

Please increase the frequency of trains during rush hour

This is going to cause major chaos in the metro stations. People are going to have to wait longer in between trains, therefore causing more people to be on the trains.

Too long for Wheaton headways

Rush hour trains will be needed as federal workers as getting vaccinated

I believe work schedules will be more normal by this time, meaning more people commuting. 30 minutes is far too infrequent if this is the case.

Not frequent enough at White Flint

Not practical. When driving to a station 30 mins between trains is unacceptable. Over 6 mins between trains is acceptable. Also trains would be over crowded and not allow everyone on. And you're supposed to wait 30 mins for a new train?? No.

Mostly only commuters use this

As people return to work this change will cause overcrowding on trains and an inability to get to work on time.

Not often enough at rush hours

I like this proposal because it doesn't include station closures, which ensures the broadest possible access to public transportation for all. Many Metro riders don't have cars.

This would no longer be a reliable system. It would be embarrassing for a major city.

This is far too little service given the ongoing recovery

Difficult to commute from East Falls Church to Tysons with trains only every 30 mins.

That would make rush hour getting to/from work miserable

Rush hour travel frequency is important to me for getting to my job in College Park.

If there is no advantage in timing between rush hour and regular hours I would expect the fees to be the same regardless of time of day as well.

There is no way I would wait 30 minutes after work to get on an extremely crowded train that I may not make it on.

If I need to wait 30 minutes for a metro, twice a day, I will just drive. DONT DO IT

More people will be traveling in January 2022 than now post-pandemic. It will be too crowded

Please don't cut off the stations past Silver Spring!!!!

This is laughably too few trains! On weekdays, commuters need more frequent service.

30 minutes seems long. 15 would be better.

Rush hour trains would be too infrequent

Keep it the same

I could not take metro to work if I had to wait 15 minutes for a train. And the trains would be too crowded so it would not be safe.

Infrequent trains at East Falls Church is FAR preferable to eliminating the station entirely.

Trains every thirty minutes would be terrible, especially during rush hour.

This is far too infrequent on week days. By January 2022, I feel confident I'll be back to the office.

I need trains to arrive more frequently during the week.

Why would rush hour which is the bulk of the metro riders not have rush hour times?? If I miss one train I would have to wait 15 minutes for the next train?!

30 minute intervals are much too spaced out to be useful for commuting. This would ONLY work if it became like real rail (Amtrak) where trains kept to a PUBLISHED SCHEDULE, which Metro never does.

Service too infrequent

Not having a difference between weekday and weekend service is inconvenient.

Trains during rush hour at Grovesnor get overcrowded

Proposal to operate Metrorail service every 30 minutes

This would work if the metro rail followed a defined timetable, more like a regional rail service. If I could count on when to expect there to be a train, I could adjust to it as needed.

I think this gap is way too high if anything a 10 minute window would be fine because I see how many people actually use it for work. Right now the ridership is down only because offices have been closes

30 minutes wait if I just miss a train makes my Orange Line commute unworkable.

30 minutes is a lot. Ive been riding Metro almost 24 years through SafeTrack and everything else. However, you cant have those interval times both ends of the day for every day.

I think there should be more frequent trains for stations with multiple lines.

I would be less likely to take metro because I would only be able to take silver to/from work and 30 minutes is a long time to wait.

Waiting too long for trains would decrease my desire to use metro

I am still commuting to and from work every day on Metro, with no option to work from home. Trains every 30 minutes will not work on Yellow/Blue lines from Arlington to DC. The trains are much fuller with people now with closure of the Blue line.

Missing one train can completely derail your day, especially if you need to make a connection and you miss the next one. All of a sudden youre running 20-30 minutes behind.

agree

Need trains more frequently during rush hour

This would lead to severe overcrowding during peak hours.

Frequency of more than 15 minutes would be much better, 15 is a bare minimum.

I believe there need to be more trains during rush hour, otherwise there will be overcrowding on trains, especially at Metro Center and other large exchanges

Weekdays need more regular service especially for those whose offices plan on returning more regularly in person

I rely on the metro to get to work and this would make it almost impossible to do that

This would be horrendous for my commute!!!

I expect to need to use metro to get to work every day. Pre-pandemic, the trains were so crowded that I had to wait for the next one. Having to wait 30 minutes would make me late to work.

Rush Hour is a very busy time and the change could result in over-crowded trains which could lead to off-loading. Given the proposal above, the trains would have to provide max capacity for riders who rely on WMATA trains, like myself, to commute.

Weekday especially Monday- Thursday would need to be soonee

I need the silver line only so that would be huge gaps in service

Need to have a different schedule between rush hour and non-rush hour.

I use metrorail primarily for commuting - every 30 minutes is too infrequent to be reliable transportation.

Hopefully we'll be back at work and would need a reliable and quick service to and from DC

this will cause significant commute delays, especially during rush hour periods once in-office work begins again.

If my office is open I would like more trains during rush hour

This would be fine until more people begin to return to work and a rush hour would return

This is just stupid

Trains could easily become crowded if ridership returns to normal

Too long of a waiting period between trains for weekday commuting, even with lower numbers.

I could accept reduced service if you do not charge rush hour fees. It is not fair to charge additional during rush hour when additional trains are not provided.

Trains need to arrive more frequently during rush hour periods

One train every 30 minutes is not enough to make taking the Metro worth it!

Trains every 30 minutes is too infrequent for me to rely on Metro, especially if Metro won't follow a published schedule. I would just find alternate means of transportation.

This will cause trains to be overcrowded. Orange line in VA is already crammed

This is not frequent enough.

Consider 20 minutes versus 30

Rush hour trains would be overcrowded and not have enough room for commuting passengers with these time intervals between trains.

Proposal to operate Metrorail service every 30 minutes

| |
|--|
| This could be workable if the arrival/departure times were provided to riders and were adhered to. I would also expect the rush hour premium fare to be rescinded if extra trains were not provided during rush hour. |
| Too long to wait. |
| This will be horrible once people stop teleworking. This would be a nightmare to get to work |
| We need to have rush hour service on all lines. |
| If there are large gaps, people need to know the times or have an ability to track trains. |
| Unsure if I would return into office, right now the plan is to return to normal in September 2021 in that case it would not work. |
| Those times are too far apart and will lead to overcrowded trains once Covid is past. |
| This is not frequent enough |
| We need the twenty two stations that are going to be closed open because that could be inconvenience to some people who use them especially government workers, COME ON FEDERAL TRIANGLE AND FEDERAL CENTER SW ARE IMPORTANT BECAUSE THEY ARE NEAR FEDERAL BUILDINGS. Also I think that the 6/12/15 minute service currently on Red and 12/20 minute service on the B/O/S/G/Y lines are acceptable and should stay. 30 minutes could be problematic for people who need to get the work quick. |
| This would be unworkable for commuting purposes from Virginia into the District during rush hour, and would prevent me from choosing to use Metro on weekends due to inconvenience. |
| I will be returning to work and that is not many times or trains. We will be traveling more after vaccine roll out. |
| I live in MD suburbs. If I miss a train and have to wait 30 minutes, I could be in DC in that amount of time. Id consider driving or rideshare instead to save time. |
| 30 mins isnt frequent enough during the work week |
| need trains more frequently during weekdays |
| 30 minutes is awfully far apart |
| This would potentially present increased travel time for our employees using Metro service. |
| Too long to wait for a train before/after work. Would likely drive instead. |
| Get rid of pensions, unions, and decrease salaries in order to balance the budget. Metro works never appear to be working that hard and most are low-skill levels. You are paying WAY TOO much for these employees. |
| A single, standard schedule seems reasonable. As long as the trains can keep to the timetable, it should work. |
| Rush hour will be a nightmare at stations along the red line like Metro Center and Gallery Place, assuming that people are back in the office. |
| Regular and frequent train service is essential if a goal is to make Metro ridership preferable to driving. Convenience, convenience, convenience. |
| 30 minutes is an unrealistic amount of time between trains. It would make it nearly impossible to reliably get to scheduled appointments or work in a predictable and reasonable timeframe |
| 30 minutes is too long to wait and would result in large crowds boarding at the same time. |
| Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| This leaves out Shady Grove, Rockville, Twinbrook and White Flint. So many people commute from those stations. |
| Shady Grove is a huge commuter station for the 270 corridor and right off 200. Every 30 minutes would cause huge back ups for commuters trying to get to work |
| I used metro to get to and from work during rush hour. At this time, I dont know what my workplace will look like in Jan 2022. We are remote through Sept 2021. |
| This will be very detrimental for morning and evening work commutes. |
| Trains would not be frequent enough and will be severely overcrowded. |
| I am concerned that this would create unsafe crowding on platforms and trains. |
| this greatly extends commuting times if changing trains or taking heavily trafficked trains during rush hour - following the pandemic the last thing you should be doing is cramming more people into a train when they are already uncomfortably full |
| 12-15 min is a long wait between trains. People would opt for other transportation options and Metro would lose even more money. Other cities/ countryes have very reliable service with trains ever yfew minutes! |
| Thirty minutes in between trains is too long. I might as well take thr Marc. |
| Needed: more frequent trains |

| |
|--|
| Proposal to operate Metrorail service every 30 minutes |
| Maintains some level of service at all stations |
| this will cause an unbearable crush of people in stations and trains during morning and afternoon rush hour, and on weekends during events |
| Too Far apart for commuting |
| This is too infrequent for weekday service during working hours, if we presume a world where people are generally working as normal in 2022. How can our nations capitol offer such infrequent mass transit? |
| These headways are too long. |
| I would want more frequent trains at the Grosvenor stop at rush hour. |
| WMATA needs to completely fail and be rebuilt from the ground up. The current leadership and administration must go before any changes are even contemplated. SHAME on each and every one of you. YOU ARE THE PROBLEM. |
| The trains on the Blue Orange and Silver lines should run more frequently during rush hour. |
| THIS IS IS NOT OFTEN ENOUGH FOR PEOPLE LEAVING WORK OR ARRIVING TO WORK. |
| This would/could add a considerable amount of time to my commute and would force me not to use metro |
| This could work, if there is a strict adherence to schedule, so it's possible to plan when to leave home/work to catch a train, but it seems dependent on continued low passenger volume. If passenger counts return to a substantial percentage of normal (~>50%) trains will be overwhelmed and this won't work |
| ThÃ© Pandemic is not going to last forever, we do need prÃ©-pandÃ©mic schedule back |
| Need more frequent service at stations with more than one line to meet anticipated work needs. |
| This would be ok if there were published schedules that were consistently met. |
| I use this all the time. It makes life for my neighbors and myself so convenient. |
| I do not like this plan |
| More frequent service needed on the Blue and Silver lines due to work commute |
| I would have to stop using metro for my commute under this scenario because unless I timed it perfectly, my commute could be two hours long each way. |
| 30 minutes is a long time to wait |
| Rush hour trains need to arrive more frequently |
| I rely on short headways to get to work quickly and avoid crowding on the train. |
| 30 minutes between trains during peak travel times is not feasible. If I missed a train, I would not wait that long to catch another and would pursue another transport option instead. |
| I generally don't use the red line |
| Every 30 minutes would be horrible for commuting. |
| Very inconvenient |
| Two trains an hour hardly qualifies as mass transit, especially given Metros historic inability to meet reliability targets. |
| Rush hour crowding from Western Silver/Orange Line would make catching a train impossible. |
| Metro should be making a status quo projection and a COVID recorded projection. If we are in status quo, less ridership; if the vaccines have worked, we will need the same level of train service as pre-COVID. |
| No Metro must return to the prepandemic schedule |
| A 12-15 minute arrival interval is certainly better than 30, but I don't see how there will be anywhere near enough trains for the people who will need them, especially during peak times, by January 2022 when things should be getting back to normal. So many of us are government employees who WILL need to metro back into work; we won't be able to continue teleworking at the levels we are now. |
| By January 2022 I expect to starting working on-site again unlike the current COVID situation. |
| should have more frequent trains during rush hour |
| Rush hour needs will be greater |
| I prefer the current schedule |
| By 2022 commuting patterns are likely to be back to normal, so this is premature. |
| No Problem |

Proposal to operate Metrorail service every 30 minutes

Trains traveling so infrequently during rush hours would incentivize me to just drive rather than timing my movements along with the train schedules. I moved to Reston specifically because of proximity to the Metro.

As long as I can be guaranteed to get a place on the train that comes.

reducing intervals is far better than eliminating service at stations. You would weaken the network and that would be destructive to many.

This would have a disastrous impact on my life

I am expecting a full return to work by the time January 2022 comes. I would expect others to be in similar situations. While I understand the need for the metro authority to make these decisions I would be hesitant to accept that there are no other options outside of affecting commute when we return to a new normal.

Trains would be so crowded by the time they arrive at my stop that I wont be able to board.

Please do not close the East Falls Church Metro station

Every 30 minutes is not frequently enough during rush hour (consider how jam-packed those trains would be). What about every 15 minutes from 7 am to 8:30 am and 4:00 to 5:30 pm - which will likely not meet everyones needs of course but provide twice as many trains for three hours a day.

Red line trains during rush hour on 15 minute headways? Are you on drugs?

That basically makes the service unusable, especially considering we will hopefully be going back to work by then.

Doesnt make sense to cut service on weekdays when that is when it will be used most. Maybe this plan for Fri-Mon and then higher operating schedule from Tues-Th?

Not frequent enough

That is a ridiculous interarrival time of trains on the general lines. It makes metro high risk for being late to work.

Too infrequent

Missing the train would make me late to work. With schedules already unreliable, that is not acceptable for me.

Assuming that more people are working in offices in 2022, having trains run every 30 minutes would make it difficult for everyone to get on the metro and would greatly inconvenience workers.

If the pandemic is over, we will all be back at work. This is ridiculous

Need more frequent service

Every 30min is very inconvenient

I get on at Dupont and ride to White Flint. The additional wait time is ridiculous. I might as well drive to work.

If more offices resume work in downtown DC in 2022 there will be VERY crowded cars during rush hour and that is a big concern.

That would force me to drive

Rush hour trains should come more frequently

This is terrible. We need federally funded public transportation in DC!

I need more frequent train service

This change would preclude me from reliably getting to work on time

This does not work for those commuting. 30 minutes between trains is too long. I can drive into town faster than that.

The headways are much too long. At most, trains should arrive every 10 minutes.

The trains should run more frequently

Every 10 mins on the red line and 20 minutes on other lines is fair. Longer than that is not bearable.

Personally I change from the yellow to green line to get to work, with potentially up to a 30-minute wait at L'enfant waiting for another train. This would make an already hourlong commute by metro even longer and I would certainly look for other options.

Situation depends upon remote work

30 minutes is way too long between trains. It would render metro virtually useless, especially given that metro is rarely on schedule as it is.

The significant time delay between trains would impose additional costs on me. I could make every ten minutes work but 12-15 is excessive, particularly during the work week.

If you miss your train, having to wait 12-15 minutes is an incredibly long time, considering the trains are often delayed anyway. Plus, this will make the trains much more crowded.

this will hinder getting to work quickly, however if it is limiting train time or cutting a stations, limit the train times.

if i had to wait 30 minutes i would not use metro

As someone that will need to commute to DC, not having trains more often is a concern.

Proposal to operate Metrorail service every 30 minutes

It would make me not take the metro to work.

During morning and evening rush, service every 15 minutes is too infrequent that cant handle surges in dc during work week

This is literal trash by 2022 people will likely be commuting daily again

30 minutes seems excessive to wait between trains. I would suggest 20 maximum.

If the times are predictable, people can work their commuting around these constraints. The key is predictable and consistent.

More frequent trains during rush hour is important - dropping this is unacceptable.

Every 30 minutes makes it hard to use this for work travel.

Its not ideal but is workable.

30 minutes is too lengthy between trains

Clarendon is a critical station due to nightlife and urban residency.

Need more train

Stop increasing wait times between trains. That is not going to help you get more people back on board.

Serious delays during rush hour when we're all back into the office.

With the many changes to the community this would be imperative to offer regular metro service.

This is ridiculous and riders will not be able to rely on Metro for their commutes in this scenario.

This would be the DEATH SPIRAL of Metro. It was unreliable before, this would make it USELESS. You can WALK across a quarter of DC in the 30 minutes between trains. WHY would anyone ever take metro again. If for budget reasons you have to go to 30 minute intervals, just SHUT DOWN THE SYSTEM. Its not funded for what it needs to be used for.

Whether this works depends on whether trains will become overcrowded as a result. I can bear waiting an extra 5-10 minutes, but if I cant board a train for 20-30 minutes, this wont work.

Metro is crowded as it is, this would make it worse

I have to change trains and this could significantly lengthen my commute.

Rush hour was already madness on silver/orange pre-pandemic. Once WFH ends it will be back to that. Total madness to make weekday and weekend pace the same. Weekdays rush hour should be prioritized!

I will be commuting into work again and do not have a car. I depend on this station

The trains will be too crowded. Many people wont be able to catch a train when they need to. Ill stay home.

This makes metro less rapid transit and more lite rail.

Would prefer more frequent train service, but prefer this to closing stations

Too far apart, leading to busier trains and crowded p,atforms.

need more regular trains to get to work ontime: this proposal discriminates against working poor and in not equitable.

I like this option because it guarantees service to all locations

This proposal will only encourage people with cars to drive more.

This would cause severe overcrowding.

Trains would be too crowded to make this a desirable means of transport. Any break-down of a train would mean there would be an hour between trains which is too long.

30 minutes between trains is too long

I live 2 stops beyond Grosvenor-Strathmore. Trains are already full enough to just barely allow social distancing on that stretch without making them run every 30 minutes.

I work from home (even during non-pandemic times) - I doubt this schedule would work for many I know. Im happy to pay higher taxes to fund keeping metro routes as is.

When I return to taking metro, this proposal raises concerns about crowding.

Grosvenor station is an important part of ridership. While it may be challenging now, once the pandemic eases, people will continue to ride the metro. Our area has so many people that don't have cars and use the metro to move around. Closing the station will be detrimental to the whole area

I think the rush hour non-rush hour is very important, so I wish that were not going away.

Morning and evening needs more trains for more social distancing.

You will continue to see reduced ridership if you lessen service - its going to drive people to their cars who have that option

Proposal to operate Metrorail service every 30 minutes

I commute EVERY DAY on Metro- this has not changed at all due to pandemic. Some of us do not work from home.

So you miss a train and have to wait 29 min? Whats the point? May as well Uber instead.

Rush hour train frequency should be prioritized with trains running more frequently during the week from 7am-9am and 5pm to 7pm

I ride at rush hour and will not ride If trains are this far apart. I moved to where I live for metro access (red line) and rode it daily before the pandemic, but will not use metro if it runs this infrequently.

Having to wait 30 minutes for a train is too long

This is a terrible idea. It will be impossible to social distance as trains will be more crowded. And how will people get to work on time?

Too infrequent

This infrequency would make my commute and many others extremely impractical and would also make trains crowded in a post pandemic time where that will make myself and others uncomfortable and discourage ridership further

The metro would get very crowded during rush hour.

overcrowded trains when more people return to norma would leave those of us with no alternative ways to get to work with very difficult commutes

This seems sensible until ridership increases to the level that the trains would be too crowded at this rate.

This type of schedule is difficult to manage. The trains would need to be more timely and reliable. It would be more difficult to take the trains without planning. It could reduce ridership even more.

Trains need to be more frequent than 15 min

We need improved public transit and need to get more cars off the road.

Trains will be too full at rush hour.

This would not work with the Districts return to work plans. How exactly, when employers are requiring employees to be back in the office in 2022, supposed to commute during rush hour with this?

I would stop using metro to commute if that was the case. The amount of people on the line would be ridiculous and I could just drive. You would lose all of my business, period.

Need to differentiate between rush hour and not rush hour

We will eventually go back to our offices stop this madness

In 2022, everyone will be using public transportation again. The roads will be crowded and the train availability will not serve the mass transit needs

It would render metro as not sustainable way to get to/from work. I would instead be forced to drive to the office.

Old plan will work better for me.

Having to get to work is important. Having to wait that long means I'd have to get an earlier start.

30 min is too far apart especially during peak hours

I use the metro to get from Arlington to Bethesda, MD where I work at Walter Reed hospital. Changing the frequency of trains on the red line will extend my commute even further than it is now (+1hr)

30 minutes between trains is too long

Dont need the same in weekends

I rely on the metro to get to work. The train was already horrible pre-pandemic. This will do nothing but make it more crowded and make people late for work. You can't even work on the metro as there's no service.

Fucking insane proposal. Absolutely idiotic proposal with the only possible purpose being an attempt to destroy metro as a working subway

These wait times are way too long. Any disruption in service means that 30 minutes extends to 40+ minutes and 12-15 means waiting 20-30. I get that some cuts need to be made, but these are not possible wait times with regards to a major metropolitan public service.

Rush hour trains need to arrive closer together

Trains should arrive more frequently than every 15 minutes during rush hour so that people can get to work on time. At least every 7 minutes.

Not ideal, but workable

Trains will be crowded if this were to happen

This isn't enough service to depend on as a rider. Currently metro is my first choice for transportation but I feel it may become secondary / last resort

There is too much time between the arrival of trains and there has to be a difference between rush hour and no rush hour.

Proposal to operate Metrorail service every 30 minutes

With the amount that is being charged this would be unacceptable in a world class city as well, it's embarrassing.

More frequent trains please

Anything to keep the lines running!

In terms of commuting to work in 2022, this would be incredibly inconvenient for me and others

Once commuting Starts again, it would be impossible for me to live where I currently do

Too infrequent, would require much better real-time metro arrival tracking online

If you want to torpedo ridership, then by all means run trains every 30 minutes. Imagine rush hour like this - are you going to run 20 car trains to collect all the people desperate to get in to work? No. And everyone will stop riding. This is a ridiculous idea.

I plan to be back in the office every day by Jan 2022. Waiting 15 minutes between trains is a long time during commute hours.

This would make it more likely I would commute by car.

I dont use Metro at all, too many stops in my commute.

Trains would be even more congested, bringing concerns of spreading viruses.

Impossible at rush hour / for commuting

This would likely prove insufficient during rush hours.

Having more frequent trains during busy times is necessary.

This station is vitally important to me for commuting needs. Things will have normalized by January 2022 and this station will be needed to be open.

30 minutes is too long to wait for commuter trains during the week

There would be too much volumeâ€” I would t be able to get the boys to daycare then wait for two trains to get downtown.

This would 100% defer me from taking metro

Too infrequent

15 minute intervals on the Red Line would work for me, presuming they are reliable â€” ie, 15 doesn't turn into 25.

need more frequent trains at rush hour on all lines.

30 minutes is a long time to wait for a train

Not ideal but its most important to keep existing stations open.

Red line will be overcrowded into DC in AM and out in PM, more than it already is. Not safe.

I will rely on this Metro stop when I am forced to go back to the office.

15 minutes between trains all day every day is not good

Its fine until ridership expands again.

This is terrible how can this possibly handle the commuting traffic that is present on the dc metro system.

The trains are already over crowded during rush hour and by January 2022 when most of the workforce has returned to the office there will be many times where people end up waiting 30 minutes for a train because the first that arrives is too crowded. Happened when trains were coming every 5 minutes and will surely happen everyday under new schedule

Seems excessive on weekends

Trains every 7 on Red line - I use it to commute daily from NOMA to friendship heights

Thirty minutes between trains is too long during rush hour.

This would not be a sustainable option for daily commuting needs - if you miss a train you would be up to half an hour late for work.

It would be tougher but I live at the end of the line so it isnt that difficult to get on for me.

Feels like trains would be too packed at rush hour.

If telework is not available then trains will be packed at the 30 min mark.

30 min is too long between trains. 15 min is max I would wait for a train.

There needs to be more frequent service at peak times

Trains need to travel more often

Proposal to operate Metrorail service every 30 minutes

Trains every 30 minutes would be almost impossible to make work in terms of getting to work on time. If I'm running late, need to recharge my card, etc. and miss one train I'm suddenly WAY behind schedule

I live in shady grove area and ride metro in for work, conferences, 30 min is a huge gap

The reduced service would only work under lower ridership pandemic conditions. Otherwise, this is not enough train service to support ridership during rush hour.

I stopped using Metro often once the cuts started happening, so I would continue to use it less.

We need more frequency at Grosvenor stop on the red line.

The Grosvenor station is critical to my plans to get to DC for work and social events.

Reducing the frequency of metro rail would hinder my commute, and also it would make me use the metro less

Try not to close any stations. I live at Grosvenor and I know it has low ridership but it would be hard to get into work without it.

closure of Grosvenor would have a devastating effect on the traveling community. WE do not want more traffic on the highways

30 minutes is too infrequent to rely on. Will not encourage ridership return.

Every 15 minutes is not frequent enough for me to get to work on time

Would make commuting on trains near impossible

I already struggle with their not being enough room on the metros during rush hour, and I expect that this would make that situation infinitely worse.

If it's too long between trains it will only lead to a further decline in ridership.

Should be more frequent during rush hour

During week day rush hour needs trains need to move much faster.

15 minutes is a long time to wait, particularly on the ride to work

This proposal would make commuting by rail impossible. I will just drive to work.

Predictability is more important than frequency. With an actual, known schedule, we can make it work.

Frequency needs to be higher

This will lead to dangerously overcrowded rush hour platforms. And will take too long to get to work if I miss a train.

Might as well shut it down as run 30 min headways.

If this was the 1970s maybe people would find this acceptable, but not only is it not acceptable - it is embarrassing for the nations capital to even consider such rigid way of operating.

Too long of a wait btw trains

Work week needs more frequent trains

A lot of us take the Silver line to work at Mclean. If I miss a train, I'd have to wait 30 minutes for the next one and be incredibly late for work. It'd also be crowded. One silver line train every 30 minutes wouldn't really be enough for getting to work.

I rely on the train to get me downtown after I drop my kids off at school. I need frequent trains in order to be on time. I also need to metro home in order to pick up my children on time. If I miss a train by 30 seconds, I will have to wait 30 minutes for the next train which will result me in being late to pick up my children

Connecting trains would make transit more difficult adding additional planning. It would result in delays to work or events.

Switching to a 30 minute cycle on trains will make me consider other options (driving primarily) and I believe would cripple our region - by January 2022, with hopefully the majority of the population vaccinated and back at work, we need more, not less, Metro.

Cut staff not service. Most Metro workers should be fired

Longer wait times between the trains would be something I could easily accommodate for my commute.

Post pandemic the trains would be too full. The stations would be dangerously full at rush hour

It sounds like a good plan as no stations are closing and hours seem to be the same. Only thing is what about like for sporting events/concerts in dc.

Would prefer less time between trains during rush hour for stations with multiple lines.

Waiting 30 minutes is extremely inconvenient. However, if there were a reliable app telling me exactly when a train would arrive, it wouldn't be as big of a deal. Given this, riders have to guess too much to meet a schedule

Lack of frequent and timely service will result in my abandoning use of Metro for my commute, resulting in my driving to work instead

Terrible idea. Metro needs to cater to commuter schedules.

| |
|--|
| Proposal to operate Metrorail service every 30 minutes |
| When pandemic is over I plan to use metro and the delays would be very challenging |
| Weekday ridership is for commuting to work. Weekend is for different purposes. Making the schedules the same makes no sense whatsoever. I cannot see how this could save money. |
| Changing line would make the commute unbearable |
| I'll be going back to work in person once the pandemic ends and a 30 minute gap between trains is a major pain and not something I would expect from a major metro system in a large city. I thought metro trains had too long of a gap between the pandemic and I think 30 minutes is absurd. Assuming that most of the federal government goes back to in person, 30 minutes between trains during rush hour will be terrible due to crowding. |
| I would rather drive if the trains do not run often enough. |
| That's way too long between trains |
| I expect to be working in person again in January 2022 and traveling to work most days via metro. This would work while we are still in full-fledged pandemic, but not when the pandemic is over. |
| talk about making my commute worse....it took 30 minutes on a good day before COVID and trains were very crowded. Now you want fewer trains after a pandemic - why would I want to spend longer on my trip and be stuck in a crowded car? I'd probably drive instead. |
| This would be completely detrimental and would make it so that trains are more crowded which is the exact opposite of what metro should be doing when things get back to normal. It's truly appalling to me that this is even a consideration |
| 30 minutes between trains is too long. |
| Presumably, by that time COVID ridership reductions will have ceased. Cutting service right when ridership should recover will force more riders away from Metro. Additionally, overcrowding of trains would potentially cause smaller outbreaks of COVID among vulnerable and un-vaccinated groups, again driving more riders to other options. |
| I use metro and this will impact me and family members. |
| as the federal government reconstitutes you may need to increase trains to every 20 minutes. |
| I would not use the metro to commute for work if trains only arrive every 30 minutes. |
| running every 30 minutes is a horrible idea during rush hour traffic. There is no way I would be able to rely on the trains in this proposed timing |
| 10-15 minutes is not at all reliable, if you want people to solely take the Metro, especially during Rush Hour |
| better than the alternatives |
| During normal times I rely on regular trains during rush hour (ie every 5 min.) otherwise they are too crowded and I am late for work. |
| Would need more frequent arrivals in line with current options |
| Reduced frequency when more people are going to be able to start riding the train is a terrible idea. As people get vaccinated, more and more people like myself will be returning to using the metro. These plans are very shortsighted. |
| By January 2022, I plan to be back at work on a daily basis. I need the metro to run frequently at rush hour. |
| takes longer to drive to the next station and find a parking location etc traffic is already heavy Now I can walk to this station that has been there forever |
| The red line during rush hour is a brutal experience. When offices open back up, it would take forever to get a train at 15-minute intervals. |
| The Red Line trains will be packed. Covid will not cease existing. Trains should run more often, specially during rush hour periods. |
| Every 30 minutes is highly inefficient |
| 30 minutes is entirely too long of a wait. I need to take Silver line from Eastern Market to Greensboro, so I would be waiting up to 45 minutes between trains. |
| Much better than closing Metro completely |
| I expect to have returned to commuting by then, and that length of time between trains will be problematic at rush hour. |
| I like consistent service on weekdays and weekends. Trains should be more frequent. 10 minute intervals would be ideal. |
| This would crowd trains to unmanageable levels. The trains were already overcrowded pre pandemic. |
| Bad for rush hour. |
| That is a long time to wait for trains during the week. |
| I see no issue with reducing weekend service to accommodate more trains during the week. Better yet stop the riders who jump the faregate so you're collecting from everyone |
| Metro needs to ensure that working commuters can have an idea on the train schedules. |

Proposal to operate Metrorail service every 30 minutes

How would this be congruent for a workforce that relies on this to commute?

Post-covid ridership is hard to predict, but this sounds like a recipe for very crowded trains and long wait times.

Commuting needs have not disappeared and this frequency would lead to congestion on trains, which poses health risks if the COVID-19 pandemic persists (or becomes endemic), and would pose significant inconvenience.

The Nations Capitol needs more consistent frequent service.

I expect to be back in the office by then. Those frequencies are inadequate.

This would make it impossible for my husband, an essential worker, to get to his job in time daily

Especially given delays, 30 minute intervals are too spread apart to make getting places on time convenient. Would probably push me to driving or taking a rideshare instead

Not enough trains for my commute.

Weekend late night service is very important to me.

That's way too infrequent. Those rush hour trains will be absolutely packed and virtually unusable.

Living on the Silver and Orange lines makes my situation better than others. I can imagine that this would be very tough for some users.

Every 30 minutes will lead to overcrowded trains during rush hour.

Overcrowding at peak times may be an issue.

Need trains more frequently

Will need more frequent trains for work and pleasure

The train cars would be too packed for commuters, people would not be able to fit, and less frequent trains would make many people late to work.

Trains arriving every 30 minutes is too infrequent. At the very least, I think trains should arrive every 15 minutes, but trains arriving in less time would be better.

Consistently arriving every 30 minutes is key here, especially during rush hour time with 8 car trains.

30 minutes between trains seems excessive and a deterrent for me to use Metrorail.

Pre-pandemic, it was not uncommon for trains on the Orange/Silver lines to be full during the morning commuting period.

30 minutes between cars! That would not work for most commuters

Every 30 min service on weekdays would be unacceptable and lead to severe congestion.

Every 30 minutes is not close to enough for the red line.

I commute regularly via the metro and these timetables would drastically extend my commuting times

One thing about being at a close in station in VA is that trains often can arrive full. Not sure if the capacity will be there with fewer trains.

I am very concerned about waiting 30 minutes in between trains. In particular, as the public is vaccinated and begins to return to work, we will need to maintain physical distance. 30 minutes between trains will not make that possible.

I think once people get back to work the trains will be too crowded.

It is not ideal, but I could live with it

Peak midweek commute times are important to me to go to-from work, therefore trains only arriving every 15 minutes versus the previous every couple of minutes would be a notable inconvenience.

Limiting service to every 30 minutes would dramatically reduce the accessibility of the dc metro system

This would bankrupt the metro system

I use the metro to travel to and from work five days a week. If I know I can count on the trains to arrive every 15 minutes I could adjust my commute to make it work.

It isn't frequent enough. This could result in over-crowded trains, facilitating the spread of COVID-19. Hopefully we are all vaccinated by then, but there is a chance we may not be.

Trains every 30 minutes is not a sustainable or reliable form of commuting to and from work

DO NOT REMOVE THE CURRENT TRANSPORTATION OPTIONS IN THE PALISADES. It is already a transportation desert with no metro. Many students, including myself, rely on the D6 and M4 to get to and from school. Please do not cut funding in Ward 3.

For me yes, but I don't use metro for work travel so this would make it difficult for others.

If federal employees are ordered back to work in late 2021 or early 2022, the trains will be way overcrowded.

I'm on the orange line and waiting 39 mins for a train during rush hours won't work

I commute into my job downtown from this metro station and if I just miss a train I can wait a very long time for the next train.

Proposal to operate Metrorail service every 30 minutes

Yes, this would work for me AS LONG AS there is reliable info on the arrival times of trains AND reliable trains

It is very important to have service that allows trains to arrive every 10-15 minutes at the end of the yellow line, which would not apply here. Thank you.

15 mins is more reasonable, especially with delays that are inevitable.

The time is a bit long. I could make it work but just a bit problematic

This would make returning to work very difficult

So you have a thousand people standing on platforms waiting for trains already full? Brilliant idea.

I dont know what my travel needs in 2022 will be

Why are you cutting service in 9 months as opposed to now? Well be back to work in 2022.

I take Grosvenor Strathmore metro station everyday to work. Please keep it open. I can accept lower or reduced service at non work hours for the station but please have it functional otherwise during work hours.

Increasing the times between trains will reduce the number of people who ride metro which will further exacerbate budget issues. Metro service already isnt great and if you make it worse/less convenient, more people will drive or take ride shares.

My transit to work means that I need high frequency trains, otherwise I risk being late and being fired

Need frequency of trains, not 15-30 minutes apart due to commuting

This is unacceptable. Stop mismanaging funds.

Georgetown Prep students and at least four apartment complexes near by

This would make travel by me or my children impossible!

This would work fine but I think certain days can have shorter metro hours, which can reduce costs.

It dramatically slows all access I have to the city and to work.

Makes Metro more or less unusable with such long wait times during rush hour

Trains should be arriving every 5-10 minutes. 15 minutes is useless. At that speed, many could just drive.

Existing service already results in severe overcrowding; I frequently have to let 2 trains pass before I can board. This solution is untenable.

I commute from Vienna to Metro Center daily. This would cause undue hardship on my commuting time

Its terrible. But I could probably check real time arrivals to time my departure and try to avoid wasting a lot of time waiting on the platform. I would only ever use Metro for commuting to work. Never on weekends if this change were made.

I live in Westover neighborhood and use EFC Metro to commute to DC. Going to Rosslyn would mean long car rides on Washington Blvd., already congested and will get worse with opening of new Reed School.

This would be a nightmare in rush hour. People would be piled on platforms and unable to fit into the next train. If you miss your train you would be super late to work.

Would stop riding metro under this service level.

During rush hour trains should be more frequent

If trains could run on a set, pre-determined time schedule as other cities, it would help riders plan and the time between trains would have less impact. If you knew for certain the train was coming through every 15 minutes, you could plan ahead to be there at that specific time.

This proposal is unclear. Are you saying rush hour trains would arrive every 30 minutes, or no changes to rush hour, and rush hour would be like pre pandemic? Because every 30 minutes renders the system unusable.

When I travel at rush hour it will take me longer to commute. I would end up driving

Would be fine.

More trains during rush hour. Space out trains more during non rush.

I would suggest shorter headways during rush hour with rush hour shortened to say 4:30 to 6:30 pm in evenings and 7 - 9 am in mornings.

I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I dont care if they have to raise my taxes for it.

It appears that there have no plans for return of federal employees and/or contractors working in the DC area

More frequent trains always provide for faster service and less guessing as to when I will arrive but I understand the need for this option

In 2022, people will be back in their offices. You will need to be ready for rush hour demand. A few trains per hour will not work.

Proposal to operate Metrorail service every 30 minutes

This would lead to major challenges for large numbers of commuters to Washington DC for work. It will be impossible to get on trains because they will be so full.

Waiting 15 minutes for a transfer will dramatically increase the amount of time it takes to get around DC

would be very inconvenient to get to work as my station is only serviced by one line (Silver, Greensboro station), but manageable if necessary

This would add roughly 30 minutes to my commute time daily. I continue to use the Red Line 4-5/week and depart from Twinbrook. I would consider switching to driving into work if these changes were implemented.

Assuming things are normalizing in late 2021 and early 2022, this would be bad news for those who start to return to work. Not just bad news - a disaster.

So long as parking is available at Grosvenor-Strathmore

This would significantly increase my commuting time

I work for the federal government- this plan doesn't allow us to ckme back- our bosses are not going to make us come back when metro is only running every 30 mins

I might be back in the office by then and might not work for my schedule

This is not frequent enough service for weekdays, especially because of the service issues that make an already long schedule even longer between trains.

Such infrequent service makes metro unusable if you need to get to work on time.

I go from white flint and cant imagine waiting 30 minutes for a train.

This plan would work fine in January 2021 and during a continued work from home / COVID-driven world. Hopefully by 2022 we are past that.

I'm going back to office environment in September 2021

Commuters who use metro to get to work need the trains to run more often, this would significantly affect metros usefulness.

People are going to need it to commute...

Would need to know that trains will arrive or leave at specific times on the dot and have that information heavily publicized (online tools must be accurate)

Trains must run more frequently given the volume of travel once people go back to work. It would be impossible to travel anywhere on time and be extremely detrimental to physical and mental health to feel stranded and squished when everyone waiting has to get on one train. It is also detrimental to people with child care needs who have a necessity to travel faster and with more ease

At the Rosslyn stop I need to take the blue line and can only take the blue line to Crystal City. Waiting 30 minutes for a train would drastically increase my commute time

I take the Orange Line from Virginia during rush hour, and if trains only arrived every 30 minutes, it would be impossible to get on a train, and I usually get on at Dunn Loring, only the second stop.

Too long between trains

This is an awful idea. All the trains would be packed

I live past Silver Spring station. will some trains not go past there?

This is way too infrequent and would cause major crowding

Not that bad! People can plan ahead and get there at the right time

My company has not announced return to work plans beyond June 2021

If I were able to take metro (post Covid) I would need at least 4 trains/hour to make connections

At that point Metro becomes a regional rail line, but even those in other big cities run more frequently than every 30 minutes, at least during peak periods. The trains would be incredibly crowded and unreliable for those at closer in stations. At that point why maintain a fixed-rail system that runs so infrequently.

This would not work at all for using the metro to commute to work

Every 30 minutes at rush hours does not make sense at all.

Id start driving to work with such low frequency.

You can have less trains running, YOU CAN NOT CLOSE STATIONS!

I would rather slow down service than cut stations.

Trains are already packed every 5-8 min during rush hour- this would cause longer wait times and further reduce metro ridership because we won't take the risk of having to wait an hour or more for a train if they're full.

Ig the federal govt has employees returning to the office this would make commute unbearably longer and crowded.

When I need to get somewhere waiting for 30 minutes between trains, which would probably be packed during rush hours, is too long!

Not enough trains during rush hour.

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| Proposal to operate Metrorail service every 30 minutes |
| this would make the metro non-functional for my commute |
| This would make commuting very difficult - my main metro usage in 2022 will be work commuting. |
| Every 30 minutes would put a huge logistic problem in my commutes for work once travel to the city resumes |
| When we all return to the office, this doesnt seem like nearly enough to fit everyone in rush hour. |
| This will add appropriately 120 hours a year to my commute. No thanks. |
| As long as there are no station closures, I can make this work for my purposes. |
| Trains would be too crowded - need no more than 8-10 mins between |
| This would make me more likely to use alternative transportation. |
| Trains every |
| With such limited service, there is little advantage for using metro. This will cause ridership to further decline. Waiting 30minutes for a train is unacceptable. |
| this would make the metro basically unusable |
| While the volume of riders may be down, the need for shorter intervals during traditionally deemed commuting hours does not diminish. During that time, thirty minute increments are too far apart. |
| Trains this infrequent make metro too slow and more people will drive, increasing road congestion and pollution. |
| Way too extreme of a cutback! From every 2-3 minutes to every 30? That is impossible to plan around and if you cant fit on a train you have to wait another 30 mins? |
| Gets too crowded in rush hours. |
| Federal government will open again metro will be an absolute nightmare no one will be able to get on a train. |
| More trains please |
| 20 minute intervals needed |
| This makes Metro effectively unusable |
| This really does not provide the flexibility needed from public transportation and I'm afraid will discourage even more folks from riding. I would like to see other measures implemented before this one (aka this as an ultimate last resort). |
| 15 minutes is quite a long time between trains, but I happen to live very close to a station, so I could conceivably plan my arrival at the correct times assuming the trains are on schedule. |
| I use the metro everyday I need to be able to commute to work and get there on time. |
| This will increase commute times. |
| Closing these stations will only hamper Metro and negatively affect the people that live in the neighborhood of College Park. I dont see the upside for Metro by doing this. |
| Need more trains than one every 15 minutes. |
| Obviously this reduced level of service is far from ideal. However, it is far preferable than closing many stations, particularly East Falls Church, altogether |
| This would make it impossible for my husband and I to commute to and from work via METRO rail. |
| If I get to my station and I have waited for the train during rush hour and the train is full then I am screwed and stuck waiting another 30 mins for the next train. This would not meet my needs. |
| Fewer trains means more crowding which means a greater chance for transmitting contagious diseases such as COVID-19. While everyone is hopeful this will not be as great an issue in 2022, the thought of a packed train may drive riders away which will cause a death spiral for metro and necessitate further budget cuts. |
| This sounds like it would help with the commuter traffic and usability, would very much appreciate the frequent train times. |
| more trains during peak times |
| Cut bus service not metro times |
| This would dramatically impair my ability to rely on and use public transportation on a daily basis, including for transporting my daughter to school and for getting and to and from my office in Metro Center. I would be forced to drive daily. |
| less metros coming in could make over crowding on metro |
| Metro should be heavily subsidized by the federal government because most if its riders are federal employees or federal contractors |
| A necessary step that I do not like |

Proposal to operate Metrorail service every 30 minutes

I commute to the office every day on the red line. Trains coming every 15 minutes is too infrequent. If this happens, I will consider buying a car. Please remove peak hours fares if there are not additional trains during peak hours.

Trains will be too packed with people at 30 minute intervals, especially during rush hour times even with COVID-19 travel levels

Rush hour arrivals must be more frequent to cover increased demand.

Trains would be jammed at rush hour. Need more frequency.

My current 24-36 minute commute on the blue line would expand to up to nearly an hour. This adds unacceptable variability to and from work.

I just need accurate reflection of what the schedule will be. Then I can be prepared. If I miss the train, the idea of waiting for additional 30 minutes will be an issue for returning to work on time.

Frequency is not suitable for a reliable service and will lead to crowded metro cars.

Trains would be absolutely jammed during rush hour if there were only 2 trains per hour at certain stations which would affect all other stations down stream... sounds like a miserable experience

Grosvenor Strahtmore should have the same frequency as all other stations

What was frequency in 2019? 5-10 minutes? In 2019, the frequency was ideal. Once in a while, you would wait 10-15 minutes, but usually, you got a train within 5 minutes.

Office will reopen in late 2021; having transit to my office in 2022 that is covid-safe is crucial to my job in Tysons Corner

If trains only come every 30 minutes ridership will plummet and doom the metro

How do you expect people to use metro to commute to work at all with these times -- cars would be packed and everyone would be late to work.

If metro wants people to return to metro, service must be reliable. Packed trains will not make people feel safe and trains running every 12-15 minutes is not reliable.

If it was 15 minutes at set times, e.g. 2, 1:15, 1:30, 1:45, that could work but not if it is random.

Rarely use Metro on weekends, and dont mind some waits when I do

Would need more frequent on orange line during weekday. Less on weekends.

Rush hour trains need to be more frequent.

Not frequent enough. Trains will be packed to capacity.

It would be important to know when trains are scheduled and to stick to that schedule.

Im not a Metrorail commuter. Those who are (like my husband) will hate this because it will mean longer commuting times and more crowded trains.

People are going to be back to work. Trains will become over crowded and cause platform crowding which will become a safety hazard at stations.

This would suck for restaurant workers and after ball games if sports are allowed back.

If this is a proposed decrease in frequency of trains during the work week, this would make planning my commute more difficult

As vaccines are more widespread, more people are going to be working in person and trains during rush hour are going to be more crowded. Also, I assume if the service provided is going to be off-peak service, then the fare will remain at the off peak rate regardless of the time. I would not pay for a reduction in service

Rush hour is still applicable to my travel plans for work. Trains should come on a quicker time table

As i will be back in office then. This will impact commuting and cause delays to work potentially.

More frequent trains (i.e. 15 minutes) during rush hour periods and then drop back to every 30 minutes for non rush hour

I believe the rush hour schedule needs more frequent trains than this.

Having no difference between rush and non-rush, weekend and non-weekend makes no sense to me.

Trains and platforms would be to crowded. Cluster!

Metro is essential to get to and from work

Need more frequent service on weekdays.

20 minutes would be better than 30

All lines should have more frequent trains- at most 20 minutes

I commute by bus and train, and if my bus was running late and then I missed the train and had to wait 30 more minutes, this would severely impact my ability to commute to work.

if this is the best solution, I will take it, but I need to ride metro and part at grosvenor every day, I am so worried that is at risk of closing.

Too infrequent for work days

It would be acceptable on the red line for every ten minutes.

Proposal to operate Metrorail service every 30 minutes

This is too infrequent, especially if the train will pull into a station for the same amount of time it currently does, about one minute. If trains will run this infrequently, can they wait in the station 30 seconds-1 min longer to make sure people get on?

30 min is too long to wait for a train

Would make it almost useless for a daily work commute.

More frequent rush hour service

As a student who works on a class schedule and then job schedule, I need the metro to function as efficiently and quickly as before. Longer wait times and less trains puts me in danger of missing class and meetings and work

The pandemic shut down will not last forever. Cutting back on trains during rush hour will lead to overpacked trains- this can increase the danger to women riding alone.

Given that many of us are expecting to be back at a normal work schedule by next January, this proposal falls well short of what I would need/expect.

I use the

having more frequent trains is preferred, but if this is what Metro needs to do to stay afloat, please do it

This would make traveling by Metro far less convenient, because if you missed a train by a second you'd be late for your appointments. It would convert a subway system into a commuter rail system, producing a downward spiral in ridership and revenue.

Predictably is the biggest issue. People can work around less trains (30 min windows are not unreasonable).

This is far too infrequent trains

30 minutes is far too long during peak commuter hours it will deter people from taking the metro

Increased rail service during the day allows for more social distancing (fewer people in each train car) and also more flexibility when riding two or more Metro lines with a transfer. Total transit time with at least one transfer to another Metro line (e.g., Red to Yellow) would increase too significantly given this proposal.

Service would be too infrequent. Too much waiting time on platforms. Pre-pandemic rush-hour service of one train every 2-3 minutes through downtown was great.

This would make life significantly more difficult as it would potentially mean arriving to work late if a train happens to be early/late/anything other than perfectly scheduled, which we know is impossible.

Need more service during rush hour.

Not nearly enough trains. This would obviously lead to more crowded trains, which is not great in a world that will still be dealing with COVID

Ridiculous! These wait times are far too long.

How would this impact the fare pricing? Would it all be non rush hour pricing?

By Jan 2022, most office workers will have returned. This will not meet demand.

Need more trains during rush hour

I plan to be back in the office again, and service that infrequent would make it difficult to get to and from work on time

My brother and I rely on this service to get to work everyday. Unlike others, we have been heading to the office to do essential work. It is unconscionable to close any station or reduce service that impacts even a small population.

Way too long between trains.

This level of infrequency essentially renders this mode of transportation useless. I currently use the train everyday to commute but would stop if this level of service becomes the standard.

During rush hour should trains come more often

I am a blue line customer so this is basically the equivalent of what I have. If however blue line that is currently at 12 to 15 minutes increases to 30 min then no it doesn't work

Trains should arrive more frequently during rush hours on weekdays. Less frequently on weekends

Not enough trains

As long as NO stations are closed. That would be so detrimental.

If it was the same every single day and reliable this would work.

these trains would not arrive frequently enough to enable me to keep a flexible schedule during my working hours. Additionally, it seems this would result in extremely crowded trains.

This plan would work for me only if it includes the yellow line trains going to Fort Totten.

Proposal to operate Metrorail service every 30 minutes

During rush hour during non pandemic times, trains are packed and sometimes you have to wait for another train. Not having frequent trains will disincentivize people from using metro. It would be much better to either shorten the hours that are rush hour or have a slightly longer time between trains than what rush hour used to be, but doing away with it entirely is not a good option.

During rush hour... that is definitely not feasible. Especially if there is an accident, etc. that closes a station or line. There were times pre-pandemic during rush hour with trains coming every 2-3 minutes and it was difficult to get on.

Trains will arrive to infrequently during rush hours to accommodate riders post-covid. It is already crowded as it is; this will exacerbate those issues.

Trains every 8 min could work

not enough time and trains will be crowded

That's not often enough and would discourage people from using public transit. We should be lessening the time between trains.

With many people likely returning to work by Jan. 2022, having 30 minute gaps during RUSH HOUR would be a complete disaster.

I'll be back to commuting into downtown DC by next January, as will many other Maryland residents. Pre-covid the trains were already packed, this plan would be terrible for everyone returning to regular commuting. Please reconsider!

More trains during rush hour and special events - baseball, concerts

Rush hour trains need to be more frequent during rush hour. There's no way a Red Line train would be able to adequately serve rush hour demand with that schedule.

I use the orange/silver lines to commute to DC from East Falls Church. Although I have been working from home, I expect to be back in the office in the coming months. I would support returning to rush hour service frequency.

there should be more service at rush hour

This would be fine as long as accurate train arrival times were posted on the metro app and website

This is hardly ideal, but if this were the only money-saving measure metro had to take, I could live with it.

If one train is too crowded, there's no chance you'll get on the next one

differentiating between rush and non-rush hour wait times is very important to me. please increase frequency of trains during rush hour.

This significantly hampers people that live beyond Silver Spring and would undoubtedly cause me to be late to work

You need more trains at rush hour or commuters will find another way to commute.

Its not great, but I can live with 15 minute intervals if I have to.

I don't ride Metro anymore

Too much time between trains. 20 minutes should be the maximum.

While the frequencies are inconvenience, I understand the need to do so.

I intend to resume commuting to in person work in late 2021/2022. I would need trains more frequent than every 30 minutes, especially during tourist season.

This would make commuting downtown for work burdensome. I live on the red line. My office is located by the Gallery Place station and I intend to return to the office when it reopens. If the proposed schedule is adopted it would influence me to consider a full-time remote schedule.

This would be fine if the trains don't become overly crowded during rush hour.

This will lead to extremely crowded trains during rush hour. And add to vehicular traffic.

By Jan 2022 I need the train to get to work! I would give up weekend service for more reliable weekday service.

Every 30 minutes is not adequate

Trains should run more frequently during rush hour mornings and evenings.

This is a terrible idea--trains will be very crowded during rush hour to the point that people will not be able to board...and then what? they will have to wait a half hour for the next train? I commute on metro but this sort of a plan would force me to take uber or ride my bike.

Frequency=freedom. One train every 30 minutes is absurd.

This has the potential to elongate my commute substantially. I would likely switch to a new job in which I would not have to rely on Metro for my commute.

Please offer more frequent trains during the morning rush hour.

Instead of running 8 car trains, why not switch to 4 or 5 cars and have shorter intervals?

Proposal to operate Metrorail service every 30 minutes

30 minute headways between trains is simply too long and I would find a different means of transportation. If missing a train would mean that my commute immediately increases by 30 minutes, not including any other possible delays, is simply too much of a gamble to take.

Rush hour is different.

This will impact me greatly, on dropping my children off and being able to make it to work on time. Please consider keeping the 12 min wait time

every 15 mins. during peak commuting time is a drastic slowdown from previous service that routinely resulted in very crowded trains

need faster service on red line

Silver and Orange lines are horribly congested when trains are running only minutes apart. A 12-15 minute schedule during rush hour would mean packed stations like Clarendon this would be disastrous.

Trains 30 minutes apart will not encourage me to ride the metro. People will return to transit when they are vaccinated but not if the trains arent there.

I am currently working remotely, but my employer expects employees to be working in person again beginning in September 2021. I commute to work using Metro and a 30-minute wait for the train would be unacceptable.

I will not wait 30min for a train. I will find an alternative way to get to work or telework

With everyone going back to work trains will be overcrowded, unsafe, and potentially dangerous

If I am commuting like I did before the pandemic, having trains come every 30 minutes would greatly increase my travel time to work. I have to ride two lines (orange and then red) to get to work and this might make it impossible to take the metro. If I just miss two trains, I would add an hour to my commute just waiting.

To get people to ride trains, you need to run trains. Having such long headways will just drive more people away from metro.

No, please run more trains, more reliably. This is a third-world proposal

Please increase the amount of arrivals--itd pack out trains and interfere with commutes substantially.

The wait times are really long and could be unacceptable.

During rush hour, trains should be more frequent, or else they will be too full

Acceptable level of service

If I am commuting into DC, this service is not frequent enough

Will lead to major rush hour congestion, making metro untenably crowded for commuters

Reduced week day service would mean even more over crowded trains once things return to normal.

More frequency

That would make commuting near impossible!

If there is no service, then we will drive and clog up the highways. Why not impose a Metro fee on developers?

riding subways that arrive every 3-5 minutes on weekdays that are PACKED --I cant imagine a world in which this would make any sense

What about days with baseball, basketball or hockey games, or on July 4 or other big holidays?

During rush hour, there needs to be an increased number of trains.

If there is a sudden surge of users due to a return to normalcy (post-pandemic), would this not create the potential for overcrowding? Especially during rush hour periods?

The trains need to come more frequently than this

I use these stations daily,

There are fewer people riding during 2020-21 because of the pandemic, but as people are vaccinated, ridership will increase back to pre-pandemic times. Cutting hours and frequency does not make sense.

By January 2022 many people will be back to commuting and trains will be overcrowded if this is how frequently they will be coming

I fear it will be too crowded with the reduced frequency of trains

You are the metro for the capital of the United States. The most powerful nation in the world. The possibility of a metro that does not aid workers in getting to their offices (which will be happening by 2022) and tourists to sites is utterly inconceivable and embarrassing.

Commuting with a train only 15 minutes will make it very hard to get to work on time. Trains will be packed and hard to get on during rush hour.

It seems reasonable

Would make it to work late

I plan to use the Metrorail regularly and this adjustment would negatively impact my ability to do so.

Proposal to operate Metrorail service every 30 minutes

Rush hour is a real thing. Even after the pandemic, once more people are vaccinated, there will be a crush at those times. Metro should have different capacity to respond to it.

Service too infrequent.

Too infrequent for commuting and for visitors

This adds nearly an hour of time to each trip, no matter how short, and not including the travel time, because riders have to plan to WAIT. This is unworkable for nearly everyone.

These trains would not run frequently enough for my needs.

Many of us who depended upon Metro for our work commutes have had alternate schedules. It is still not known if we will return full-time or remain part-time in person. I appreciate Metro planning in advance, but I cannot say what my employer will want to do in January 2022.

Trains should arrive more frequently. If it takes that long then riders might as well take another service such as Lyft or Uber.

It would affect the time I would have to leave work in order to catch the VRE on the way home and arrive on time in the morning.

Not frequent enough. I commute with my kid and I can't have her out in the cold or heat that long.

Are you kidding? 15 minutes is the difference for between arriving on time and being 30 minutes late to work.

Although not ideal, trains arriving every 12-15 minutes would work for a temporary period.

This is especially damaging for communities along the green line that has been impacted by recent development from Navy Yard to Shaw. What is needed is more trains not fewer.

Thats too much time between trains

30 minutes between trains, especially during rush hour is too long

8-10 minutes would be better

30 minutes is a long time to wait for a train and will cause overcrowding on the platforms and trains and lead to a decline in ridership, so that it becomes a Catch 22 situation where the decrease in ridership then leads to even fewer funds available!

I feel that one train every 30 minutes will be woefully insufficient during peak times. The assumption is that most people will be commuting again once vaccinations are complete

There should be increased service during rush hour / peak times, especially since peak fares are higher than non-peak fares, meaning Metro could get higher revenues from those extra trains.

I would be less inclined to use the metro if I knew there would be significant wait times, especially for longer distance rides.

People don't have a clue what their January 2022 travel needs are just yet

There are more people traveling during rush hour, hence the name.

If in person work is to resume prior to 2022, this would be inconvenient timing

if the ART bus arrivals were aligned with the train arrivals, that would be ok for me in Arlington. however, this could significantly add to delays in getting to work if the bus is slightly late in getting to the train station and i must wait 30 min to get the next train

It depends on how late or early the trains would run.

Waiting for up to 15 minutes is a nonstarter, I'd have to drive

Not ideal by any means, but better than no service!

I would prefer longer gaps than closing the metro stations.

People need a reliable way to get to work

Not practical for commuters

Too much time between trains. Trains will be FAR too crowded. I take a bus and can't plan when I will arrive at the station. Missing the train might mean a 15 minute wait.

Level of service is too infrequent to be useful.

During pre-pandemic days, I would routinely have to let overcrowded red line trains pass during rush hour before I could squeeze on one. Im concerned that even with lower ridership, 15 minute headways would lead to extreme crowding. If I cant be guaranteed a spot on a train coming in 15 minutes, when I need to be at work by 9, theres no point riding the metro.

This impacts my work schedule.

this sounds horrible for trying to get to work on time and a recipe for insanely crowded rush hour trains- already crowded when there are more trains running! would rather have slower weekend service than changes to rush hour service

I ride three lines (orange, blue, yellow) to work so I would be concerned about how much longer my commute would be

Given the tradeoff with budget cuts, frequency appears to be a less painful way to make those cuts.

Proposal to operate Metrorail service every 30 minutes

30 minutes between trains seems excessive.

Given we are still in a global pandemic, train every 30 minutes would only serve to increase crowding on trains which is already significant in rush hour when train run every 8-10 mins. Its irresponsible from a public health standpoint and just bad for commuters, city visitors etc - an embarrassment for the nations capital for it to be such a nightmare to take the train. If this policy is adopted, I like many others will simply elect to permanently work from home.

Morning and evening rush hour commute could become more congested and cause people to be late for work if they only have 1 train per 30 min window to get on.

I have no plans to ride Metro. Driving is easy as of now and safer to ride alone in my car

I tend to take metro mostly on weekends / evenings, so this wouldnt drastically change my ridership, but would make it less likely for me to use Metro if the timing is sufficiently delayed (esp with track work, etc.)

Too long to wait in between trains to get to work on time.

Rush hour service should remain as is, otherwise we are handicapping people who rely on public transit to get to their job sites

I anticipate that with vaccines the situation will change drastically from 2020 and rush hour will again be a thing that requires more frequent trains. This is not the time to cut public transportation.

That train frequency is atrocious and will cause me to be late every day I have to work.

As a recent transplant from Philadelphia, I can say that one of my favorite things about the DC metro is the frequency with which trains arrive at the station. I would very much like to see this continue moving forward!

Would work on weekends but not during the work week for commuting. Suggest 15 min. intervals during the work week rush hour and 30 min. intervals otherwise.

I would like more frequent times.

This will lead to overcrowding (which is already a problem), especially during rush hour. Even if the Covid situation improves this is a public health issue and will also cause me significant commuting delays

This is next to useless in terms of actually getting around the city unless trains are incredibly punctual. Otherwise we will all be waiting endlessly and never getting to work, etc.

If I need to work in downtown DC, this could cause an issue.

We need to induce demand by making train routes more frequent and reliable!

Thirty minute headways would be too long for my commute, and certainly too long to make short trips during workday lunch breaks or on weekends.

Its called rush hour for a reason, there is a rush of people who need rides. You will cause even lower ridership if no one can get on a train for 30 minutes or an hour during rush hour, your best chance for rides when we return to work in 2022.

This means I would have to wait at the Navy Yard station for 30 minutes if I missed a train by just a few seconds.

Increases travel time in a significant way

Why not a set 30 minute expanse between trains but more during rush hour

During rush hour trains needs to run every 5 minutes to ensure social distancing

This would depend on the times of opening and closing every day. Metro running until 1 AM would be great, Metro closing at 10 PM would not work.

Would prefer a difference between weekday and weekend as well as rush and non-rush hour.

I'm not sure what you mean by trains will arrive every 12-15 minutes when there are multiple lines. Will there be a train every 4-5 minutes (each from a different line) or is it one train every 12-15 minutes (meaning I could wait up to 45 minutes for my line to arrive?)

15 minutes between trains is unacceptable

We need the rush hour schedule during the work week. There will be too much crowding on those metro rides if there isn't rush hour service. A train arriving every 15 minutes during a morning commute will be a nightmare

This plan seems designed to discourage use of public transit. It seems baffling that Metro would have just spent a considerable sum expanding its infrastructure (the Silver Line), when it appears to be incapable of operating within its existing footprint.

Who wants to wait 30 minutes for a commuter train? Why wouldn't people choose to take the Marc train?

My office will be re-opening and a 30 min schedule is not sufficient to get me there

This works as long as the trains are consistent. If the schedule is in constant flux and is ~15, give or take 5 minutes, then no, this would not work.

if commuting to the city not satisfactory

Proposal to operate Metrorail service every 30 minutes

I exclusively commute on the East Falls Church Metrostation into downtown prior to COVID. My job does not allow for remote work. Closure of this station would drastically impact my ability to work and live in this area,

I am moving into a new development being built at Shady Grove Station with the assumption that trains would run much more frequently. This will not only affect my daily commute, but may also negatively affect the value of my new home.

30-minute headways is a very long wait.

Trains would be too crowded under covid ridership considerations at say Rosslyn which would ultimately discourage more people from riding the metro = less revenue.

I need more frequent trains than 30 mins. Even 20 mins could be doable

As I live at the Grosvenor Park buildings, cutting service at this station would severely impact my mid day commute.

Its not ideal but could be made to work if passenger amounts dont pick up

Assuming workers are back in offices in 2022, this sounds like a disaster and will create over crowding

Its not ideal, and will probably result in major crowding when people return to their offices, but I can make it work.

This sounds too infrequent. Trains would be overcrowded during rush hours.

Need to be able to get the metro home at 10:30 pm

This depends on whether I can continue working from home in Jan 2022 or if I need to resume my commute to the office

Too much time between trains

there would need to be multiple trains that arrive one after the other at 30 min because during rush hour they are packed coming every few minutes (at least pre Covid). what if there is not enough space and then you have to wait another half hour?

I go to work everyday and waiting for a long period of time is not a good idea. You would lose me as a customer honestly.

All adjustments are understandable

If I plan to get to the station in time for a train and I cannot get on that train because it is too busy, its possible I would have to wait over 30 minutes to get on a train in the first place making me upwards of 45 minutes late to work!

How crowded will the trains be if we were reducing pick up times during rush hour? Are we adding more train cars?

Not enough capacity at rush hour once vaccines widely available and restrictions lifted

At this schedule, all trains should be 8 car trains.

Cutting service, not corporate or union work salaries or time, only hurts your customers

This would result in inconveniences to many commuters and crowded trains.

Why not stop running service or reducing service when basically no one is using it as opposed to this timeframe, when more and more people will need metro service?

This would make commuting by metro impossible. Especially as traffic will be back to normal when these cuts take place.

I am currently 100% telework due to the pandemic. If this changes, I will need to ride metro to/from work 3x/week, so will need better service than this.

A 30 minute wait during rush hour is way too long

This would create problems for getting back and forth from my work and errands around town.

Absolutely not!

Assuming a return to regular ridership, that is not nearly enough trains during the weekly rush hours.

I doubt theres any way I could ever get to work on time if I have to wait 30 mins and not even guarantee I could get on a train.

great idea

Not only would this significantly increase my commuting time, but overcrowding on trains would be a significant issue.

Trains every 30 minutes is too slow. It would cause packed trains and provide no flexibility. They need to run more frequently than that.

Though I am concerned about overcrowding when COVID is over.

trains can go more infrequently if need be, but no stations should be closed. traffic on the metro will pick up again and then there will be an additional cost to re-open the stations in 2 years

If possible, the frequency can be adjusted for high volume times once the pandemic is over and relief efforts are fully underway.

That is too long between trains. It leads to overcrowding.

Every 30 minutes basically makes metro unusable. At that point I would seek other modes of transportation.

Proposal to operate Metrorail service every 30 minutes

This is perfect since I take the Grosvenor-Strathmore station to Rosslyn for work

30 minutes is too long to wait when I am trying to commute, and trains will be extremely crowded and likely impossible to board at those intervals once people return to work.

Such infrequent service would mean I am unlikely to use metro rail

That will be insane for rush hour!! The buses will not coordinate with metro rail, so this could add a half hour to our communities at minimum. Please do not do this.

15 mins on red line, which i would use, can be a long time to wait during rush hour

I travel between Shady Grove and Farragut North and having to wait up to 30 minutes for a train would almost double my commuting time

12-15 min is too long since trains are never on time.

Not enough capacity to handle expected travel at that time. Very short sighted to assume travel rates will remain so low.

Too long of a wait time in between trains

Every 15 minutes instead of 30 for rush hour

In January 2022 I will be back in the office and will need to commute daily from East Falls Church to Foggy Bottom. Many others will be in a similar situation, and trains will be crowded with reduced frequency.

In 2022, we can expect people to be back at work. 30 minute apart trains on weekdays would be unbearable for the weekday commute.

need more frequent weekday rail service

The Government are about to pass a very large budget which will give a lot of money to Metro. Those of us who live in College Park depend in n Metro for work. Just because of Covid, we should not be penalized for diminished ridership. Keep up your good work by maintaining our beloved Metro Station at College Park. Also, there is a Hotel being built right next to College Park Metro, which will make a large addition to ridership. Thank you.

30 minute wait times will make it extremely difficult for people to take the metro to and from work, as every train will be so full there wont be space for people getting on, on later stops.

intervals on weekdays are too long

Waiting up to 30 minutes or more for a train during a weekday is unacceptable for most needs relating to commerce, business, and other aspects of daily work.

This only makes sense in an environment where everyone is still working remotely, which seems unlikely to continue in 2022.

I think this plan could work only with improved reliability/accuracy of tracking apps that enable riders to know when the next train is arriving so they can play their commute accordingly.

It will be absolutely impossible to get to work. Given that pre-pandemic sometimes I couldnt even get on a train during rush hour because it was so crowded, this is absurd.

Consistent 15 min intervals may work as long as trains don't become overcrowded- which is very possible as commuters return during rush hours. Metro should monitor crowding and adjust intervals down if needed.

Trains should arrive more frequently during rush hour.

30 minutes is not frequently enough to make metro useful. I would find another means of transportation rather than build in the possibility of a 30 minute wait if I miss a train. Waiting 30 minutes effectively would double trip time.

That would double my commute (essential worker)

While it is not applicable to my post-pandemic commute, the idea you would slow trains on one of the most popular lines is just simply not practical. People will leave the system in droves, and you will never get back to normal. People need to get to work on time.

This is too much time between trains and will result in long waits and overcrowding

I take the train to get to Foggy Bottom where I work.

It is not ideal nor my preference, but it would be manageable since I am on a line with multiple services (East Falls Church). It would be helpful if the trains arrived on a specific schedule so that people knew what to expect every day and be able to adjust accordingly.

When ridership increased after covid, trains need to run more frequently at Rush hour

I cant imagine that schedule would accommodate all the riders who can be expected after everyone has returned to work

Rush hour would be a nightmare. I would never get a train.

It would be very burdensome during the cold winter months waiting on a platform for 30 minutes. If they installed heater lights it might be okay

Fewer trains would be crowded.

Proposal to operate Metrorail service every 30 minutes

Good lord - the trains are already crowded... every 30 minutes would be an absolute nightmare. I have no idea how I'd get my kids to school and myself to work in a halfway decent amount of time

Less frequent trains mean more crowded cars. We are moving backwards.

30 minutes between trains would significantly lengthen my commute.

Rush hour increased service is necessary given expected crowding during these times

With the number of people traveling back to work, which will be the high numbers again. How can you expect service to work if rush hour is 15 minute waiting periods? Trains will be packed and metro stations and I suspect that's when accidents occur especially with rising tensions.

During rush hour, trains are already very busy. Every 30 minutes would not be enough.

This would mean you couldn't just show up at a station and expect there to be a train, but would need to schedule all trips. That would make metro almost useless.

If metro only runs every 30 minutes, I will shift my commute from Metro to a car permanently

I am assuming many of us will be back in the office at that point. Trains that far apart will be much more crowded.

This will reduce ridership and lower income from fares. It doesn't make sense. It leads to spiraling losses.

I take the orange line and if we are back to normal working conditions I would take the orange line train every weekday, which I am not doing now. In that case, I would be much less likely to use Metro if trains came that infrequently.

Not good for commuting times

This is fine as long as the previous higher frequency schedule resumes once ridership returns to pre-covid levels

I think that during rush hour times, metro trains need to be more frequent to accommodate all patrons riding the train.

The pandemic has changed ridership at an unprecedented rate. It's not fair to close items just people return back to work.

Transit usage depends on ease of getting on when needed, not having to plan for the next train. I also wonder how this will work with connecting trains if you just miss your connection. Travel times could easily become too long to make Metro an option.

Makes a morning commute unmanageable, particularly if there's the chance that you need to wait for the next train if one is full.

I expect to be back in the office in 2022, will need more frequent schedule on the red line

Rush hour trains need to be MUCH more frequent than this! What WMATA is proposing is a complete nightmare scenario for workers who will be returning to a regular office commute.

Trains will be too crowded and not frequent enough to accommodate worker needs.

This plan WILL cause serious overcrowding and delays for hundreds of riders.

Dont reduce rail service frequency

The trains would be so full it would be impossible for those closer to major stops to get on.

This is absolutely untenable. I cannot risk waiting 30 min if I miss a train. It will be unusable.

Instead of this, you need to prioritize trains every 2-5 minutes during rush hour

would make commuting very difficult

Trains really need to be every seven minutes at a maximum.

Seems to few trains for rush hour

if i miss a train this could double my commute time. Not acceptable.

With that amount of time between each train, trains will be overcrowded and most likely will result in some not using Metro because it is not convenient.

This would be much better than closing suburban stations, which would making using metro impossible for people in those areas.

If this approach results in the closure of stations in Clarendon and Virginia Square, I am not supportive. These are high density areas that need to be appropriately services

30 min during rush hour is unacceptable

This would very much disrupt morning and afternoon commutes during weekdays given the number of people (myself and friends and coworkers) that take the metro to our work. Also, I would think trains would be incredibly crowded if they were only coming along every 15-30 minutes.

This would drastically increase our commute

Trains should arrive every 15 minutes. Period.

This would be a long wait to get to work

Trains every 15 min would be just fine during the week. Trains every 20 min on sat,sun and holidays.

Proposal to operate Metrorail service every 30 minutes

I support this since all the trains are still in operation and I can just work my schedule around making sure I know when my train is coming - even if its longer between them.

If people do return back to work halfway through the year, these arrival times would really delay peoples commutes to work.

The headways will be unacceptably long. Trains need to be more frequent.

Once we return to pre-pandemic levels, ridership will increase significantly. While it remains to be seen the speed of the return of riders, drastically reducing the train arrivals will actually drive more users away from the use of the metro system. This will create a snowball effect that will only lead to fewer and fewer riders, as they see Metro as heavily limited option.

Trains would not run frequently enough

yes moved in walking distance to metro , will have to move if stop is not available anymore

That would create too long of a wait between trains, making it impractical to use Metro to get to work.

This must be a joke. Pre-pandemic, trains were already over-crowded during rush hour with schedules running every 5-7 minutes.

people rely on reasonably quick service, 30 minutes in between trains (or more surely due to backups, malfunctions, etc.) is far too long

How long would this schedule be in place? Its fine during times of extremely low ridership, but once vaccines are deployed throughout the adult population and people go back to work in offices, more frequency will be required during rush hours. Fewer trains are better than cutting stations though.

12-15 minutes is a long wait if you have just missed the train.

If ridership returns to normal, the trains will be too crowded during rush hour—red line trains already were difficult to get on in Takoma/Judiciary Square pre-pandemic during rush hour.

This would be extremely inconvenient. It is also unfair that a single line that does not run through Virginia gets considerably more frequent service despite how much Virginia pays into the system

If trains ran on time, this would fine. I would also like trains to hold at each station for a few minutes longer.

Consistency to the schedule is Key as longas trains have sufficient capacity to cover everyone. If this is the change then pricing must reflect reduced non-rush hour servcie as well.

Way too long between train times, people need more consistent trains to get to work on time

When COVID is over this will be a nightmare

30 minutes is a long time to wait for a train. I think this will depress ridership - a downward spiral. Perhaps the only way to make it work is to keep to a very strict timetable, so people know when the next train is expected and can plan their travel accordingly.

Would prefer faster service during rush hour times.

Rush hour service is essential for the DC Metro area to recover from COVID. Cut weekend service.

In this scenario, I would essentially assume metrorail was closed and plan accordingly

It's fine but make them run every ten minutes every day every hour. MAKE people ride the trains rather than take Uber.

Commuting hours would cause overcrowded trains at stations closer to the district of having to wait 30 minutes for a train

I use the Orange Line (Clarendon and Virginia Square) daily to commute to work. Such cuts in train service would severely impair my ability to get to my destinations at Foggy Bottom and Federal Triangle.

This is not ideal but better than no service

At rush hours you need more frequent trains, especially on high use lines like the orange line going from downtown DC to the west.

Trains will be too crowded (post-COVID) with service this limited.

Trains should come every 5 mins at peak commuter hours.

I think it makes sense to have fewer trains during non rush hour times to save money

I take the commuter bus into work, and from there, I take the train. I have to be to work by 6:00, so cutting service or extending the time, wont work for me. Metro needs to run every 5 minutes during rush hour. Please take into consideration that everyone cant work for home, and need to be in the office.

As the general population grows in heard immunity to COVID 19 we will see an uptick in rider. While the numbers may not be as they were pre pandemic, many stations could not support the number of riders then and even a small downtick in ridership would not solve for the issues seen prepandemic with trains arriving less than 10 min apart. Reducing down service even more would make these pre-existing problems even worse.

10 minutes might be more amenable; 15 is too long, especially during rush hour.

Proposal to operate Metrorail service every 30 minutes

If we are back at work in January 2022, the amount of time it takes to wait for a train in this proposal completely defeats the purpose of choosing metro. At that point I might as well use a different mode of transportation

I anticipate being back at work at least part of the time by January, and rely on metro to get there. It would not be feasible to only offer trains every 30 minutes

Much too infrequent

Rush hour trains are already crowded, we need to increase service, not cut it

This severely impacts commuting time.

30 minutes apart is a long time, especially when commuting for business or school purposes. This may be less of an issue for tourism, but delays of this far apart would severely limit flexibility in commuting, which is a high priority for many commuters, and sets trains up to be more crowded which is a public health concern.

Every 30 mins is a long time to wait in-between trains. Especially for a morning or evening commute.

None at this time.

There is too much time in-between trains.

do not do this. This would kill metro. Imagine a transfer between trains running every 30 minutes. Ugh.

This would make commuting to places like McLean and Tysons incredibly difficult since missing the silver line would mean being 30 minutes late to work.

This will result in more people leaving transit as pandemic ends, which has substantial long term ridership consequences for the region.

Not enough frequency. Once enough people get vaccinated trains will be way overcrowded.

This would be impossible to make work with my work schedule, which often requires me to take multiple trips per day. Furthermore, each train would be more full. You can imagine how awful rush hour would be, and we've already had problems.

As a worker that utilizes the metro to get to work, I believe that it would be helpful to continue having a shorter difference in arrival times for trains during rush hour. The 15 min interval, especially on the Red Line, would inconvenience many working travelers, especially front line workers

30 minutes is too long of a wait

This would significantly lengthen and complicate my commute and make me much less likely to ride the metro

I could do 15 min between trains but it would be tough. That would be the absolute max I could handle.

I am visually impaired and cannot drive and having trains running every 30 minutes is not sustainable for someone who heavily relies on metro to get to work and run errands. Keeping trains running more frequently during rush hour is better. I'm fine with it closing at 9pm because I don't go out

Trains would end up being way too crowded during rush hours with 12-15 minute headways

Not enough to get to work on time

Not having more rush hour trains is a disaster. Pre-COVID I was sometimes stuck on trains that I could barely squeeze onto, or I would be in the middle and bodies would shove up against me. Reducing train service further would make metro unreliable and unusable.

Would just cram more people on to trains, delay commutes, and frustrate everyone who relies on Metro

The trains should come much more often!!!!!!

Orange line trains need to arrive at Rosslyn more frequently than 12-15 min intervals

30 minute intervals during peak hours is problematic. Train cars would be packed and unsafe.

15 - 30 minutes is way too long between trains, no matter what day. I would choose to drive instead of using Metro under this schedule.

if you miss a train, you are guaranteed to be late if you have to wait 30 minutes for the next one!

Id be worried at how packed the trains would be during rush hour if they only came every 30 min.

I'm afraid the morning and evening commute when busiest would be heavily delayed.

This is a radical change, especially on a high traffic line like the red line. It needs to be much more frequent. I would rather this schedule be for weekend when its primarily tourists and not commuters that need the service.

Impossible to rely on Metro if the trains are this infrequent. Crowding will be terrible once passengers are mostly vaccinated. This will further drive down ridership and force people to drive, continuing a vicious cycle.

I would hope fares would be lower given the reduction in service.

I transfer stations so the longer time between trains at rush hour could materially extend my commute which is already nearly an hour.

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| Proposal to operate Metrorail service every 30 minutes |
| More trains at rush hour are important to me - it makes the commute workable |
| The trains are too far apart on the weekdays to handle rush hour traffic. Further, I think trains should run later on the weekends than on weekdays. |
| Need more frequent morning rush hour trains - could be shorter than current rush hour period |
| This would cause overcrowding in train cars and considering the global health situation, this is not wise. Also you make no mention of reducing fares during this period. So providing less service, and charging more is unacceptable. |
| 30 minutes between trains means this is no longer a viable commute option for me. |
| By January 2022, it seems likely the federal workforce will be back to in-person work instead of telework. If that is the case, running trains only every 30 minutes will mean the trains are overcrowded and commuters will not be able to rely on metro to get to work. Why dont you cut service NOW, while most people are teleworking rather than in January 2022 when most people will be back to in person work? |
| Rush hours are busy time for riders to use the train, having miss few trains in between cause a long line to board the train at given interval suggested. |
| Spacing trains out this much will make them packed, which will likey continue to be dangerous for health reasons even after the majority of people are vaccinated. Its also just wrong for a major city to offer such poor service |
| Not frequent enough |
| Would depend on how well the schedule aligns with ride on bus schedules |
| 30 minute intervals would result in long wait times and crowded platforms - perhaps dangerously crowded at busy stations where people are waiting all together in close quarters for 29 minutes until the next train comes. |
| 30 minutes is way too long for waits during rush hour. And if it works - ie, if you get folks to plan their day to arrive for, say the 8:45 train, the train will be too packed and then people have to wait a 1/2 hour? Think about the pushing and shoving to get onto a train if you know it will be a 30 minute wait if you dont get on. Makes no sense |
| I think there needs to be different arrival times for rush hours |
| Much busier at rush hour on weekdays. |
| Yet another way to undermine Metros future. |
| This is far from ideal but workable if Metro can commit to providing updated information about arrival times at each station so travelers can plan their trips accordingly. |
| I rely on the silver line for work and trains every 30 minutes, especially during rush hour would no longer provide a feasible way for me to commute to work via public transit |
| We use Grosvenor -Strathmore station and don't have a way to get to other stations |
| I hope you do not close Arlington station and do not discontinue the 7Y bus route. |
| This would eliminate all of the confusion with peak and non-peak, etc. |
| The additional time between trains ensures that all cars will be overcrowded and increase commute times and underserves communities primarily in Virginia. |
| If the multi-line stations, as long as there is a train every 5-10 minutes (regardless of color) that would be helpful. To have them all arrive within a few minutes of each other is unhelpful because then youre more likely to miss getting to your destination on time. At least with a train every 5-10 minutes you can take a different line or something. |
| Trains need to come more often.if they come every 30 minutes they will be full and will make it difficult to get to work. |
| As ridership returns you need to increase service not make it an unusable service for riders and tourists. Get Congress to pay up. |
| This proposal isnt for a real metrorail service - its a failing regional train that no one will take. Say it with me now - death spiral |
| It would limit the flexibility of my commute, making it significantly more stressful in planning my work day |
| This would add half an hour or more to my trips in to DC |
| All trains need to arrive every 10 minutes or 15 max. 30 is way too much of a wait time |
| I rely on the red line to get to work - this would be a disaster |
| I expect to be regularly using Metro again by Jan 2022. During a pre-covid rush hour, the system would completely back up for an hour or more if silver/orange/blue was running every 15-20 minutes |
| I have to metro to get to work at the hospital I work at every week morning and home at night, this would extend my travel time exponentially and potentially make me late to work in the morning and make it much later and darker on my walk home at night. |
| Every half an hour is outrageous! |
| This is a joke! |

Proposal to operate Metrorail service every 30 minutes

If you miss a train you have to wait half an hour. It's better to just drive even if you end up sitting in traffic.

In January 2022, most people will have returned to commuting. This schedule will not work for the amount of people using the metro, including myself daily.

I would no longer be able to feasibly take the metro and arrive to work on time (Silver line only, Metro Center - McLean). Without buying a monthly commuter pass, I would use the metro less outside of my commute for pleasure, probably as little as possible

I rely on WMATA for commuting. Running every 30 minutes makes metro unviable for my commute.

I wouldn't ride metro if I had to wait so long between trains.

Unacceptable proposal. This will lead to overcrowding.

Wait times are too long

Red line trains are packed at rush hour with much shorter times between trains. Longer gaps at these hours will make crowding unbearable and unhealthy. You will lose riders because of this

This sounds foolish. Ridership is up during the work week. Eventually, after vaccinations, people will need to commute to DC and Dulles. Why not run Express schedules as opposed to giving a 30 minute headway?

after the pandemic, I expect to need metro to regularly commute throughout the DC area and make multiple trips throughout the day during the week. it would be okay for Sunday service though

Assuming commuting volume returns to pre-pandemic levels prior to January 2022, I think that this level of frequency would mean very crowded trains.

Rush hour is already a zoo. Once pandemic is over your ridership will go back up dramatically.

While we are unaware of what telework will look like in January 2022, I think it will be important for WMATA to look at what percentage of workers are back in the office come January. If more than 30 or 40% of the workforce is returning to the office, this would be unsustainable in terms of people returning to the metro.

Too infrequent. Id be more comfortable with every 20 minutes

Between telework and moving to a car commute, I will probably only use Metro on weekends, so this is an improvement to weekend service.

30 mins during the week is too long.

Trains often run late or are delayed as it is - the train running every 30 minutes would significantly increase my commute in both directions, and decrease the efficiency of using the Metro for leisure activities. It would make me much more apt to use rideshare services or find other, more convenient options instead.

trains need to come more often than that to allow for reliable commuting.

Wow, I would have to plan ahead of time like I did for VRE.

Rush hour times should have more frequent trains

When the pandemic more-or-less ends and the Silver line phase 2 opens up, I am hoping to switch to a primarily metro-based commute pattern of blue line to Rosslyn and Silver to Reston Town Center. Restricting trains to such wide timings probably makes this plan infeasible since missing one train would risk almost doubling the length of the commute (or adding 30 minutes to waiting...)

Ridiculous. Not nearly enough service to account for the amount of people commuting to and from work.

A train every 30 minutes means trains will be too full in the morning and nobody will be able to get to work on time. Same in the afternoon.

Lack of late weekend service would likely reduce our use of metro on the weekends significantly

That is way too long of a distance between trains arriving. It would easily add 45 min of travel to a trip where you need to switch lines. So many people on the red lines switch to the green at Ft Totten and that would cause a major disruption

This is going to be very difficult for people who rely on metro to get to work.

That would work for me

Reducing the train times will make metro unreliable for me and I will stop using it

I'm sure when ridership goes up these can be changed

By 2022, most work places will be returning back into the office. 30 minute wait time during rush hour will results in overcrowded trains and delays.

There needs to be more trains during rush hours.

I dont ride the rail too often.

We need faster service during rush hour

Proposal to operate Metrorail service every 30 minutes

30 minutes is a huge wait time for routes only serviced by one lane. Just missing a train would set you back an entire half hour which could cause many issues.

These changes would decrease ridership and cause current riders to leave and deter future riders because it is not convenient. The priority should be to try to increase ridership for more revenue and not drive it away (post-pandemic).

Seems like ridership would get more back to normal in 2022. That gap is high for rush hour. Would be ok for not rush hour

This would inevitably lead to massive overcrowding during rush hour. I rely on Metro to get to work

trains every 30 minutes during rush hours is a terrible idea and a way to kill the metro system

This would not be feasible with the number of people who need to ride the train to work. The trains would be too crowded.

This seems unworkable. Too much traffic would back up during rush hour after 30 minutes, especially at our station (East Falls Church). And 30 minutes is a long time to wait if you just miss a train. I think I would end up finding other ways to get around rather than relying on WMATAs Metro. (Metro is the crown jewel of D.C. Please dont destroy it).

Things are sure to get much busier by next January. Can Metro handle the return of workers?

The times would have to be reliable and available on the app schedule.

It would be important to publicize the arrival/departure times.

By January 2022 more people would be back riding the metro. Demand will be higher and trains every 30 min is not enough during peak hours.

This may be workable if the yellow line is extended to greenbelt

Trains arrive every 12-15 minutes on weekend (orange,blue,silver) versus every 20-30 minutes.

I could take either the Silver or Orange line to DC.

Commuting to work would be impossible since trains would be overfilled.

Only if non-peak fares were in effect at all times. If peak fares continued to be in effect with service disruptions you would literally be robbing customers for a service you weren't providing.

This would make my morning commute extremely long and the metro well be packed. Driving wouldnt be a viable option either as it would just increase traffic and decrease parking

It's very difficult to get a seat during rush hour since there are so many more people traveling during that time.

That would make it impossible to get to work on time if you miss your train. The difference in a half hour in getting to work is enormous, plus this lack of trains would cause them to be extremely packed. This is a very concerning once people start to go back into the office.

More frequent rail service is desired

Youre asking us to deal with reduced levels of service, and still pay higher fares during rush hours. I often take Metro to and from mid-day doctor appointments; with this proposal that will not be possible as it will be harder to judge the time required to arrive at the appointment.

Arrive every half hour? This is absolutely ridiculous. Trains should be arriving at least every 10 minutes and during peak at least once every 3 minutes. With half hour trains, no one is going to take the metro. If you accidentally miss one, it throws everything off. At least a 10 minute delay is understandable. Half hour is the difference between making a meeting and missing it in its entirety.

30 min between trains is too long and will cause crowds

There should be more frequent trains during rush hour.

Need to run trains more often

If I just miss the train, 30 minutes is a VERY long time to wait. I would rather drive (which I truly dont want to do) but I could get to my office quicker.

Rush hour should have more frequent train arrivals to accommodate more passengers utilizing service at that time. In January 2020, trains were frequently so crowded that I and many others would need to wait for the next train even as trains arrived relatively frequently.

Need more frequent service during rush hour windows. Can decrease service during other times.

I take the metro to save time. I can walk most places I want to go in less than 45 minutes. With this service Schedule I would choose walking.

Weekday hours need shorter intervals

This would be bad for my commute on the yellow line

Not soon enough on red line

Every 30 minutes is too long between trains.

Proposal to operate Metrorail service every 30 minutes

Its a terrible idea. People depend upon Metro to commute to work in non-COVID times. During rush hour, trains were crowded even operating at a far greater frequency than every 30 minutes. Running every 30 minutes, there would not be space on the trains for all the commuters; lots of commuters would return to our already overcrowded highways. Why have we invested in this infrastructure if we are making it impossible to use????

no by 2022 I hope we will need rush hour trains every 6 minutes again. Id prefer you made cuts now and prepared to ramp up again in 2022. The city needs a functioning transit system. trains every 30 minutes during rush hour is not a functioning city transit system.

I dont usually use the red line train

Would want trains more frequently

I work for the Smithsonian and rely on metro to get to and from work all days of the week. While 30 minutes between trains is not ideal, I can work with it.

It depends on if we are still allowed to telework - if we are, then it shouldnt be an issue. However, if most companies require we go back to office site, it would be extremely difficult to commute with this plan.

I am not commuting now but I may in January 2022. If I am commuting to the office then, I would prefer trains to run more frequently.

I dont know whether Ill be working remotely or not in Jan 2022 - but if Im working in-person in the DC area, this proposed change would make Metrorail unusable for commuting purposes. I would also be less inclined to use Metrorail for other purposes (e.g., navigating the DC area on the weekends)

By January 2022 the coronavirus pandemic will be over and the economy in this area will return to whatever its normal state will be going forward, so Metro should return to normal service.

if travel goes back to prepandemic levels rush hour needs to run every 3 minutes on red line

Need more frequent transport

This would be a weekday commuting nightmare.

No

As long as all stations remain in use, this will work for me.

More trains during rush hour would be ideal

If you miss a train by a few seconds, waiting 30 minutes for the next one is too much of a burden for people who have to be at work by a certain time.

This is not frequent enough. By the time a vaccine is more available, there are going to be more riders. This also will impact those who are low-income the most.

Cutting line service will screw over the DC residents who cannot afford a car. 30 minutes in between trains is ridiculous.

I take the metro to work every day and so does a lot of the Washington DC metro area population. If I missed the one train and had to wait an additional 30 minutes for the next one, I would be terribly late for work and properly lose my job after one or two offenses.

30 minutes is a very long time to wait for someone depending on a train for commuting purposes. If I missed the train by one minute, Id have to wait another 29 minutes for the next train. My entire commute right now is nearly an hour with the current times between trains. This proposal could potentially increase that to an hour and a half - or make it so that metro didnt meet my commuting needs at all.

Less ridership on weekends - at least outside DC

Every 30 minutes would add additional time to the commute and make taking metro not convenient.

The trains would be too far apart. Totally inefficient

my commute would be intolerably long

As I ride only the silver line to get to work, waiting 30 mins just to get on a train could make me really late for work if i didnt time it properly

Ok as long as rush hour travel times between stations remain unchanged.

Asking if it would work isnt helpful. It would work as long as the train gets me to my job, but it would be inconvenient and take more time away from my family.

rush hour? miserable. both in the middle of the city (gallery place / metro center) and getting stuck on the ends of a line. i like the idea of no difference between weekday and weekend trains, but bumping back to every 30 minutes would be difficult. id also hate how cramped those trains would be if they only came every half-hour

This is a very low amount of service and I worry about long connection times both when changing lines and when transferring to or from a bus

Very bad idea

This is too long of a gap between trains during the week.

I should be back in the office in January 2022 and would benefit from having shorter metro arrival intervals

Proposal to operate Metrorail service every 30 minutes

need trains to arrive more often to make travel easier. the reasons i prefer not to use metro is it is too slow

As long as there is space on the rains based on the number of other riders who also think this will work.

That is too long of a train interval to plan travel aroundâ€”one selling point of the DC metro region has been train frequency and that will disappear if this proposal is enacted.

would like trains every 6-8 minutes from 615am-830am and every 10 minutes from 330pm-7pm

30 min is too long

These cuts are devastating and should not even be considered. Metro is an essential service. DO NOT CUT!

30 minutes is way too long between trains

I expect to be commuting again in January of 2022 and it would be unfortunate to have to deal with no rush hour trains and the inherent delays that would cause

Every thirty minutes is insane, even for weekends. I would simply drive, although I strongly prefer using Metro. I could work around every 15 minutes.

It would be pretty inconvenient and would require an accurate system to track metro times in order to plan my commute to and from work, but in theory this could work (though not ideal)

if you run trains on key sectors every 10-15 min you will actually get MORE riders. If not,I will likely not ride at all. As a parent, adding 30 min wait to a 10 min trip makes no sense.... at least run every 10-15 min during rush hours

Delays are too big. Why not every 10 minutes?

If this is implemented, ALL stations need temperature control- AC in the summer and heat in the winter. Likely not worth the financial trade-off. Cant say how many times Ive inadvertently single-tracked the entire Metro by fainting because its too hot/cold.

Spreading out service is better (for me) that closing stations.

I plan on returning to the office later this year. This proposal would be very inconvenient since I will rely on metro once I return to work.

I am not a regular rider so adjusting to the new schedule would not be a burden.

Will require more planning to get to work on time.

I think it would make more sense to have red line trains running every 15 minutes at rush hour times/times that people are often commuting, rather than in certain locations. I live in DC but will still be commuting to work on the red line every day in January 2022.

Every 20 minutes would make more sense as commuters and kids have to be at school or leave at specific times and waiting a whole half hour makes no sense

I would have to drive to work. The potential of an hour wait in my commute changing lines would be a deal breaker.

Doesnt seem to make sense to me intuitively.

Too few trains

this is death-spiral nonsense. dont do this.

Rush hour would be terrible, and with more people coming into the cities this would make it impossible for people to come in and out. Trains should be optimized depending on the time of the day like it did before so trains arent congested and more trains are coming frequently during high trafficked times

Metro service needs to come back to normal when the pandemic subsides, which surely will be by January 2022. I acknowledge thats a year later than most of us thought.

trains will be too crowded and the Grosvenor/Strathmore and Silver Spring stations will be overloaded

Sounds very reasonable

This proposal would almost certainly overwhelm the metro during rush hour post-pandemic where, even with increase telework, companies, federal agencies, and contractors with real estate leases will require employees to be physically in the building and not teleworking.

Need trains on green line more often than every 30 minutes

Trains during rush hour should arrive no longer than every 10 minutes.

This is too long to wait and once the pandemic decline is over, platforms will become unsafely overcrowded during peak hours. Metro should increase efficiency for riders to convince them to come back, not make them wait longer.

30 minutes on a weekday? People need to get to work.

I run a business that depends on non-rush hour Red Line traffic; this would doom my business and how I market it to the greater community.

I have to be to work by 6 am. As it is, there are only 2 trains on the S/O/B lines that get me to the government shuttle bus stop in time. Lengthening the wait would make my commute impossible by Metro.

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| Proposal to operate Metrorail service every 30 minutes |
| This would be crippling for people who rely on metro to commute for work. |
| Don't like having to wait that long between intervals when commuting but it is better than having my station closed |
| 15 min intervals |
| This is better than closing stations entirely. |
| 15 minutes between trains is far too long a wait. |
| Right now, so many people are working from home. You cant make decisions for tomorrow based on todays ridership, because that is going to change - soon, hopefully. |
| If trains will be less frequent, better systems to track trains exact arrival times would be extremely helpful. |
| I think we should update rush hours time and give an extra hour more in the Morning and Nighttime. This would benefit us the people who wake up late and get out of work late to be on time to see family. |
| This is absolutely unacceptable. Rush hour in non pandemic times with trains running at normal every 2-4 minute speeds are packed. How is this going to work? There will be lines around the block. Especially frustrating for someone coming from VA and needing to transfer red line at Metro Center. |
| This does not factor in rush hour needs assuming we get back to normal after the pandemic. |
| A 12 minute wait would be unpleasant but if the train schedules online are accurate planning a trip shouldnt be a burden |
| I believe there should be a rush hour especially in the morning. |
| 15 minutes is too long |
| Seems to be too long between trains. |
| Too long wait time |
| I travel weeknights at 6pm and 9 pm. I cannot wait 12-15 minutes for a train. |
| 30 minute intervals between trains is an abysmal excuse for a transit system. Might as well just shut the whole system down at that point. |
| 30 minute wait times for those who rely on public transportation is just not reasonable. |
| This would not be ideal but would be manageable if the trains stuck to a reliable schedule and transfers at e.g. Gallery Place and Metro Center were taken into account. |
| A train every 30 mins is totally unacceptable. This would make metro unusable for most people. Metro needs to be a strong, integral part of the recovery. |
| This will make commuting to work by metro impossible I would suggest longer waits between trains midday when there is less ridership but a more regular schedule during rush hour when people are commuting. |
| 30 minute frequency of trips will cause overcrowding of cars. Additionally, 30 minutes doesnt account for delays that will likely ensue during track work and due to electrical issues. |
| This is when Metro become unusable |
| Would mean I drive to work. |
| Too I frequent |
| Would need more frequent trains during the rush hours |
| Need more frequent Red Line service |
| I mostly take the red line, so I like that the trains come every 15 minutes rather than every 30. However, it would be vitally important that trains coming every 30 minutes operate on schedule, because its really hard to plan when you have to wait 30 minutes AND the trains are unpredictable. |
| If we are back to working in person, this will be VERY inconvenient. I would likely need to find alternative transportation to and from work. |
| This would significantly lengthen my commute and cause more crowding |
| Plan to get back on the metro once vaccinated. Rush hour on the metro pre-Covid was crazy, with trains only 2-5 minutes apart. If they're spaced 30 mins apart, the metro won't be able to handle the passenger traffic. Additionally closing down metro stations makes it really inconvenient for many of us who've bought homes to be close to the metro. |
| This is ridiculous. Rush hour trains are always full, especially those going into and out of DC. You need more frequencies. |
| Some classes at Mason end at 10 pm. By the time we arrive to the Metro station, we need to wait for the last train around 10:50 PM from Vienna Metro. It would be extremely helpful if there could be more frequent trains during late night hours. |
| This is an unacceptable drop in available services |
| Our platforms are already crowded along the orange line. This would make it IMPOSSIBLE to get on a train. I would never ride metro during the week if trains were only 30 minutes |
| Less frequent trains is much preferred to cutting service hours or closing stations. However if at all possible there should be an increase in frequency for rush hour periods. People would pay a surcharge to know they could get to work on time. |

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| Proposal to operate Metrorail service every 30 minutes |
| Every 7-8 minutes please |
| Long waits at then end of the Orange line make it hard to plan to get downtown on time |
| With everyone going back to work. Trains will be severely over crowded. I'm sure people will still be a bit scared of having so many people in one small space. |
| The intervals seem too long for workday commute times. |
| Its most important to keep trains and buses running, for the people who have to get to and from town and have no other way to do it. This plan would be less convenient for these people than the service available now, but at least they can arrange their time to make it work. |
| Trains not running frequently enough to be practical. Plus, I'd assume that fewer trains mean more overcrowding. |
| Trains arriving every 30 mins could easily be overcrowded. Potentially having to wait for another train means 1 hr on a platform? NO WAY! Id give up on Metro all together at that point. |
| Not enough trains |
| 30 minutes seems like a long time between trains and would mean crowded trains when they arrive.... |
| Assuming we are back to full ridership by then, the trains are already packed when there are more frequent intervals. This will be counter productive as it will cause more traffic issues since every 30 min makes the trains so full that metro would no longer be a reliable means of transportation for daily commuters. |
| This would result in much more crowding, particularly in rush hour trains, which will not allow for proper distancing recommended even during a normal flu season. Additionally, this would extend the length of my commute by double. |
| It is very hard to think about these proposals independent of each other because I do have a preference ranking. So yes this schedule would work if the alternative is to close down the whole metro station. However, I think a better schedule would be to take more frequent trains during the rush hour and instead shorten the train service late at night. For example, maybe close the metro down at 9pm instead of 12am. Thank you. |
| I commute every day- and rush hour is nuts. This policy would increase wait times for rush hour commuters, which would also increase danger to those who have not or cannot receive the coronavirus vaccine by that point. |
| No difference between weekend and week day schedules makes no sense. People need a safe method of transportation on weekend nights. |
| I do not feel like this would completely affect me in any way. |
| There must be some rush hour trains; just shorten the window. For example, instead of morning rush hour lasting 4 hours, just make it from 7 am to 9 am. |
| Trains during rush hour are filled to the brim. Cutting back during rush hour will greatly hurt the population. However, I think changing to the 30-minute schedule outside of rush hour would be fine. |
| This will make it far less likely I will take Metro. |
| It would only work if trains were arriving, orange or silver, not completely full every 30 mins from Ballston in toward DC. If they are full, than it would not work. |
| works for me because I dont commute on a regular schedule. For anyone who does seems sub-functional |
| You should run train more often during rush hour. |
| There are many individuals who rely solely on public transportation and their needs should be considered, plus it also decreases population, etc. |
| If I resume working in person at my office in January 2022, then this plan would be insufficient for me to use the metro to get to work regularly. However, if we are still not working in person, then I would not be using the metro at all in January 2022. |
| The working model is evolving. If everything goes back to normal, the change of schedule will affect us. |
| It can only work if trains arrive on a set schedule. Drivers now seem to race to their break areas. |
| I like trains more frequently during rush hour, to keep to my schedule and to reduce crowding. I would predict more full trains and more waiting on the platform |
| These headways are basically un-workable outside the downtown, and difficult downtown. January 2022 is a good date for nearly all offices to return their workers, so this is a poorly timed move. I would be very disappointed in metro if this were to take place; this is the kind of decision that makes me re-consider using metro or living in this region. |
| Every 30 minutes would not work during peak hours. I would suggest altering it only during those hours if this is the intended schedule. Trains would be overcrowded heavily (they already are) during peak and this would exacerbate it. |
| I would still prefer shorter waits in the most heavy use periods (e.g., Orange line during 6:30-8:30 am say) but think its reasonable to spread out arrival times otherwise. |
| Grosvenor is a busy station with parking. Please keep it open. |

Proposal to operate Metrorail service every 30 minutes

I expect to be working in person and waiting 10-30 minutes for a train will severely affected not only my commute time, but also the time it will take to get to meetings throughout the city. A rush hour and non-rush hour schedule makes much more sense than just making everyone's commute slower.

Having the same schedule every day is okay, but trains need to come more frequently than every 30 minutes.

20 min intervals would be better; and set times for trains to arrive like 20 min b/4 and after the hour

trains arriving every 30 minutes even during rush hour would make commuting a gamble in the mornings especially for those workers who have to be in person.

Trains leaving the Vienna station during the morning rush hour were already packed before COVID. If ridership gets back to pre-pandemic numbers, trains departing every 30 minutes will be standing room only before they even reach the second stop on the line.

If trains are arriving less frequently, each train will be more crowded - therefore less safe. I will ride the Metro more if the trains are less crowded. If they are every 15/30 mins, they will be more packed

I take the metro to and from work and trains coming that infrequently would make my commute extremely difficult and likely result in significant crowding

It makes Metro so unworthy of use due to the inefficiency and hassle that the budget issues would be even worse due to an even greater decline in ridership.

30 minute rush hour trains make the metro unusable for commuting purposes. While Covid may still be impacting my need to commute in Jan 2022 (although unlikely), this would guarantee that I choose to drive rather than use the metro.

By January 2022, I expect to be working on site again, and I suspect many businesses will be reopened.

Please do not close stations! I would rather trains arrive less frequently. The impact to the local economy is already devastating. Please do not make it worse by closing stations and impacting businesses and property values even further!

I imagine that by Jan 22 many more people will be commuting again and a 15-minute interval for red line trains would result in crippling overcrowding. Plus, sometimes I rely on Metro to get me to a meeting at a certain time, and four trains an hour would most likely make me shift to taxis or Ubers.

Buses don't always run in a manner that allows for an every 30 minute train schedule to be efficient.

No, trains not frequent enough on weekdays

When COVID is over, and people need to get to work, Metro is only an option if it is time-competitive with driving. If there is even the potential of a 12-15 minute wait, then there is no way to walk to the metro, wait, take the metro, and walk to your office anywhere near the time needed for driving. You will kill your own service because it will not be competitive.

Hopefully ridership levels return to normal after the pandemic is over.

I already have a long commute as it is, with about a 20 minute WMATA bus ride as well as a 45 minute metro ride. Increasing this time by 15 minutes both ways every day would add an extra 2.5 hours to my commute per week, which would total to 10 hours extra commute time per month. This is time where I could be at work earning an income.

Trains are already crowded at rush hour when they run every 7-12 minutes. With 30 minutes in between trains, I am afraid the amount of people would be too great for me to feel safe, especially after the pandemic.

The metro needs to run more frequently to meet rush hour demands since more people will be returning to work with vaccinations rolling in.

This proposal is crazy for people that use metro for work purposes. There is no city in the world reducing so drastically its metro services. With the high fares and the property taxes that go to WMATA this proposal is simply ridiculous and a sign of its poor management

Fifteen minute intervals seems slow.

More frequent trains needed.

How does this change from pre-pandemic times?

This schedule could work but would depend heavily on ridership numbers. If most people are back to commuting daily to offices, the rush hour trains may be too crowded to accommodate. In that case, reduced trains wouldn't meet my expected travel needs.

Red line service should operate at least every 6-10 minutes. I rely on the grosvenor-Strathmore station to get to work in downtown DC, so in a post-pandemic world, I'll need it when I return to the office. I also use the metro at least 3-4x per week round trip during the pandemic, and I would use it at least 5-6 times per week round trip pre- and post-pandemic. I don't have a car so it's crucial.

One train every 30 minutes is far too infrequent.

I plan to take the Silver Line between East Falls Church and McLean. Service every 30 minutes would make this a terrible option, I would end up buying a car and not taking metro at all.

Trains arriving every 30 minutes would ONLY work IF trains were prompt and on a fixed, published schedule.

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| Proposal to operate Metrorail service every 30 minutes |
| Wouldn't work for commuters |
| Please keep the routes and times the same as pre-covid to meet the needs of the community. |
| I no longer work full time proposal would be fine |
| I am nervous about rush-hour trains being extremely packed. Otherwise I would be fine with this during non-rush hours. |
| Depends what rush hour times are considered. Most people start commuting by 6am until 9am and again 3:30pm until 6pm. |
| It would work as long as there is room in the car. |
| I commute on the Yellow Line at rush hour every day, so having only one train every 30 minutes wouldnt work at all: not only because of the delay in waiting for a train, but more importantly because the cars would be filled beyond capacity. |
| Not sufficient for rush hour travel |
| 15 minutes is already too long, Europe and Asia run trains every 3-6 minutes. Why cant the capital on the UNITED STATES handle a faster schedule? This is unacceptable as it is, to make it longer is insane. |
| There must absolutely be more trains during rush hour. By January 2022, many people will likely have returned to their offices, and commuting patterns may return to close to normal. The trains get very crowded even during normal rush hour service. Trains every 15-30 minutes is unacceptable, and will lead to even fewer Metro customers in the long run. |
| If covid is still prevalent, this would lead to crowded trains if the work rush does come back. I would not be comfortable riding on a crowded train given the pandemic. |
| This creates a huge burden on people who have to line up bus schedules as well as switching trains to arrive to work on time as well as move between part time jobs or multiple sites for work |
| I expect to be back at work in some fashion by 2022 and don't think this frequency will allow for adequate social distancing for the expected ridership. |
| Too infrequent for folks to get to school and work on time, and waiting up to 30 minutes will mean more passengers in each carâ€”difficult for social distancing. |
| This would greatly increase my commute time on weekdays. I will be returning to my office once the vaccination plan is completed. |
| Rush hour commuters would not be able to fit on the platform or in the trains if one train came every 30 minutes. There would be constant pile-ups, over-crowding and angry riders. |
| I prefer the convenience of more frequent trips but I understand the need for reduced hours |
| Twice an hour service would be inconvenient during rush hour and potentially make the service unusable |
| I chose to live where I have resided for the past 8 years based on its proximity to the Grosvenor-Statmore metro station. If this station is closed, I will no longer be able to work in DC. It would be devastating to my family and child. |
| This would make my commute to work difficult. Two lines stop at my station (yellow and blue), but only the blue line goes to my office. |
| Depending on crowds and if my office allowed for alternative start times. |
| The trains are full during normal rush hours and thats with trains every 7ish minutes. It will be utter chaos if it was only every 30 minutes. |
| this seems reasonable to me |
| This would disrupt commute during rush hour when trains are packed and you cannot get on any of the cars and have to wait for the next train |
| I take the redline from the Silver Spring station so this would work for me |
| It takes me one hour door to door when I metro. If I miss a train by a few minutes it could add thirty minutes to my commute. I could not do that |
| I would have to drive to work because I can't wait 30 minutes for a train at twinbrook |
| This is not a serious transit schedule for a world capital city. I certainly hope you secure enough funding. |
| this makes metro too unreliable as a form of transport, I would drive instead |
| That is way too long in between trains. It will increase congestion on metro cars and also make commuting with the metro less comfortable/convenient. This would be a MASSIVE mistake, and I likely would not use the metro nearly as much if implemented. |
| To accommodate employees going to back to work, higher frequency should be provided to allow for social distancing. |
| 30 minutes wait for the next train is pretty long time. |
| This works for me. |
| Given the rush hour crowds during normal operations I fear there would be too many people waiting on the train I would need for me to board. |

Proposal to operate Metrorail service every 30 minutes

I understand that Metro is under pressure to make concrete long-term planning. But so much is up in the air. For years, I took the Red Line from Grosvenor Station to Dupont M-F for work. But I haven't taken a single trip in almost a year. But, once I'm vaccinated, I plan to be back on the M-F schedule the very next day. I think January 2022 is too little too late - I think we'll be back to normal by then - it makes no sense to extend to every 30 minutes. I know this is a difficult task but I think the every-30-minutes idea is foolish.

Prefer yellow line to run every 15 minutes

Need to be more frequent during rush hour

Metro is a commuter rail -- once people in the DC metro area are vaccinated and offices open up, ridership will increase. Trains every half hour is not acceptable for people in this area who depend on metro to get to work.

I live near the Shady Grove Metro. As of right now, I am working from home. Once vaccinated, I plan to return to work in person as soon as possible, unless Metro service makes that difficult, i.e. half hour between train times.

Essential workers have limited travel options

What doesn't make sense to me is you would be cutting back services right as things will be going back to normal. By January many will be vaccinated and commuting to the office again. To cut back services right as ridership would be increasing seems counterproductive.

Trains are already jam packed throughout the day normally. Lengthening out train arrival times will just make everything more difficult.

30 minutes is too long to wait

I would say yes if trains came every 15 minutes instead of every 30.

I would not use Metro if I had to wait 15 minutes for a crowded train during rush hour. This would be useless given Metro's poor operating history. Metro should focus on reducing employee pay and benefits include the prior overblown pensions.

This only works if the trains are ON TIME. If it is early, I may miss it and have to wait another 30 minutes to an hour and be late for work.

Please don't close the Grosvenor station.

Not enough trains during rush hour would make service too crowded and slower.

During rush hours, trains every 15 minutes on the Red Line would be grossly inadequate if ridership is anything close to pre-pandemic levels.

I'd rather you increase the pricing than decrease the number of trains available.

More frequent trains when more people ride and when getting to/from station is more difficult (traffic), as well as when schools are operating, is more equitable.

This service is very infrequent! As a result trains will be incredibly crowded.

I work for the Federal government. It depends on whether my agency moves away from max telework... and if the vaccine has been readily available by next January and the pandemic has abated.

It would be extremely important in this case for Google maps to have accurate information about the timing of trains and when they are running on time, early, or late.

This station is essential to everyone's going to and from work

This would work for me because I am retiring in 2021. But it would not have worked well for me when I was commuting daily on the Metro, which I hope many will be doing again before the end of 2021

Having trains come every 10 minutes would be more convenient and efficient for those of us who need to travel to and from essential work

I moved near close to the Morgan Blvd Metro station to be in walking distance to the metro. Closing Morgan Blvd would have a negative impact within the community as we all heavily rely on it. Perhaps reducing expenditures elsewhere would be better.

I would anticipate the trains would fill up quickly if they only run every 15 or 30 minutes. I think whether or not this would work would depend on the number of riders. If the number of riders permanently decreases due to COVID, I think this could work. But my concern is with trains filling up quickly, and riders who physically could not fit onto an already full train having to wait another 30 minutes for the next train.

I'm worried that rush hour trains (pre-pandemic) are already packed under normal conditions. There wouldn't be room to get on trains at this rate unless ridership is way down.

We are going back to full time work by 2022...we need full time service

We previously had to wait through several over packed train cars in order to be able to squeeze into a car during rush hour on the red line. We'd be waiting for hours for a train with this proposal. It's be a complete disaster. Please don't do this one or I will have to drive (and would much rather take metro).

The main problem with this plan is when trains start not sticking to the time tables and then it's very easy to miss a train because it left two minutes early

Proposal to operate Metrorail service every 30 minutes

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| Pre-pandemic, trains and platforms were already dangerously overcrowded during commuting times. Reducing service makes social distancing impossible at a time that I expect to have returned to a more normal commute. Reducing service will drive customers away at a time when you want them to come back. |
| With Virginias bullshit ezpass planes, this would be detrimental to do many people trying to get to work |
| More frequent trains will be needed during rush hour. |
| I live at the end of the line, so it would always be a concern about crowding and waiting 20 minutes if traffic didnt allow me to get to the station on time for a train. At that point, an additional 20 minute wait at each end of the commute means I might as well drive. |
| Thirty minute wait times are a waste of time. This will be a negative impact on met to ride the rails. |
| Waiting longer between trains is preferable to closing some stations |
| service can be less on weekends |
| This would work. This is better than closing Metro stations all together (e.g.m Grosvenor) |
| Good idea. Reducing frequency and therefore the number of trains will reduce costs somewhat. |
| 30 minutes is way too long to wait. That is not a big city transit system. Trains would be unbearably crowded with that schedule. |
| Length of time waiting for a train discourages ridership |
| It means that if Metro is late or early, my wait time would be affected. It also means a more crowded metro and a less likelihood of me using the system. |
| Im concerned about how this plan would meet rush hour needs, where trains pre-pandemic would run every 5-8 minutes and still be standing room only by the time Orange and Silver hit West Falls Church metro. Im okay with an increase in wait time but 30 minutes seems extreme. |
| Every 15 minutes is too long, should be every 5-10 minutes during rush hour. |
| We will be back to work by then, his proposal is how things should run now, not after we're back to work. |
| I want to ride the metro after I am vaccinated but if the schedule is so infrequent it will make my 17 minute commute take much, much longer. That will be very frustrating. This is simply too infrequent. |
| I expect to be working in-person again by January 2022, and this would make my commute unbearable. |
| Is it possible to enact service cuts now, given the lower ridership, and then restore the frequency once ridership returns? Many offices are scheduled to reopen this summer, so metro ridership would be increasing before the cuts are enacted. |
| lots of residents that live near the Grosvenor-Strathmore use the Red Line to get into work. Especially NIH researchers that are important assets to the continuous research for COVID19 and other mutated strains. With some of the researchers having to stay late or work earlier, this will affect the amount of waiting period for everyone at the Grosvenor-Strathmore stop and stops ahead of it on the red line. Before COVID, the metro would be too full and people would either have the squeeze or wait for the next one. |
| this would be challenging, but we could make it work. |
| When workers return to the office, the crowded trains will be even more crowded, and what would be the point in surge pricing if more trains are not run |
| I worry that if I were to miss a train, waiting 30 minutes for the next one would make me late to class |
| reducing frequency of trains will make me not want to ride |
| During rush hour, this would unacceptably delay transportation to work |
| Needs to run more frequently than every 15mins |
| Lines at stations being Grosvenor would be insane. |
| It doesnt affect me, but I cant imagine regular commuters accepting this schedule; feels like its giving up and telling riders to find alternate means. |
| If we knew the times that the trains would arrive, and the trains are on time it would be ok |
| Long headways during rush hour will further limit usability of transit as a commute option further reducing ridership. |
| The hours are fine, as i live on the red line at SG. |
| the timeline would not work especially during rush hour in the am & pm. |
| This is not sufficient. There should be expanded rush hour service not middle of the day service to accommodate all workers. |
| I will be commuting to work in a downtown location from Cleveland Park on and after January 1, 2022. |
| Ideally trains would run more often during rush hour starting in the summer when many will be vaccinated and feel more comfortable riding the metro. By Jan 2022, I feel that many will be commuting at a very similar to rate to that before the pandemic so I wonder if a cut at that time makes sense |

Proposal to operate Metrorail service every 30 minutes

I live at the Grosvenor-Strathmore metro stop and have found that the train is already too full by the time I get on it many days. Having more frequent trains originating at the Grosvenor-Strathmore stop (like used to happen) would be fantastic.

It would help if there was some criteria when trains would be scheduled to run more frequently (e.g., a significant proportion of workers return to commuting)

Its not ideal, but I would prefer a longer wait than to have East Falls Church Station close.

This is going to create over crowding which means not being able to get on a train and having a long wait until the next train. Increasing my commute on metro by 30-60 minutes a day would mean that I drive to work. I take metro because it cuts my commute by 30-60 minutes. If that isnt happening, I will drive.

I believe a majority of folks will be back in the office and taking metro again. Too long a waiting time in between. 5-7 minutes is more reasonable.

Ultimately, this will depend on how often Im working from home after COVID is done and gone. I could probably make it work with just one train every 30 minutes (I primarily need the Silver line), but it would be inconvenient and make the already-crowded trains even more packed.

As more people go back into the office will metro add more trains to accommodate for that?

TEMPORARILY --- until normal ridership resumes

I purchased my property because its walking distance to Garrett A Morgan Blvd

Unless I knew what time the train was coming, this would make wait times too long. If I knew or could look up what time it was coming, I could use it.

Using metro for commuting, means that trains running on most lines would be too full, considering even when trains were coming every 6 minutes pre-pandemic, occasionally the train I was trying to board would be full. this would exacerbate the problem and severely hamper my ability to use metro for transit

Most of the stations I ride through are serviced by multiple lines. I would not be happy with 12-15 minute waits, but they would be acceptable most of the time.

this is the least disruptive to the population

It would not be ideal but because I live within the more frequent routes, I'd be ok with it. However, I do believe there is an equity issue here as the economically disadvantaged areas would have significantly more limited service than more affluent areas. I would assume you can expect lawsuits over that.

Hopefully people will be back in the office starting in 2022, so I think there should still be rush hour scheduling in the morning.

This plan seems reasonable to me, given my travel needs.

You suddenly make the work commute much longer and more complex, discouraging me from taking metro.

Trains should arrive more frequently than every 30 minutes; weekend and night service should be extended to account for those of us that work late/early and rely on Metro to get us to work and home in a reasonable time frame

This would work, unless the trains are full when I go to board.

The more trains that run, the less cars on the street

Once everyone is back to work, trains during rush hours will need to increase

Rush hour increased frequency preferred

30 minutes is too long between all trains all day (i.e., rush hour)

My commute requires transfers -- this would significantly lengthen and complicate my commute. To the point that I might have little choice but to drive (and give up on Metro)

Not able to catch trains at rush hour to get to work on time.

every 30 minutes is not enough

I wouldnt be happy about waiting 30 minutes but I could live with it.

Seems slow

It would be disappointing to wait 30 minutes for a train, but if the schedules are posted and the trains stay on the schedule, I could make it work.

right now, Im temporary telework due to Covid. Once this period ends, it will be extremely challenging to wait 30 minutes for a train if you happen to miss the train, especially during rush hour.

I would rather have a delay in arrival times than shutting Grosvenor completely.

This is not sufficient service during rush hour after regular work schedules resume

Having to wait so long to take metro to work would be a huge headache.

if trains are only coming 30 min apart, that could be the difference between missing an appointment and making it. the pre-planning required would increase dramatically, and it would be more convenient to uber if i had to wait that long - the metro would be pointless.

Proposal to operate Metrorail service every 30 minutes

Would there be more train cars to deal with crowding?

It is workable if trains are long enough. With fewer trains, riders will just need to plan...but if everyone plans on the same window, there could be overcrowding, unsafe conditions.

Assuming that the Green Line stations in MD would have service every 15 minutes since they are served by both Green and Yellow Lines

Running trains only every 15 minutes during rush hour makes no sense. By January 2022, we will be back to the new normal, with workers commuting into the District. You should run additional trains during rush hour times, as compared with other times of the day.

This will add significantly to my morning commute.

The higher availability of metro during rush hour is essential for me to get to and from work in a timely manner.

30 minutes is an absolutely unacceptable amount of time to wait for a train in rush hour. I cant imagine how crowded the trains would be. Why is this proposal even happening? if this is due to ridership numbers decreasing during the pandemic, it is ridiculous to assume that ridership will stay as low as it has been during 2020/early 2021. You should if anything be making the metro more accessible and more reliable in order to attract more ridership and therefore more revenue. Otherwise, you are no longer creating a long term plan to thrive but rather marking the beginning of the death of the DC metro.

15 minutes seems too long to wait. I believe I will be riding the metro every day again by January 2022

Please don't close the Grovesnor-Strathmore metro station! I just moved to the area to be closer my job and I need metro access to get to work.

Stinks

Pre-pandemic, I already couldnt squeeze on in Courthouse. Especially if I had a suitcase going to Regan. I cant imagine how poorly this would work out with fewer trains.

What a terrible idea. A lot of people will be going back to work, this will result in severe overcrowding.

This would completely undermine the ability for the DC metro area to use public transit to get to work. It would result in huge traffic and is not workable.

Simply not enough service during rush hour on the Red Line.

This is better than eliminating stops but not as good as the Metro leadership taking pay cuts.

Not frequent enough service for those who live at the outer stations and commute into/out of DC.

YOU ARE NEVER GOING TO GET RIDERS BACK WITH FREQUENCIES THIS BAD YOU THIEFING IDIOTS

Reduced trains during rush hour will create significant bottlenecks for commuters

Keep Grosvenor open and running regular schedule.

These wait-times are unworkable. You know that. You are attempting to manipulate us with this survey. What you need to do is replace most of your incompetent administrators with fewer, more competent, lower paid people -- which you could easily do -- and put the savings into *transportation* like making the trains run often and on time.

15 min everywhere

This plan would add an additional 30 minutes to already one hour commute!

I really worry about space during rush hour

30 minutes apart seems far too infrequent, especially for commuting to work. It seems the trains would be absolutely packed for peak commute times, even creating the possibility of physical conflict as people push and shove to get on and off.

If vaccination levels reach 60-70% even six months later than currently estimated, by January 2022, your commuting ridership will have increased drastically. Trains on this frequency during the week will be crowded and unsafe - basically meaning that people will not use metro and you'll not be able to dig yourselves out of the operating cost shortfalls!

Commute times will skyrocket and make the Metro an unreliable method of traveling into the city in a timely manner. People will begin looking to alternatives, and ridership could decline further.

With a return to normality hopefully coming in 2022, it makes absolutely no sense to have no adjustments in the metro schedule to account for rush hour or different times of day. Furthermore, having trains arrive every 30 minutes would essentially guarantee that if you missed your train you would be significantly late. All in all these proposals seem totally unacceptable and would most likely result in me rarely using the metro anymore.

I would not commute by metro under this proposal. Other options would be much more reliable.

Rush hour times are the most important

I cant wait on the platform at College Park for more than 20 minutes at a time, especially when coordinating with the University of Maryland metro bus shuttle.

Infrequency of trains makes arrival times too unpredictable

I use the red line to work and also change trains at Gallery. The changes in time will mean less options for me.

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| Proposal to operate Metrorail service every 30 minutes |
| thats way too infrequent for my travel needs |
| During rush hour times there needs to be a train at key stations (ie Rosslyn) every 30 minutes. I anticipate being back in the office by that time and it is my only form of transportation |
| ridiculous to have to wait 30 minutes for trains way too long |
| Given that ridership is likely to increase again as vaccines are more available and more people are being asked to return to work in office buildings, I would be most concerned about the volume of riders on the train if they are only running every 30 minutes. During rush hour in the past, ridership was so high that trains would be full and not accommodate new riders to board despite coming every 20 minutes. I would be able to plan a commute around a train every 30 minutes but would be worried about actual availability to ride. |
| 10 minutes should be the maximum |
| I would be really displeased to have to wait 15-30 minutes for my train during rush hour as opposed to waiting 5-8 minutes like I do now. |
| Very poor service. We need to increase public transportation, not decrease it |
| Its hard to evaluate each item independently as there are always trade offs. If going to a uniform schedule mentioned above would save station closures then Im all for it. If we still have to close stations - not so much. |
| We need to continue to keep as is.... |
| Proposal generally works but Trains should arrive more frequently during rush hours. |
| depends on how much I work from home. does my company move to a hybrid work schedule in which case I commute on metro less and Id be willing to wait more for a train. |
| Use grosvenor station frequently |
| It would work for me in January to March 2022, but once the baseball games start, it would make it impossible to use Metro to get to and from Navy Yard. |
| Trains would be too crowded to get on in Arlington as I expect people to be back in offices in 2022. |
| What would be the operating times? Please include late night riders in your proposals |
| Rush hour Orange line service levels to/from Vienna have already been cut by 50% to accommodate the Silver line. Further cuts are unacceptable. |
| As long as the app provides up to date info and as long as I have access to use metro this works. |
| As long as it is consistent, then most working people can adjust their schedule 15 minutes either way. |
| It would only work for me if the trains actually stuck to the scheduled arrival times (not just frequency) - otherwise too hard to plan. |
| Reducing the number of trains servicing stations when people are going back to the office will result in even more overcrowded trains. At the best of intervals it can take several trains before people can get on and impossible for people with mobility issues. |
| By making service slower at single line stations, it will significantly add to my work travel time by limiting how frequently I can catch my first train on green line to eventually arrive at busy station where there is less of a wait time to switch lines. |
| This would only work if the Cleveland Park station on the Red line stays open. |
| If the train comes every 15 minutes and it is guarantee, it is easy to time the arrival to the station |
| Too infrequent |
| These wait times are way too long and will lead to more people driving. Very impractical. |
| This proposal would work really well for my commuting and other travel needs. |
| This will make weekday/rush hour service unbearable, with crowded trains and packed platforms. It makes no sense. |
| Concerns about rush hour during non pandemic times |
| Trains were already crowded, sometimes overcrowded, regularly pre-pandemic. Once covid has settled down, ridership is most likely set to resume at previous numbers and with trains coming at 15 minute intervals, the trains will most definitely be packed again. |
| There will be many stations that have a train only once every 30 minutes during peak commuting hours -- that is going to lead to dangerous situations on platforms. We cannot assume January 2022 is going to be continued telework and low ridership. |
| I am worried that it would negatively impact lots of commuters as they would not get on and then be late |
| This is a disgrace for those that use the metro to go to work. What a load of shit. I hope you guys get taken over by the feds because fuck this plan. 30 min wait times during rush hour. Who do you think you guys are? |
| Quite restrictive, particularly for rush hour traffic. |

Proposal to operate Metrorail service every 30 minutes

One of the best parts of metro is being able to catch a train frequently. If I had to time my trips based on catching a train every 30 min I would try to find other ways to travel instead I think it would be a shame but understandable if ridership levels remain very low. The frequency would be too low for me to rely on it for commuting from Virginia to DC daily, and I would probably be driving as a result unfortunately.

The infrequency of service would make metro nearly unusable for reliable transit on the red line.

The frequency of trains should match the demand for trains, i.e., more trains during rush hour, fewer trains during non-rush hour

The whole language above is confusing. Need to rewrite it for clarity. But no - that is way too slow.

The trains would be too infrequent and overly crowded.

This would be fine most of the time, but terrible during commuting/rush hour times. Would be helpful to be able to look up arrival times online before going to the metro.

this is insane and insufficient to needs

Please dont reduce service. I need to connect to get to work and the delay would make it impossible for me to use metro to get there. I would rather you double the fares than reduce service.

Would increase commute time by 50%

No difference in arrival times in rush hour vs. non rush hour sounds like a commuting disaster weekday mornings.

Too long of a wait on weekdays for work

Would extend commute significantly and crowding would be unbearable

Would it be possible for a compromise during rush hour (every 7-10 minutes instead of every 2-4 minutes during rush hour pre-COVID).

Please do NOT close Grosvenor-Strathmore, which serves a lot of people in local apartment buildings outside COVID.

30 minutes between trains is a lot. I would probably opt to drive instead.

That is far too infrequent. The reason people take the metro is for convenience. If I have to wait 30 minutes for the next train, I may as well just drive.

WMATA should convene a meeting with the areas biggest employer personnel departments to get a sense how they intend to move forward. Also, if the employment posture changed will trains be overcrowded due to the cuts or will more train cars be added to accommodate

Trains need to come a lot more frequently than every 30 minutes.

Would train capacity (number of cars) offset possible crowding? ie more consistent use of 8-car trains.

This is reasonable

This will be a disaster during rush hour

By January 2022, I would imagine demand will be back up. So this would not seem to be wise.

As someone commuting from VA to Twinbrook MD, this would drastically affect my travel times and my work performance.

Pre-pandemic commuting was difficult during rush hours. For example, I would have to wait for several trains to pass through Rosslyn in the evening due to trains being full. The orange and silver line trains heading to East Falls Church were often times filled to maximum capacity.

I would need to know what time the metro would arrive - like an Amtrak-type schedule.

Would prefer more frequent trips

If trains are only coming every 15 minutes then they need to be 8 car trains.

I bought to be close to this metro station. My home value will drop significantly

As someone who does not own a vehicle, this would make getting around the city difficult, and getting to and from work on time extremely difficult.

Reverting back to the turnback system at G-S and SS stations when there is still very high demand at stations past these two is unfair to riders, provides a disservice, and will accelerate a neverending cycle of lower ridership. This is insanity.

Reducing transit frequency (and reliability) reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself.

this will meet my needs.

Personally, yes, but would be disastrous for DC businesses.

Proposal to operate Metrorail service every 30 minutes

When not telecommuting, I depend on METro as a disabled individual who needs public transportation to get to work. Less trains would result in more crowding and likely delays as people try to smash onto already crowded trains. Why would you cut service during rush hour? How would you expect to get riders to come back. You are all seriously inept at what you do. Shame on the Metro Board for even thinking that a delay in service is the way to go about this. Why dont you get some competent individual to do some proper budgeting and financial audits and fix the cluster this agency has become.

Not great, but a reasonable compromise.

Would like rush hour service to remain

This seems to be a lot fewer trains than I used to and would plan to take again

So granted I am on the red line's 15 minute service zone and so 15 minute headways are not too terrible, however, 30 minutes would be dreadful to wait otherwise

I can't wait for up to 45 minutes to get on the train I need

30 minute time difference between trains would make me avoid taking the metro.

Its bad.

I live in Crystal City and appreciate the trains arriving more quickly than 12-15 minutes during rush hour. It helps avoid crowding and I know I will get to work on time

Keep the peak-hour schedule at every 8 to 10 minutes

Given what Ive seen on weekends and other low-frequency times, I doubt Metros ability to stick to the schedule and space the trains out well.

Spacing trains 12-15 minutes apart is rather inconvenient for travel times

This would be a drastic cut to service and would discourage a return to ridership, at a time when the city and the country need to transition to relying on public transit more, not less, to reduce climate emissions.

Why make changes after the pandemic ends? Shouldnt you return to a more normal schedule?

Twice hourly service on a connected network is not workable; with transfers, could require 2 separate 29 minute waits which makes longer trips unrealistic and would force people into cars/hiring Ubers/etc.

By January 2022, the pandemic will be largely over, and thousands of people will once again have to take the Red Line to downtown to go to work. In the past, the red line trains would arrive every several minutes and they were still packed. How do you expect these people to be able to get back to work when everything reopens, and likely before January 2022?

During rush hour - I worry this could lead to additional delays for my commute

need rush hour service especially, but also weekend evening

Too many commuters depend on that station

I have the option of driving (15 minutes today, 25 minutes pre-pandemic) or Metro (1/2 hour door to door pre-pandemic). If trains are spaced out every 1/2 hour, I will opt to drive rather than add 20 minutes to my commute each way.

trains should run every 15 minutes

I still need reliable trains that come often so I can make on time to things

I would not be able to commute by metro with these leadtimes.

This would likely double my commute, as I would have no arrive at the station well ahead of time to ensure I did not miss a train, and then wait for a significantly longer period of time at the station where I transfer.

Trains should run every few minutes.

Trains need to be a lot more frequent (especially at rush hour) to work for commuters.

Once bars and restaurants reopen by 2022, this would be deeply inconvenient for weekend closure times and ability to use the metro effectively as transport on Friday and Saturday nights

do not close grovenor

Very hard if you are running a little late to work then you will be very late if you miss the train

It would make it difficult to get to doctors appointments.

I rely heavily on the rush hour service times

Proposal to operate Metrorail service every 30 minutes

The new schedule would have to be very clear, so as to accommodate commuters needs. Less trains would also mean more people on each train, which (if COVID is still around) would impact my decision to take the train.

By Jan 2022, trains would need to arrive more frequently during weekday rush hour in order for me to consider taking metro.

12-15 minutes is still a significant increase in wait time.

would make commuting very difficult - not worth all the extra time to get to work

Not enough service at rush times just when hopefully ridership will increase. Will lead to crowded and more unsafe cars. Ridiculous proposal.

30 minutes between trains is too long and would cause overcrowding

For me to ride the metro, I need more frequent service.

I would need more frequency. Especially if my commute is long

Metro closes too early on weekdays as it is, closing early on the weekends makes Metro virtually unusable.

It should be modified for evenings and weekends

I take the silver line to commute. I need more frequent silver line trains than every 30 min

This would absolutely not be feasible for my planned return to working downtown.

Trains need to be more frequent than every 30 minutes during rush hours.

As a young woman, I am worried about my safety on the metro as I would be standing on the platform for much longer than I was during my commute prior to COVID. Before this, I would wait a maximum 5-7 minutes on the platform before getting on a train. I tried taking the metro in the fall, and I found I was very uncomfortable standing alone for that period of time with limited security. In addition during the winter months, it is hard to want to stand outside for 15-20 minutes to wait for a train.

Service every 30 minutes is not frequent enough for people to rely on Metro.

Reduced frequency on red line at those stations would eliminate convenience of riding

I've started to come back to the office and ride Metro 4 days per week. If trains depart every 30 minutes, I'll stop riding Metro.

Increased frequency during rush hour times is imperative with platform congestion.

not frequent enough

During rush hour in non-COVID times trains can be crowded and I wait for a new one sometimes. All of us cramming onto one that comes every 30 min is unrealistic.

postpandemic will return ridership to pre-pandemic levels - every 15 minutes will not be sufficient in rush hour

Ok as long as there is enough space on the trains

Need more frequent trains during weekend rush hours. They should really be more frequent at other times as ell.

This might work while people telework due to covid, but if you have to commute to DC, this would greatly lengthen people's commute times.

With this change peak pricing should also be reduced. I also believe this change would lead to over packed cars as the trains, pre covid, already were over full and not running frequently.

With potential social distancing measures post covid that will make getting on a train almost impossible during rush hour.

Need more rapid trains to make commuting feasible

Trains would probably be way too crowded during rush hour once most people are working more normal schedules after covid has reduced

I live at west falls church. Since it is orange line only, this would limit the number of trains that pass through. However, I imagine I will move to work more remotely and travel only to visit clients (versus going to an office in Rosslyn everyday). This would be fine for me given advanced planning.

If Metro expects riders to return for commuting purposes, a train every 30 minutes is much too long of a wait. Many, including me, would opt to drive.

That is a lot less. After living in NYC for a bit - trains every 5-10 minutes is excessive. Can we setting for trains every 20minutes during commute hours and 30minutes during all other times & days

Alexandria yellow line will be too slow for those needing to get in the city. Closing Eisenhower Ave only leaves Braddock road and Huntington open in Alexandria. People who live in such a populated city are now only left with two options and a 30 min train wait isn't feasible for working people in the city. Would like to keep the 12-15 min option if Alexandria stations close.

Need more frequent trains running on blue line to service northern virginia

THIS IS HORRIBLE. Every 30 minutes for commuter rail is horrible.

It might be nightmareish

Proposal to operate Metrorail service every 30 minutes

Maybe. I guess it depends on how high ridership is. Under normal circumstances trains with that much time in between would be crowded, but I imagine with ridership down, this type of interval wouldnt lend to the same amount of crowding.

This would significantly impact my commute during rush hour time

This is absolutely ridiculous given that ridership will increase once people return to the office after covid vaccinations. Trains will be more crowded, longer delays, etc. absolutely unacceptable

With service this infrequent, I would likely use other forms of transportation.

in non rush hour, increase wait periods to 20 minutes. Drop to lower service during weekends, especially Sundays.

Trains will be too crowded at rush hour. Difficulties caused if you miss a train.

For those of us commuting to work in the District, the timing between trains is far too long.

Do not cut level of service.

there was already overcrowding when trains came more frequently; trains every 30 minutes during rush hour would exacerbate the problem.

Every 30 minutes for trains is completely unacceptable. Trains, prepandemic, were crowded at rush hour if trains were further than 5 minutes apart

Not frequently enough especially during rush hour

30 minute wait would make daily commuting via metro pretty much unbearable.

The trains would not come often enough. 30 minutes is a really long time to wait for a train.

My workplace is near Farragut North and red line trains at typical commuting periods pre-pandemic are packed when theyre running every 3-5 minutes. Expanding that time periods to every fifteen minutes would make commuting home almost impossible.

My station has Orange and Silver lines, but I can only take the Silver line to work. That means that if I miss a train Id have to wait 30 more minutes for the next one and Id be very late to work

This is not feasible during rush hour.

As someone who does not want to get a car, the Metro is a very useful service for me. Having some of these stations close (particularly on the Silver Line, which you all just built and re-built and invested tons of money in) would be an extreme inconvenience to myself and others in the area. The Metro is the majority of the DMVs transport system; closing many of these stations outside of DC (i.e. in MD and VA) would drive Metrorails usage down considerably. Not to mention, this area is also expanding exponentially every day -- where is the problem of revenue and why is there a problem there? That is the question you have to ask yourselves.

Is this a real proposal? Might as well shut down the metro altogether.

The only way this would work is if I had a good sense of when the arrival times would be for trains so that I could plan around that like I can with a bus schedule. Otherwise, it could add a tremendous amount of time to my commute.

Rush hour trains were already too crowded ore-Covid.

There is only so much room on the metros-- if the cars are full during rush hour that would put many passengers 30 minutes behind or encourage people to overstuff the rail cars, creating potential hazardous environments.

In addition, I would like to see the Yellow Line going to Huntington to have more 10 minutes intervals.

Would prefer every 12-15 minutes. Would be less apt to go back to riding the metro if it were that far apart.

This would lead to overcrowding and potentially create a covid super spreader as we return to work.

This will not work for me because there will be no service from the McLean rail station. For me and others who live in McLean, the McLean rail station is the only nearby rail station -- of the four Tysons rail stations -- that has a nearby parking lot. Since there is no bus service for vast parts of McLean, without a nearby parking lot, those of us who live in McLean and the surrounding areas will have no other reasonable option than to drive. This will put more cars on the roads. It is also foolish, given that the McLean station has the second highest ridership of the four Tysons stations and directly services Cap One and its performing arts center. I strongly urge you to find the funds (purportedly \$900K) to keep it open.

Few people are riding so our tax dollars should not be wasted. Store the trains until riders return. Do not run empty trains.

Acceptable as long as real-time arrivals at each station are available through various apps.

People would have to plan more carefully so they're sure to get to work on time

Make a larger campaign to solicit funds to keep metro running as regularly scheduled.

There needs to be more frequent trains on weekdays

Proposal to operate Metrorail service every 30 minutes

I am a semi-regular commuter to downtown DC. Having service this infrequently would mean that Metrorail would not be a practical alternative for me.

30 minutes is too long to wait for a train.

I take the train from Shady Grove and I need these trains to be coming faster than every 15 minutes

I will resume riding the train to commute to work. the trains will be overcrowded/full especially during rush hour if they only come every half hour

This would make work commutes very difficult. With that timing I would probably just take my car instead.

This would be difficult but workable, as long as trains run mostly on time. In the event of delays it would be much more problematic, especially for those working in jobs that are less flexible / forgiving on late arrivals -- and thus would be hardest on the most economically vulnerable people who use Metro services.

As a commuter this is not sufficient, experts expect herd immunity to return by fall. Please restore better rush hour service! I expect to be commuting to and from the office by Jan. 2022!

With potential for the workforce to be back in offices by January 2022, trains every 30 minutes would in no way work for commuters. Each train would be packed, and the platforms would be constantly filled with people unable to cram onto the trains. This change would make WMATA the worst-run metro system in the world.

This will increase crowding on trains. Are larger cars/longer trains being considered as part of this proposal?

This would enormously extend my commute and make trains on my commute very crowded

Anything less than full operations is unacceptable.

This will take longer than driving or riding a bicycle. Totally pointless.

I think times should be more frequent during rush hour.

Headways should not be reduced further, that will further drive people away from using Metro. Headways should return to what they were pre-COVID in order to allow for adequate social distancing and reasonable reliability. 30 minute headways are unacceptable.

This would make Metro effectively useless. I would likely stop riding.

When you reduce service to every 30 minutes you lose even more riders. It's too inconvenient to wait so long and people will find alternate transportation.

This would make travel times almost double.

At some point people will be returning to the office and trains before the pandemic were never empty during rush hours. Cutting down trains means more people, more crowding, more diseases spreading....haven't we learned anything from this?? Don't cram people in like sardines

Could have service less frequently on weekends to save on cost

rush hour should have more trains

Rush hour needs to be at least every 7 minutes

Too slow

That is too long a time between trains arriving.

I feel this would result in more crowded trains and increase the likelihood of being late or too early to destination. More frequent trains allow for more flexibility for travel.

Some trains would be too infrequent

These are already super crowded routes. Doubling the time will make for huge backups and decrease ridership, driving down revenues

30 minute arrival and single service stations is unacceptable. You are also going to put more people onto the trains increasing the density and potential for super spreaders. Given this schedule I will drive and put another car on the already congested roads, in turn driving more wear and tear on the streets driving more funds required to maintain and repair roadways. either way, the \$\$ will be the same, it will just be spent in different areas.

If it saves stations then yes--those with access to the incoming train arrival times will just have to take great advantage of it and plan for packed trains.

This is not rush hour service. There's no way this is reliable to get to and from work.

If you arrive a few minutes after the train leaves this adds an unnecessary and burdensome amount of time to our daily commute. Specially given that metro times are already unpredictable and not consistent

Eventually things will go back to normal, as they were before COVID. These operating schedules will not be sufficient in a post-COVID world

I need the Green/Yellow line to run every 15min

The closest stations to me only have one line and 30 minutes is too long between lines

not frequent enough/ will make train cars too crowded. would double my commute

Proposal to operate Metrorail service every 30 minutes

15 minutes is too long, 5-7 would be better

I am retired and can work around the increased times if they are posted and kept to.

That would absolutely not work for weekdays considering that trains coming every 5-7 mins previously were sometimes so full there was no room to board on Orange/Silver trains in stations closer to Rosslyn.

Not enough service frequency - less ridership will come back post-COVID.

Hope to have full service at Grosvenor Station

There should be less time between rush-hour trains, even if that means increasing times between trains on the weekend.

What other national capitol has a metro system that runs trains every 30 minutes. This is insane.

I will be affected since I will be using the White Flint metro station. Waiting for 30 minutes is too much

There will be overcrowding on the green line. I will go back to needing metro service April 2021.

I live on the silver line - that means if I miss a train I would have to wait 36-45 minutes for another one.

Too long of a wait.

That isnt nearly often enough, especially for those of us who live at heavily traveled stations.

These arrival time intervals would not be appropriate for commuting to and from work.

Every 30 mins seems very infrequent and could lead to very crowded trains.

After COVID and when things return to semi-normalcy, a lot of folks I know (me included) will need the Metro to travel from home (in Rockville, MD) to work (in DC). The line was already really crowded even with the trains arriving frequently-- reducing time and number of stops is going to be mayhem.

Please make trains more frequent

Having schedules that are both frequent and with posted arrival times, as some rail systems do, would actually enhance my willingness to use transit.

Eliminating a different rush hour schedule, as proposed, would likely cut substantially into Metro revenues as commuters look for other alternatives

I rely on the train. If needed to leave work for emergency or during non-rush hour time, metro would be not reliable.

Trains should continue to arrive every 8-10 min

By January 2022 I expect to be traveling four days a week to my office via metro. Metro operating every 7-10 minutes during rush hour works for me. Going to every 30 minutes will force me to drive a car.

I am not commuting into DC for work, but I would use the metro on the weekends. Trains leaving every 30 minutes seems reasonable and is also predictable.

That would make trains unbelievably crowded and essentially make commuting impossible. Not to mention, given what weve all gone through in the past year, stuffing into a crowded train is the last thing anyone wants to do for health and safety.

I need two trains to get to work - from Waterfront to Gallery Place; and then on to Dupont Circle. This schedule would make my commute incalculably longer!

Should be more frequent

12-15 minutes per train is too long.

At the station I ride from, Pentagon City, every train was absolutely jam-packed during rush hour pre-COVID. If trains only came every 15 minutes, I foresee a distinct possibility of not being able to get on a train - and then having to wait another 15 minutes would absolutely not work.

The WMATA is known as one of the best transit systems in the country. I was so excited to move here from St. Louis, where the trains only came every 20 minutes at my stop, which was only served by one line. I now live in McLean and am again served by one line, but the trains arrive somewhat more frequently. I have waited in the rain and in freezing temperatures, and especially given that there are no heaters, this makes for a very uncomfortable trip that could be improved with increased frequency. Additionally, this particular stop, although only served by one line, has very high traffic in non-pandemic times due to thousands of Capital One employees commuting to this stop daily.

Such service would greatly expand my commute time.

15mins is too long

This cannot be regarded as providing public transportation service. Better abolish the entire system altogether.

Crowding on the Red Line at rush hour is bad even when trains are close together. 15 minute intervals at rush hour is not workable once we return to the office, which I expect will happen in the fall. On top of that, 15/30 minute headways between trains guarantees that I will virtually never take Metro. I will Uber/Lyft, walk, etc.

I take the red line into DC every day. The commute is already 45mins and I don't like any option that would slow that down

Proposal to operate Metrorail service every 30 minutes

Rush hour needs to have more trains. They are too crowded during normal rush hour times and every 30 minutes/15 minutes for redline would be horrible.

I dont understand why you are at 80 percent now, when nobody is at work, and cuts to 30 percent of pre-pandemic later, when people will be going back to work and demand will rise. I guess this is because you have the money now to run empty trains. Why not save that money and reverse - go at 30 percent now--we are still working from home -- and increase to 60 or 75 percent next year. Then demand will come back up and your budget will recover.

That is too long a gap between trains

Do not restrict train service on red line. Run trains ever 15 minutes on the whole line

Trains already are packed during rush hour. This would make commuting incredibly difficult

It is really hard to know because I dont know when I will be allowed to return in-person to my workplace. I think I could make this work (by planning to arrive at the metro station when a train is due to arrive).

Once people are back at work, trains will be crowded.

Going to 30 mins is quite a job in time. Why would I use it? My commute would be really long.

30 minutes means crowded trains

This would mean more crowded trains and less social distancing

It would be much more helpful to have real time information on what the expectations are from employers in terms of return to office and on what schedule. This is to be preferred as it is easier to change schedules than to reopen stations.

During rush hour this would create very crowded trains, which is not favorable during a pandemic.

A lot of people will be back to commuting by January 2022. The trains will be extremely packed and this will not only prove to be uncomfortable, but unsafe, if trains are coming with less frequency.

We are supposed to have enough vaccines for everyone in 2021 so by January 2022 we will likely be back in the office. That means there will be a huge number of people needing to access metros services and likely more riders will want to be on the trains than can fit, and then they will have to wait 30 minutes to try to get on the next train which is completely ridiculous. You should cut way back on service until jobs start opening and then we need more frequent trains again.

This is too long a wait especially during rush hour. This is truly problematic for those around American university that rely on the redline to commute. Adding issues for students on top of many students who also intern or work downtown is truly problematic

It will be very difficult for me to commute to work

This limits flexibility. If trains only run every 30 minutes, if a rider misses a train, 30 minutea would result in possibly not being able to pick up children from daycare in time.

Unacceptable to have to wait that long if you just miss a train. Crowding would be unimaginable

Sounds like a complete mess for weekday rush hour once more people start commuting again.

Trains arriving every 30 minutes is too far apart

Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office.

I rely on red line for commute and after COVID restrictions relax I plan on using it every day to go to work in DC

While not ideal, would be able to make this work if the trains run on time.

I would like trains sooner during rush hour.

Commuting will be difficult with such infrequent trains

Outside of the pandemic and its impact on ridership, rush hour trains on the Orange Line are overcrowded, even with extra service. Running the trains only every 30 minutes would make it more likely that the trains would be overcrowded,,,,, making commute times uncertain.

The issue is when people begin to go into the office which should be by then, every 12-15 minutes per train would make each train insanely crowded on the Orange line at a minimum west of DC. Even every 5 minutes before could be bad by the time it reached Arlington.

One arrival every 30min would be incredibly stressful to plan around... if I miss a train by a minute and need to wait 30min till the next one, my entire day would be thrown off

Not frequent enough, either on weekends or weekdays

Rush hour would be a try nightmare and could, frankly be dangerous. Pre-Covid having trains every 3-5 minutes was not enough. Most of my peers are expecting to return to the office full-time by 2022. This is an absurd proposal.

It would work for me but I do have concerns about people who rely more on metro.

Proposal to operate Metrorail service every 30 minutes

In 2022, depending on the state of the world, most people are probably expecting to be back in the office almost full time by that point. Increasing the amount of time between trains, especially during rush hours, will make trains so crowded and will be very inconvenient

I need the Grosvenor station and all other Red Line stations -- badly!! Grosvenor station is the only station near my apartment

This would greatly increase my commute time

Need more trains during the morning and afternoon commute on weekdays. This would more than double my work commute every day. I don't want to wait more than 5 minutes for a train during the morning and afternoon rush hour. The trains would be too crowded

Ridership should be back to normal in Jan 2022. If you cut times between trains this much, people will be forced to drive instead. The old public transit death-spiral.

Ridership must be considered with All proposals. If ridership is down, then there should be fewer trains, buses.

Seems like a bad idea. There's a rhythm to the daily commute which may well resume soon. Why not be flexible and plan to adopt a more-trains-at-rush-hour plan when conditions warrant?

Need to increase during rush hour or it will be unsafe and too crowded

Hopefully COVID will be over by then and we can get back to our normal lives... this would ruin traffic and typical commutes.

If you reduce hours I will need to resort to other forms of transportation which will only make the budget crisis worse.

This level of service infrequency would have a negative reinforcing effect and further decrease commuter reliance on Metro.

Spacing trains by 30 minutes makes the Metro more of a commuter rail system for suburban visitors than a public transportation system for city residents.

Would this be temporary? Hope ridership will increase again as people get vaccinated and the world opens.

In 2022, I expect to be returning to metro and this is not a functional plan for commuting to work.

My station is a single service station and I commute almost an hour and a half to work every day. Every 30 minutes would increase my commute to a level to which I could not work in the city

That's not even close to frequent enough. The trains are going to be packed!!! Doesn't seem wise in the age of a pandemic.

30 minutes to wait during a work week can be devastating for people that work hourly and miss the train for any reason at all.

15 minute headways on all lines on weekdays; 20 minutes weekends; 30 minutes after 9pm

I use metro to commute 2 stops to and from work. I could drive to my office faster than the proposed wait time between trains and may seriously consider changing my method of transportation if this proposal is implemented.

No. This is awful. People will depend on the Metro. Don't make drastic cuts like this when you don't know what the future will be like. This will be a death spiral for Metro if you proceed.

Too few Red Line stops! Red line is PACKED on weekdays and trains come every 4-6 minutes. There won't even be enough room on the platforms for Red Line riders if trains only come every 15. terrible plan.

Rush hour will be a disaster with people cramming into train cars (post pandemic???) People will resort to driving.

Too rare for rush hour traffic, even with more people likely WFH after the pandemic.

There are plenty of people who live beyond Strathmore and Silver Spring.

4 trains per hour on the Red Line at all times is too infrequent

Not ideal, can't imagine trains only every 15-30 mins during rush hour. Already was crazy crowded and difficult to get onto trains during rush hour when they were arriving every ~5 minutes or less. I think okay to have more spread out non-rush hour but not during rush hour.

Trains arriving every 30 minutes would add significant time to my daily commute, perhaps as much as one hour if I were to narrowly miss a train. This would be burdensome for me and other working parents who have to drop off and pick up children from school and get them to activities.

I will be regularly commuting and need trains to come more regularly in 2022.

Seems like a good compromise considering the situation.

My preference is to continue working from home rather than having my commute time elongated by service cuts.

It would be a hardship to pick up Metro given that I live at Grosvenor. Would have to drive or bus over to White Flint to pick up Metro.

This will work, provided trains have capacity to hold passengers that are waiting on the deck.

If federal workers return to their agencies, this plan will not work for me. If they don't, it will..

Proposal to operate Metrorail service every 30 minutes

It depends on ridership at the time. If trains are too full, and I have to wait another 30 minutes for a train during rush hour, that would be a real problem.

If I need to just ride a couple stops could walk 39 minutes and maybe make it faster than the transit. Doesn't work well for short trips

I think 20 min max wait is the most you could have without losing ridership.

If you cut frequency of trans people will simply stop taking metro

Thats a long time tow ait, and people may choose other forms of transportaiton instead of waiting 15 minutes

This would work PROVIDED the trains arrived on a predictable/reliable schedule at each station.

I depend on the frequency of the orange/silver line trains to commute to work. The public transportation was the main reason I chose to move to/work in DC.

I would bike a lot more, but this would work especially after vaccine roll out. I will not ride metro again until I am fully vaccinated. Then I will ride!

Would prefer some increase for frequency of rush hour trains

30 minute gap times between train arrivals would severely diminish the utility of Metrorail for commutes to and from work.

Rush hour times need increased trains arrivals. Its already overcrowded during non-Covid times.

My office is likely to reopen in person and I won't be able to get to work on time or ride an extremely crowded train to do so

Too few trains will leading to crowding and possible delays. Crowding on platforms at rush hour and possibly even during non-peak times. This will drive riders away.

Expect to go back to work in person by Jan 2022 along with many others and trains will be overcrowded

If trains arrive only every 30 minutes, obviously very important for them to the be the biggest trains they can be (on weekdays) or there will be dangerous overcrowding.

That is simply not enough trains. Metro ridership WILL be much higher at that point. People will be squeezed together and unable to move. It will be so unpleasant and inconvenient it will drive some people to stop taking Metro and make the short-term impacts of the pandemic a permanent problem.

It should be different time of arrival during rush and non rush hours

We should be reopening by January 2022, which means more commuters. Metro would be unridable if there is only one train every 30 minutes, and WMATA would also collect less fare revenue.

The increased time it would take for routine rush hour commutes will make it time and cost effective to switch to private (car) travel instead. This will increase cost, pollution, and traffic and represents a significant step backwards for the region.

Terrible decision. If you want to expand ridership it must be convenient. Waiting for 30 minutes between trains will reduce convenience.

Too infrequent at rush hour

If the train schedule was adhered to this would work. But we all know that cannot always be the case. If there was a train that was a couple minutes early it would be an unacceptable wait to the next one.

The intervals are too long

It feels like more trains should come more frequently during rush hour

I use the East Falls Church station to commute to work near Gallery Place. I can walk to the station. Otherwise I would have to drive to West Falls Church.

30 minutes service is insufficient! we need more trains, not fewer

It would be helpful to have more frequent trains during peak commuter times to help with overcrowding as well as help anticipation of more employees returning to offices with increased vaccine distribution,

This is too infrequent. Imagine missing a train by 30 seconds and then being 30 minutes late for work. More frequent trains are imperative!

I am retired so I can accommodate these changes

This is terrible idea. More trains should run more frequently during peak hours.

Sounds fine.

decreasing service during the times of greatest demand makes no sense. I suppose you could do what weve seen with all the local highways, charge more during times of greatest demand. But not sure how well that would work, since you already do charge a bit more during rush hours. Im saying charge even more.

Need more often

Id need to know the specific timetable to determine if this schedule supports my commuting needs.

Proposal to operate Metrorail service every 30 minutes

This level of infrequent trains would be incredibly difficult for me as well as the vast majority of DC residents who take public transportation. While I realize that due to COVID-19 ridership is significantly down, there are a number of people (myself included) who plan to regularly take the metro as soon as the majority of DC residents are vaccinated and herd immunity sets in.

30 minute wait is too long

How about including an exception for end of line stations since those are often very high trafficked? Such as Shady grove where ppl drive on 270 from the north to utilize.

I live near both VA Square and Clarendon and would be extremely inconvenienced if both stations were closed.

Metro needs to be on time and every 15m.

Obviously this isn't ideal, but if it allows Metro to maintain service at all stations, riders can use the app to know and plan for the next train on a reduced schedule. That's less worse than no Metro service at all at stations we rely on.

This reduction in service would be acceptable to me, but increasing the amount of time between train arrivals will make me less likely to ride Metrorail.

This interval would be completely unacceptable. Picture yourself arriving at a platform just as a train is leaving and then having to wait a full half hour until another train arrives. There are things outside of passenger control like unexpected traffic or delays from busses that could stall getting to the station. This will make A LOT of people late to work. It will also significantly pack the trains since so many more people will arrive at platforms in between train departures. There is no way this 30-minute interval should ever be implemented. My impression - true or not - is you are negotiating in bad faith with no expectation of 30-minute intervals and hope to appear to have offered a concession by dropping it from 30 minutes to 20 or something along those lines.

The extended time between trains almost guarantees over-crowding given the still high number of delays throughout the system.

30 minute wait is prohibitively long. This will really impact how many people will take metro and thats a negative spiral. We need policies that encourage rather than discourage metro ridership to reduce traffic, pollution, ...

I believe 30 minutes is a long time to wait during rush hour. Can it be 15 minutes? 20 minutes? That amount of time seems more manageable than 30 minutes

NP

Trains should run more frequently during weekday rush hour times.

I expect ridership will go up significantly after covid is under control. Need rush hour trains.

Need more frequent trains on red line

If schedule is posted, plans can be made to work within the parameters. For large sporting events (when they return), additional trains would be needed

every 15 minutes is better than every 30

Many riders will be returning to the Metro by next year so every 30 mins would not be adequate during rush hours.

If trains are only coming every 30 minutes, they will definitely be overcrowded (they already were with previous frequency) and less trains will make that worse. Also it would be impossible to rely on the train to get to work if you were likely to miss one and have to wait 30 minutes for the next one.

15 minutes between trains are too much. Maybe 10 minutes could work

Increasing intervals between trains is inconvenient but seems like the least painful way to reduce expenses.

21d buses are the only ones in my area and thr vandorn metro is the only metro stop

Rush hour needs higher frequency on red line.

More frequent trains at stations served by only one line

A 10-12 minute wait was bad enough and why people began to uber in off service hours and weekends. This will only make it worse. No one wants to wait 30 minutes for a train. In some cases you could probably walk somewhere faster than waiting 30 minutes and getting on metro.

Things are going to be very different in 2022. And you need to have a plan if trains are suddenly packed again.

There really need to be more trains during rush hour.

I think its difficult to predict how the metro will be one year from now when the pandemic situation is changing every day. Will they increase service if more people use the train more frequently?

30 minutes is a long time to wait if missed a train

Thirty minutes between trains seems too long.

if this cut back will negate the need for closure of the station then this works. really need the metro.

Proposal to operate Metrorail service every 30 minutes

30 minutes is way too long. If your goal is to get everyone into cars, this will work. Give me a break. You've got nerve presenting this crap to us

Please do not limit service in Maryland stations past silver spring. This would greatly affect my commute.

The no change in rush hour and non rush hour would be a blow to commuters.

It would increase my daily commute 15-30 minutes per day.

Metro would not be a viable option for commuting

As ridership rebounds, this will make rush hour very unpleasant on all lines, but particularly Orange/Silver.

I can more easily adjust to a delay in train schedules than having to go to different locations that do not have parking. If I have to do that I would rather just pay for parking and drive to work and avoid the metro experience completely.

I need the Green Line to get to work. The prospect of being a half hour late to work if Im one minute late to the station is unacceptable.

This would result in overcrowding

I will choose other types of transportation if I have to wait 30 mins for a train during the week.

I will begin commuting to work again in 2022 and will need more frequent trains

My commute requires a transfer and 30 min headways would add a lot of time to my commute

This is fine

I can not imagine having to wait up to 30 min for a metro ride during the work week. I don't have that kind of time and imagine that stations would fill up and you would have to crowd onto a car if you are able to get on at all. God forbid you don't make it on that is 1 hr + you are stuck waiting, praying you get onto the next. This would be a nightmare!

30 minute delays between trains leaving Vienna into DC would be a significant burden for work commutes. Losing weekend metro service hours would make coming into the city for sporting events or concerts much more difficult

This makes commuting harder for essential employees like myself

Trains too infrequent during rush hour times

There are multiple high traffic stations where every train car is pretty full during rush hour, reducing the number of trains further reduces room on these trains.

Im retired so have more flexibility regarding schedules

Service wouldnt be frequent enough under this plan

Half hour increments are too far apart to provide practical service to people. Especially since trains are too inconsistent on times and if your transfer doesnt line up, someone would need to sit for an unnecessary amount of layover

Students and those who work within the city rely on timely trains to get to and from our residence to our work/school. It is also tremendously helpful to have frequent trains to make events in the city, when we have only a short turn-around time between our prior task/event and the next.

The benefit of the metro system is its frequency. Longer span makes it less convenient and more congested, It would push people to drive (not what we want in the area)

This would work because people can plan for every 30 minutes.

Assuming that my work is in-person again by 2022, I would not be able to rely on Metrorail for commuting if trains only arrived every 30min.

30 minute headway does not make any sense for an inner city subway!

Public transportation is already slim as it is, and the buses in the suburbs are very slow. Would not want to have long wait times for trains, especially at outdoor stations during inclement weather.

My two sons are visually impaired and rely on metro for reliable and timely transportation.

this would be MORE workable if the trains were on a predictable schedule.

Making the service less convenient will result in further decrease in ridership, followed by more cuts. If you want to run the Metro system into the ground and abandon it altogether by 2030, go ahead

I only take the metro during rush hours and they are already packed during that time. Decreasing the frequency would not only be inconvenient but it would make crowding even worse during those times. Additionally they are usually so packed during those times that several trains go by before one arrives with room to board. If I cannot fit in the first train it is not feasible to wait 30 minutes and hope that I can board the next one.

I use the metro mainly to commute from east falls church to union station for work, so more frequent trains during rush hours is necessary

This works for me, assuming East Falls Church continues to have orange and silver line trains.

| |
|---|
| Proposal to operate Metrorail service every 30 minutes |
| Not frequent enough for rush hour |
| The green and yellow are very busy. By cutting service down to every 30 minutes, you may see an even sharper decline in riders on these lines but metro wont be a feasible way to get to work. |
| Every 30 mins is inadequate |
| People can use Metro Trip Planner and get info so they can adjust their schedules. Publicize the ease of using it. |
| Decreasing frequency on the Red Line will be a serious problem moving forward as it is anticipated we will be back to work by January 2022. This decreased frequency will cause overcrowding on already crowded lines and delays in getting to work. |
| I am anticipating going back to work once the pandemic is over and this schedule would not allow me to use metro as transportation. |
| I received texts from Metro daily and there is always some issue, escalators broken, flooded stations, trains broken down and police investigations. Metro is not safe no matter what you change |
| During rush hour travel trains often arrive at the station filled to capacity, having to wait thirty minutes for the next train would put relying on metro for travel out of consideration for myself. |
| Hopefully by 2022 I am back in the office and would need to be serviced by regular rush hour trains coming at least every 3-5 minutes at most every 10 |
| Having trains less frequently will cause trains and platforms to be more crowded, which given this public health crisis is not advisable. |
| The trains were already full during rush hour that decreasing the number of trains will make the metro unusable |
| Not having different weekend hours would not affect me, but only running trains every 30 minutes and not having rush hour service would not work for me |
| Every 30 minutes is unacceptable for commuters. |
| Trains would not be frequent enough during rush hour. |
| 12-15 minutes between trains is a long time to wait |
| Commuting during the morning would be impractical and even unbearable with fewer and less frequent trains. More people would drive to work, for sure! |
| Vaccines are being distributed as we speak. If Metro hopes to recover it must maintain service. Things were working well (at least on the Red line which I rode daily). Riders will expect this level of service to be restored. If it is not, riders won't come back. |
| 30 minutes between trains would be incredibly difficult for commuting especially as I expect a return to work by fall of 2021. I use metro as my primary method of transportation to work. |
| I dont understand the question. Does this mean blue arrives, 15 minutes later the orange arrives, then 15 minutes later the silver arrives? So 45 minutes between same colored trains? |
| Although I do not take Metro to work daily now due to COVID-19, I am confident I will be taking Metro to work daily by 2022. I rely on frequent, peak hour service. We cannot have overcrowded trains due to reduced service once more people return to their workplaces and offices. Reducing train frequency will cause a death spiral for Metro. |
| If we are back to normal this lag in this timeframe is problematic for riders |
| Too infrequent |
| This awful plan only prioritizes office workers. Retail, hospitality, and entertainment workers (industries that have been most affected by the pandemic) need a regular, well run and efficient public transit system. This would only further cripple our local community and businesses. |
| Red Line rider: major concern with trains running less frequently is that there would be more riders per car and no ability to social distance. Vaccines rolling out but we dont know how effective they will be. |
| It seems like if there were pre-pandemic numbers of people waiting to get on the trains at rush hour downtown and people were accumulating for 12-15 minutes (instead of 3-4), there would be way more people than could ever fit on one train. This would mean you could be waiting in a station for 30 minutes, extending commutes significantly. |
| Why can't we cut service this year while we are waiting vaccines and then resume normal operations next year when people are back in the office? |
| This should go hand-in-hand with a FLAT FARE by Miles Traveled as opposed to time rush hour based. |
| Not enough service for the Ballston Rosslyn Corridor. |
| This is a dealbreaker for commuting, especially w a line transfer. |
| Closing stations is unacceptable |

Proposal to operate Metrorail service every 30 minutes

| |
|--|
| If trains were on a specific schedule (i.e. 9am, 9:15am, 9:30am, etc) then longer times between trains would be acceptable. Also, if trains are going to be on the same schedule all day, then there should be one fare (get rid of rush-hour fares). |
| I think the biggest issue with this is the frequency of trains arriving. Metro is only worth it if you have trains coming in short, regular intervals. |
| Silly, pandemic will be largely over and ridership will be up. Rush hour frequencies need to be every 5-10 min max. |
| Ill be working in the Washington, DC office five days a week. Metro would be the best alternative for the commute. |
| It will delay my arrival to the office |
| This would make the trains very crowded and impact the ability to get to work on time and safely. |
| As long as the schedule runs according to the expected schedule (on time), people can adjust accordingly. |
| In case the context helps, I typically use Metro on weekends and off-peak hours, so the consistent arrival times work well for me. If I were a 9-5 commuter I would want faster peak service. |
| Wait times that long would discourage a lot of people (including me) from taking Metro |
| Understandably my commute time will depend on my arrival to the metro station but with one train change my commute could add (worst case scenario) 45 mins. If this happened often enough, I would resort to driving to the Pentagon. |
| Trains only every 30 mins to Springfield would be a disaster given how many people commute through there. Especially since these would be people who may otherwise drive, adding to traffic and pollution. |
| Trains should be EXACTLY on time. If a few minutes early some would miss train and have to wait 30 minutes |
| Traffic varies across day. Trains should correspond to changes in numbers of riders |
| More need during the weekday for commuting purposes. Weekday schedule should be more frequent than weekend; and rush hour service should be greater |
| This would extend my travel time significantly. This would greatly hurt this area and the people that rely on Metro.I thought that we were trying to Get Back to Good but this will hurt metro. These changes are making people use metro less and less. This is causing it to spiral in a downward trend. |
| The rail should be a 24 hour transportation service. |
| Need more rush hour service |
| If we are returning to near pre-pandemic commuting by then, the trains will be too packed and if you miss one you'd be forced to wait an extra 30 minutes for the next one. This will cause severe disruption for commuters. |
| This would work for me if Im not required to commute in to DC every day, but would not work if a commute is required. At present, my employer might bring employees back to the office in the fall of this year. |
| Seems like rush hour would need faster turnaround time unless trains were longer. |
| Trains already arrive full during rush hour in inner suburbs. We would never be able to board trains that were already filled at further-out stations. |
| How does this save money |
| trains should run more frequently on weekdays than on weekends and more frequently during AM and PM rush hour |
| My hours are flexible and I rely on metro because I wk in dc and there is no free parking |
| Not sufficient coverage. |
| I after I get the vaccine I will start riding the metro again. I haven't ridden it since the start of the pandemic but I will need to once in person work resumes. |
| That's too long a wait when you've already got a long commute if you're catching metro outside of DC. |
| I would start driving to work |
| I would prefer greater frequency during rush hour. |
| I'm there need to be more trains during peak/rush hour |
| Every 30 minutes for some lines would make travel by metro less attractive. |
| More frequent service on red line during rush hour would be preferred |
| This would be a disaster for my work commute. |
| Trains are already overcrowded on the red line and the other lines proposed. Having trains come less frequently would only make it worse and unsafe. Considering the pandemic, Id rather not ride an overcrowded metro anytime soon. So if you do this, Ill stop riding metro all together. |

Proposal to operate Metrorail service every 30 minutes

Once we reopen, this will result in crazy crowding.

Having regular trains (even if they're not at rush hour times) would work for me going to work every day. I would have to time it more carefully, which is inconvenient, but better than closing stations

Better to have 15 minutes between trains for rush hour

15- 30 minutes is too long of a wait during rush hour! Trains could be too packed to get on, and if you can't board the train, waiting another 15+ minutes is too long.

If you do this I will drive instead of taking the metro.

This sounds like a recipe for massive overcrowding of trains, especially since many people will be vaccinated (and presumably commuting again) by 2022. Also, it would make switching lines a nightmare.

Given that most likely everyone will be vaccinated by January 2022, we need to bring back rush hour schedules.

30 minutes between trains is excessive for a daily commute. There's no margin for error

I would no longer take metro to work unless the weather was too hazardous to bike or walk

The service reductions are draconian, especially in light of the rush hour fares still being charged to riders.

15 minutes is too long between trains during rush hour. It would cause overcrowding and ultimately discourage ridership.

Weekend service is a must for any community that expects to have tourists!

Public transportation will eventually regain wide-scale use as the pandemic ends - limiting ridership to timetables like those described above will limit rush hour income.

This will only scare riders off. Every 30 mins is terrible.

I think there should be more times available during rush hour.

Metro is for commuters, cut back weekends or evenings, keep us on time to work.

Need more frequent trains during rush-hour

15 minute headway's are unacceptable particularly when still charging peak fares.

It's already overcrowded during rush hour where I live (when not a pandemic). This would likely mean having to wait for several full trains to pass before I would even be able to board one. I would be able to walk to DC from Virginia in less time than it would take to take to metro. Not a commute I want to pay for.

Trains should arrive more frequently

You might as well close down the entire metro with these plans because it will make it impossible to use the Metro to get to work for just about everybody. Other stations nearby? You consider a walk a mile for someone physically unable to make the trip nearby?

Every 30 minutes does not work

You're planning to close the station that I use when I go to work. Teleworking now due to COVID, but that's not going to last forever.

As long as Grosvenor is kept open for trains from Grosvenor South as well, of course.

I rely heavily on the metro to get me to a bus transfer. The long wait times could cause me to miss my bus transfer and therefore add an additional 30-45 minutes to my commute.

30 minutes is too long to wait for a train. If it adds that much time on either end, I will not use metro.

This seems unworkable during rush hour. The trains need to run every 3-5 minutes during rush hour, otherwise they'll be overloaded.

Any change would have to be reexamined as commuting increases as we begin to transition post-COVID. 30 minutes between trains makes it less likely that I would be comfortable with the timeline getting to work in a timely fashion.

I prefer this option over closing stations

I don't understand why trains could not be more frequent during rush hour - say every 10 min then every 20 min during the day or something similar.

Trains need to run more frequently once offices are open again.

There would not be enough trains, and they would be even more crowded than they have been until now.

Need increased service during rush hours.

Not ideal but better than closed stations

I've been asked to return to work, and if many others are as well, I can't even begin to imagine how crowded the station would be with a 15 minute wait interval. As well, since I've been riding metro consistently since January 3rd, ridership has picked-up at least at my station (Courthouse) since late February between 7:45 and 8 AM.

I almost never take Metro. I usually bicycle to work.

Proposal to operate Metrorail service every 30 minutes

This is an untenable proposal for rush hour service. Pre-pandemic, I relied on metro for commuting to and from work. I would not be able to use it as a reliable commuting option post-pandemic with this schedule.

Max differential between trains should be 20 min or I would not consider Metro to be a viable option

Keep public transit open!

As long as trains actually are on time, people can plan. Just if people return back to work, you are going to have a world of headache and not enough trains for people.

15 min is OK. 30 min to too long between trains on lines.

With WFH becoming a lot more acceptable, I would be traveling at non-rush hour times and 30 minutes between trains (especially when Metro historically has not been very consistent with posted schedules) is a dealbreaker to use the metro

Completely unreliable for people commuting to/from work.

Although this may be a reasonable baseline proposal, if there the ridership volume is not sufficiently served with this proposal, it should be immediately adjusted to accommodate heavier volumes on the relevant lines.

30 minutes is too long to wait

I work remotely, so there is no need for me to travel to/from the District on a tight schedule.

Cutting service to 30 minutes on every line is unattractive for riders and would force them to seek alternate means of travel.

The metro is not regional rail where you have to plan your departure times. A working metro system should have trains running every 5-10 minutes. Riders should NOT have to plan for 30 min wait times at stations.

Time between trains is too long. And rush hours need more frequent trains

I would switch to driving by car.

Not frequent enough

I have found that if I can predict when the train is going to arrive, the wait time is less of an issue.

The pandemic is not going to last forever, 30 mins between trains is insane. In riding in the past, even 15 mins wait is too long. You need temp fixes till the pandemic is over.

Keep the trains the same as before. Get more federal aid.

This will work until adults go back to work. We live in Clarendon and work in Rosslyn/VA and it would be extremely packed at busy times.

30minutes is too long of time between trains for those who have to still commute to an office. 20mins would be preferable if 15mins is not possible.

This would significantly increase commute time to and from work and would make me consider finding alternative ways to commute

More frequent trains would make commuting more reliable and feasible. 15 minutes on the redline is too spread apart.

Hoping for the best, more traffic can be expected on the rails at this time, and it will not accommodate the need and overload trains during rush hours.

This would severely impact the green line which we rely on to get to work.

A large share of Metro ridership is commuting. This plan does not provide adequate service for traditional peak commuting periods.

My company is going to a more permanent telework with several employees coming in two or three days a week in 2022. On days which I will need to get to the office I will need to ride metro as I do not have a vehicle - orange line near Dunn Loring.

I think ridership will have returned to more-normal levels by then so this plan will lead to very crowded trains!

Assuming that, by January 2022, ridership could return to more normal limits, this would likely prevent Metro from being a usable option for me because the trains would be significantly over-crowded.

If trains run on a consistent schedule, this could work if ridership is permanently reduced. If ridership levels reach their pre-pandemic levels, this would not work.

Devastating for workers who rely on Metro.

I will be retired in Jan, so it will work for me, I guess

I will stop riding metro all together

20 minute minimum

It depends on my agencies telework policy at that time. If it remains full-time telework, then i dont use Metro, but if I go back to work, then every 30 minutes is pretty sparse during the rush hour.

Would this schedule be revisited if and when COVID ends?

Once the pandemic has ended, this would make it nigh impossible for people to use Metro to commute to work or get anywhere else.

Proposal to operate Metrorail service every 30 minutes

Trains running every 30 minutes would create extremely crowded conditions.

It seems like this would lead to significant crowding on trains and platforms, particularly at transfer stations. This has long been an issue during rush hour and assuming there is at least some increase in ridership between now and January 2022, which seems likely with COVID vaccines and offices reopening, this would make it worse.

Only having trains every thirty minutes would make travel times way too long.

During rush hour, service on the Orange line should continue on a higher frequency, not every 30 minutes.

KEEP THE ELEVATED WALKWAY OVER AND CROSSING RT7 LEESBURG PIKE OPEN if metro service ceases at this WMATA station. The elevated walkway is essential to safe pedestrian travel during the day and night for crossing RT7 Leesburg Pike for those who live and or work here.

Extend the run of the trains themselves to later in the evening. There are a good number of people who will need nighttime transportation, and Ubers get expensive very quickly. This will help generate revenue.

I live at Grosvenor and rely on the Redline for work. The more frequent, the better for me!

I am fine with it due to lower ridership but I hope it does not become permanent the system needs a lot of updates. It also needs extra tracks so track work and trains can be more efficient.

30 minutes is not frequent enough

Trains need to run more frequently during the day, especially during rush hour. If they run infrequently, trains will be too crowded.

30 minute intervals between trains is too long. Anything longer than 15 minutes makes Metrorail close to useless.

We are running a business that depends on a more frequent service for employees and customers.

Trains need to run more often during rush hour.

Are you actually kidding? How would trains every 30 minutes help anyone? You wouldn't be able to get on. Did Uber write this survey?

In normal times trains were already overcrowded and hard to get on with extra trains during rush hour.

30 minutes is a long time to wait for a train

15 minutes between Red Line trains is too long. It will make the Metro unreliable for my commute.

Not enough rush hour service for office commute

Trains arriving every 15 or 30 minutes could mean that connection trips between metro lines at metro stops (e.g. at Chinatown) could be long and inconvenient.

Pre pandemic it was 8 minutes and the metro was already packed, increasing it will help what exactly?

30 minutes is a very long time between trains, especially when the arrival and departure times of the trains are not reliable and follow a strict schedule. If there was a strict schedule, like in Japan, then this may work. Otherwise no.

If I use White Flint instead of Grosvenor, it is 30 minute wait? How does that work?

The infrequency of trains would make metro so inconvenient as to be not even worth it.

This would just make it difficult to make it to get anywhere. Also trains would be super crowded and finding a space to exist would be hard.

That's unacceptable, trains should be every few minutes

Need more frequent trains at peak times

As long as train arrivals are published, people should be able to plan 30 mins of waiting though could impact a lot of people's work schedules once we get back to normal

You need more trains at rush hour

This sounds like a nightmare. I think it would be totally impracticable resulting in crowded trains and really long commute times for people needing to change lines.

more frequent trains would be better

I live in Rockville. Service would be too infrequent.

Trains were frequently overcrowded pre-pandemic. As ridership potential ridership increases, the frequencies described above would disincentivize people from returning to public transport.

this service is too limited for my needs as i commute to DC daily and heavily depend on metro.

It depends on trains missing a run.

This would make riding Metro significantly less feasible for commuting to work. I would not be able to meet family obligations in the morning and commute to work on time should this schedule be implemented.

Proposal to operate Metrorail service every 30 minutes

By January 2022 commuting life should be close to normal with perhaps slightly lower volume due to individuals working from home. But that will simply make metro vaguely more comfortable instead of being crammed in.

I may lose my job if this change is implemented

Why not reduce weekend travel and maintain more frequent weekday trains.

More frequent service during rush hour is essential.

An advantage metro has over Marc or driving for work is that the frequency of the service .Ames it convenient to get to the station and know that another train will be along in a few minutes. Losing this advantage may mean I will take a differentiator get to work.

It sounds terrible in so many ways, but depending on how transfers line up, I could make it work.

The train should run every 12-15 minutes during rush hour.

I would need greater frequency on the red line during the week and during rush hours

This proposal would make Metro less appealing relative to ride-share options like Uber and Lyft

In 2019, travel along the red line at peak rush hour was still exceptionally full and reducing the frequency of trains that dramatically would greatly impede commuters ability to get to/from work

The pandemic should be under control by January 2022. Ridership will increase as more employees return to the office. Rush Hour trains are crowded at 5 minute intervals--increasing the intervals to 15-30 minutes will make the trains unusable.

When things get back to normal as they will eventually we will need metro to be as frequent as it was before the pandemic.

With this plan, Metro will have to keep an on time schedule unlike what is currently offered

When my employer sends me back to work I need trains to at least run every 20 mins.

Once this pandemic is over, these longer headways will lead to over crowded trains.

OK

The time would work, but I fear that there would be overcrowding during rush hour. That would mean that if you missed the train, you'd likely be up to 30 minutes later than expected.

Trains would have to all be 8 car trains. Service every 30 minutes is not enough capacity.

Metro must maintain rush hour frequency, or the trains will become dangerously packed.

That's a lot of time between trains, esp. for morning commute.

I understand that this year has been a hit but reducing service, especially to further out regions, only hurts lower income groups and is ridiculous that youd consider it

Trains every 30 minutes would increase commute times exponentially, given the need to change lines.

30 minutes is much too long to wait between trains, especially during the week

That is a long wait between trains if you miss one.

Increased headway is a good compromise to keep more stations open

Train frequency is too low between Grosvenor and Silver Spring

That does not seem sufficient for rush hour times during the week.

Proposed frequency will result in delays and over crowded trains

The below is beyond inconvenient. So many people commute into DC daily from those stops.Trains would arrive every 30 minutes throughout the day, with the following exceptions: On the Red Line, trains would arrive every 15 minutes between Grosvenor-Strathmore and Silver Spring stations.

As a rider on the red line, before covid, there were times the red line trains were so crowded it was hard to get on trains at rush hour. sometimes you would have to wait until the next train, but with 15 minutes between trains, it is possible, that you wont be able to fit on the next train either.

If people are able to resume work and commuting, this will not work for D.C.

This would not be nearly frequent enough as I will be back to commuting next fall, potentially even summer.

Im not sure why these cuts are proposed for January 2022; this period of time is when people will mostly like first start going back to work and feel comfortable to ride again. If anything, service should be cut further or completely through the end of 2021 to reduce community spread and take advantage of this time to make repairs. That way, more people would ride in 2022 because the services would be improved.

Proposal to operate Metrorail service every 30 minutes

The long wait times between trains will be difficult but manageable if the Metro website continues to list train timetables.

The low frequency of train arrivals would be problematic and encourage members of my household to opt for vehicle transport over the metro for daily commuting.

I hopeTo start riding metro again. I miss it

too long of wait times

If my commute does start back up again, this would be really inconvenient and make me less likely to use the metro to go to work.

Keep all stations open

I am from the Washington DC area but currently live near Seoul, South Korea. The subway trains here are always full because they come frequently and are inexpensive. The comparison between service here and in the DC area is already significant, and DC does not fare well. Further cuts will lead to less ridership and even further budget problems. This proposal is not a solution. It is a death spiral.

30 min waits would drastically increase travel time in addition to causing more crowds. I'd have to find another way to get to/from work.

Proposed service times are too infrequent. Especially when it is likely that people start getting the vaccine and are able to start going back to the office.

I have to switch trains twice, this would drastically slow down my daily commute

30 minute wait times at Tysons would drastically affect my commute times.

Trains might not have enough capacity - especially with COVID restrictions, to be effective to my needs.

All of this depends on whether we are back to normal by January 2022. I am assuming we are, so less Metro service than pre-pandemic normal, especially during rush hour is problematic.

I assume I will be commuting to my office in DC from Vienna 2-3 days per week then and would therefore prefer more frequent service during rush hour.

Red Line every 30 minutes from Shady Grove. If any delays, my commute would go from 1 hour to 1 hour 30 minutes. Not reliable enough

Cutting service makes no sense when the economy needs to recover. Cutting executive wages, Making better contract negotiations or putting cosmetic projects on hold is a far better plan.

If we are looking for cost savings, it seems that reducing the frequency of trains during low ridership times is the best plan.

30 minutes is way too long a delay in between trains. If someone misses a train they're then stuck in the station for 30 minutes while trying to see what other options are viable? No thank you.

Once the world reopens this is gonna seriously clog up the trains. Fewer trains means that more people are going to have to squeeze on one train

I depend on frequent silver line trains.

Trains should be more frequent.

Decreasing frequency of trains will make me consider other options for commuting.

My travel needs are more common during the week, with frequency also being more important during that time

By January 2022 things will have reopened. This will not provide enough capacity on the red line.

I specifically moved near a metro station (Wheaton) to NOT have to deal with waits longer than 30 minutes between trains like I had to with MARC. I would not ride Metro if this change occurs.

However, it appears to place a burden on my commuting requiring earlier departure and later return to home - potentially adding 60 minutes to commuting time.

Since Covid 19 has stalled ridership numbers and likely reduced them for the foreseeable future even with post-Covid changes in workplace dynamics - better to plan now and set reasonable expectations

Red line needs every 15 min from Glenmont to shady grove

Too long a wait time!!

30 minutes is a long time to wait for my train. 15 is much more doable. If I have to ride out to the end of the Orange line, I can't just jump on Blue or Silver. I have to take Orange. Getting home 30 minutes later would add so much unnecessary time to my commute.

Include Forest Glen in the more frequent service.

Taking away weekend hours would harm the service industry which needs it the most

Too infrequent for rush hour. Long commute and trains would be packed!!

Proposal to operate Metrorail service every 30 minutes

I commute to work from East Falls Church to Farragut West. The greater interval between trains would likely mean that trains would be extremely full by the time they get to East Falls Church, and there might not be space for riders starting at East Falls Church to board.

This only works for me since I am on the orange/silver line and can get the train in Rosslyn if I must (then orange/silver/and blue works). If I was on a line with service only every 30 minutes, I would not chose metro.

It would be impossible to get to work in a predictable timeframe under this plan. Rush hour trains would be impossible to board at stations close to the center of the system.

Before the pandemic started, some trains were already very crowded during rush hour at the current frequency. Reducing the frequency of trains would exacerbate the problem. Also, if trains are going to come that infrequently, they need to be very reliable and punctual to still be of use to those commuting to work.

More trains more often

The frequency during rush hours on weekdays should be doubled.

Train crowding during rush hour will be a problem

As vaccination continues I expect my weekday use of Metro to increase, but not weekend.

I would prefer more frequent trains during weekday rush hour, as I anticipate to commute into the office by January 2022.

Times and schedules should be fixed and posted for each station so riders can pre-plan arrival to station and wait times, i.e. - 2:30p Red Line Train, 3:00p Orange Line Train, etc. Schedule should be strictly enforced.

Ride from Arlington to DC every day - need at least 15 minute increments

Commuting needs to be faster than 15 minutes between trains to get where I need to go

We will be back at the office and every 30 minutes will be disastrous for commuters.

Ok with having no difference between times / days of the weeks but 30 minutes is a crazy long wait.

Rush hour adjustments are critical to commuters. There needs to be more trains running during this time.

Every 30 minutes would be terrible as I use metro for commuting to work, would massively increase transit time and I'd highly consider driving instead.

For those of us who depend on metro to get to work or appointments every 30 minutes does not seem like enough frequency

This would work for me if the metro was open longer, if that can't happen then this can't work.

I go into the office every day so would prefer trains more often

The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming.

Why would this be implemented in January 2022? Arent we expected to have things somewhat normal by then?

Consider increased frequency solely during morning and evening rush hours on weekdays. 30 minutes between trains during rush hour will lead to jam packed trains and very long commutes, which will further decrease ridership and revenue.

I cant afford to be 60+ minutes late to work, which could happen if I miss my train and my transfer.

I would not take metro when the pandemic is over if it took this long between trains. I would drive every single day even though I live across the street from a metro station.

Although this would work for me, it will put a serious burden on lower wage earners who have limited options for commuting.

Considering everyone will (hopefully) be going back to work by early 2022, this makes no sense! We will need more metro service, not less. I rely on the rush hour service to get to/from work in a reasonable time.

Every 30 minutes is like a third world country. it should be every 15-20 especially during the weekdays. That is if of course that there is some resumption to normal working conditions post covid.

more trains with greater service frequency please

30 min wait during rush hours is unacceptable.

Im concerned how this would affect my transfer at Lenfant plaza. If i have to wait 30 min because the yellow and green line up wrong, this wont work for me.

I rely on metro all day long to get from meeting to meeting. The wait times will really make getting places on time very difficult.

I dont understand the changing of train arrival times. Why not continue with shorter interval arrival times during peak demand (i.e. rush hour) and longer interval arrival times at lower ridership times?

I am an everyday Metro commuter and this would add significant time to my daily commute. It is not tenable.

Proposal to operate Metrorail service every 30 minutes

As long as Grosvenor Strathmore station remains open, yes it would work.

Concern about how crowded trains are at rush hour.

MetroRail on every line but Red would be almost unusable. I would abandon Metro.

This would probably work only when no connections were needed between lines. Waiting up to 30 mins to change trains means going cross town Arlington to Union Station basically not possible in timely way.

Assuming the trains were coming every 7-8 minutes before this would double the amount of people in the trains, which would make the ride less comfortable and potentially less safe. However, if ridership continues to decline this may not be an issue.

The 30 minute interval would be disasterous if there is a break down and it would nearly double trips if I can get on the next train

I work downtown. Would be very hard to get to and from work on time. The trains will be crushingly crowded. This is not tenable in a covid environment.

Rockville and twinbrook are also fairly busy stops at times and many of us in those areas travel closer to DC for work. Also a large population of NIH trainees live around the Rockville/twinbrook stops that do not have cars and rely entirely on the metro to get too and from work,

If I commuted downtown, this would not work for me

I travel and rush hour and not being able to get on a train would make it almost impossible to get to my job on time on a regular basis

its important to have special times for rush hour and weekday travel, when time is of the essence.

This would not be ideal, but doable, and better than closing stations

This would add over an hour commuting time when coupled with station closures.

The trains came every few minutes before covid and it was packed. Once people get vaccines and get back to work, it will be unreasonably crowded and a lot of commuters won't be able to get on a train

This is too infrequent. People will be getting back to work in person in 2022. This is very short sighted.

Would hope for increased service during rush-hour, and reduced service non rush hour and weekends

2022 holds the expectations of life resuming something more normal. This would make rush hours even worse than they were pre-pandemic

If trains are running only every thirty/15 minutes there should be express trains that skip stations.

Rush hour should have more frequent trains and 30 minutes is too long a wait.

Every 30 minutes on the green line is entirely unfair to the neighborhoods east of the red line. Cuts out Petworth, Shaw, U Street, etc

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

Regular times are a plus

Would prefer more frequent arrivals for stations with more than one line (specifically orange+silver line)

not frequent enough trains - would likely cause severe delays in my commute if i missed one train

Every 10-15 minutes works. 30 minutes is too long.

Find the money. Northern Virginia is wealthy enough.

Unacceptable for people commuting to work. Would not work for people who have to work late hours.

I work at GWU nitro has always been my method of transportation. I bought in Clarendon so I could be safe whatever time I was coming home.

This is a reasonable plan, given all the issues presented. I allows for predictability and, hopefully, simplicity in your operations.

Not enough during rush hour

I live in Wheaton. We need more train service here.

I think that there should be more trains arriving during busier hours (rush hour)

This could be difficult during rush hour (if that is a thing then). Seems running trains less frequently before and after rush hour would be better, and surging during rush hour.

That is way too long of a wait for a train at rush hour.

For the one line that is closest to me the increment of both of the lines which travel would be sufficient for the days that I do use metro service; because it's mostly the weekend, I don't think that it would be too much of a negative impact to my travel plans.

It will take an extensive amount of time to get to and from work during rush hour, taking hours of time away from myself and others that can be used to do more productive activities than commuting to work. This will also put more people on the same train, thereby making it harder to social distance considering this pandemic is expected to extend into next year.

Proposal to operate Metrorail service every 30 minutes

| |
|--|
| This would severely impact my commute to work. In addition, this would increase the number of riders on the train, which could be problematic if there is still a high number of COVID-19 cases in 2022. |
| I fully expect that by Jan 2022 the federal government, for whom I work, will be back to normal with everyone vaccinated. That means rush hour will be back, and that schedule wont work at all |
| Federal return to work will dictate frequency needs. If most of the federal government has returned to in-person work, this may lead to overcrowded trains |
| As someone who relies on the metro to get to work, this would greatly impact me in rush hour. Trains have never been reliable (even pre pandemic) and this feels like a recipe for being late to work. This would also create massive overcrowding, something I will not be comfortable with for a long time after the pandemic. |
| Assuming workers are expected to be in offices, this frequency level could make it impossible to pick up and drop off my daughter at day care with enough hours in the office. |
| 30 minutes is too long for essential workers. |
| Hopefully by then we can use metro again as before and does not fit my work schedule |
| The benefit of taking metro is the frequency of the trains coming. Changing this would seriously reduce ridership. |
| Things will get back to what used to be normal. Commuters will again go into and out of DC. Trains will need to run more often to accommodate the passenger loads during the work week. Every 30 minutes will cause commuters to arrive late at work or arrive late getting home. |
| This plan makes sense as all of the stations would remain open |
| This is going to inflate peoples commutes adding congestion and disproportionately hurting people in low-income service jobs where being on time is of the essence. |
| Not frequent enough when getting to work |
| That's a long time to wait when commuting for work so this is not ideal. |
| Very dependent on red line in Grosvenor - I have waited too many night - 30 minutes for a train - also the trains are packed on redline - after pandemic - traffic will pick up |
| In pre-pandemic commuting, I often had to wait for at least one train to go by because it was full. Decreasing frequency will increase crowding and make it even more inconvenient when a train is too full to join. |
| this is public transportation and is essential for so many people who need to use the Metro transportation. How could they operate? There has to be an emergency funding. Also, Metro workers are famous for no work, but talk, I have seen that over and over in Union station for many years till March 2020 when I stopped taking Metro. |
| There should be more trains running during rush hour. |
| Early morning volume on the orange and silver lines line would be a problem |
| Im not sure why the same service would be available on weekdays and weekends and would ignore rush hour timing. With a large portion of the workforce returning to the office, rush hour times and weekdays should presumably require increased frequency and services to match the pattern of ridership. |
| I think rush hour would be really crowded. But this would be fine at other hours |
| Since I have to change from one line to another the likelihood that my commute would be extended to an unacceptable level is a concern. Since I can drive in in 22 minutes, if it takes me 50 or so to use Metro, I might go back to driving. |
| Once ridership increases post-pandemic, this level of frequency wont be sufficient to meet my familys computing needs. |
| Ok to have 30 minute intervals on weekends but not weekdays. 15 minute increments too long for red line trains. |
| It is important to have trains arriving at shorter intervals during rush hour |
| By January 2022, a large majority of Americans should be vaccinated causing an increase in people not only back in the office, but also causing an influx of tourists. Rush hour is already hell. This will make it worse. |
| Every 15 minutes wont fulfill the demand. |
| The orange/silver lines trains are typically packed (during non-COVID times) - once offices begin opening up more, there will be overcrowded trains again. Even 12-15 min between trains would be too much. |
| If we ever get back to normal trains would be way too crowded |
| that means I will be spending the same amount of time driving to my location |
| I anticipate relying on the Orange/Silver lines for commuting into the city each weekday. In theory, I could time my arrival at the metro to align with the metro schedule, and would be fine with the times proposed here. However, Im deeply concerned about overcrowding and the potential inability to get on an individual metro car that would essentially already be filled before arriving in Arlington. |

Proposal to operate Metrorail service every 30 minutes

How are we supposed to all get to work on time like this? I wouldn't bother taking Metro on a weekend, the service is too unreliable. That can't extend to the weekdays or the service will end.

Need more regular availability or will choose other options for transit

I work in health care and depend on the metro to get to work on week days and weekends. Its much more planning to get to work on time during the weekends sparse schedule

Regardless of low ridership this is the main reason people does not want to ride Metro. Changes are being made but im still paying the fare.

If I return to working in the office by then, I would need to take metro from Columbia Heights to Silver Spring with a transfer in Fort Totten. With headways of over 12 minutes, missing a train could cause me to be seriously late to work. I would start taking one of the S buses on 16th Street or commuting by bicycle through Rock Creek Park instead of taking Metrorail.

I live near the Glenmont metro, so having a train only every 30 minutes would be very difficult.

30 minutes between trains is far too many especially at the end of the line where a lot of people commute from

I would use the service from Grosvenor-Strathmore to go to DC

A train every 30 minutes will be unmanageable during rush hour once the majority of commuters return to the office in 2022. Additionally, Metrorail will lose even more business if commuters during non-rush hour times have to wait 30 minutes for a train and will likely turn to other forms of transit.

Need more frequent arrivals during rush hour

This idea is atrocious. Find the money, beg for it from Congress, beg for it from the States, raise fares. Dont you dare cut like this.

Will everyone be able to fit in a train during rush hour. Sometimes during rush hour there is no room in the cars. If I couldnt always get in a car and have to wait another 30 minutes I would no longer take metro.

Sometimes (in Washington on the Silver/Blue/Orange line) the trains are back to back. Even during the worst of the pandemic, the trains would be back to back. It needs to be staggered. Also, everyone knows this is woefully inadequate. Metro needs more service than pre-pandemic in a post-vaccine world. There needs to be late night service until 2am, etc. I think metro just needs to work with the Biden administration while it can to make the federal government a funding partner. Public transportation isn't a luxury nor is it a toy like some political parties make it out to be. And metro will NOT be successful by cutting service. I've never known a company to stabilize while shrinking considerably

That isnt very frequent and could lead to lots of crowding as people hopefully return to work.

The Red Line gets very crowded at rush hours (which are quite long) and I often have to wait for a couple of trains before there is room to board. As we all go back to our offices, I think you need more service on the Red Line during rush hours.

No flexibility. Ridiculous.

Plan should stay the same. There are alot of people who live in this area solely to use metro. Some of us are healthcare workers who need to be at work at a certain time no matter the weather conditions.

Increase during rush hour in AM and PM

My schedule is flexible so the long gaps in trains would work for me, but 30 min between trains in cold weather at outdoor stations sounds unacceptable

Why would you do this? Obviously more people use the trains during weekday rush hour, so why would you have the same number of trains then as during off-peak hours? Are you intentionally trying to overcrowd the trains and stations and make people stop using Metro?

Seems reasonable

I'll be back at the office in DC. You were telling me I would have to wait half an hour for a train at Pentagon City? Even 15 minutes is too long of a wait during rush hour, so no this doesn't work for me.

A consistent schedule all week would allow me to plan my own schedule more easily.

I believe trains are needed more frequently

The red line is crowded enough as it is during rush hour, minimizing the number of trains will just drive people to use other forms of transportation, lowering use of the metro further.

Completely insufficient for daily commuters. I would stop riding Metro.

You should not cut the arrival times across the board. 30 minute wait time during rush hour is unacceptable for commuters.

This would be horrible for my commute once we get back to the office.

While this would be fine for my expectations, I think in general this would negatively impact a lot of people who rely on metro rail to get to work

Proposal to operate Metrorail service every 30 minutes

I ride the Green Line from Navy Yard to L'Enfant. There is simply NO WAY one train every 30 minutes would be to accommodate the number of passengers who ride the Green Line, even assuming far less ridership than pre-pandemic levels. People would be waiting for trains for hours.

No because trains would be crowded during rush hour and would mean having to wait for several trains before being able to get in one.

If I missed one train or it was too full for me to feel comfortable on since covid will still be around, I couldn't wait for the next train. I'd be too late for work.

It is very inconvenient to wait that amount of time

Thats not reliable. Thats not mass transit. Thats not a functioning city budget

Assuming we are back to the office post-covid, this would not support rush hour.

Doesnt account for high ridership

This change is worrisome. Major metro systems in the world (NY, Paris, London, etc.) provide high frequency service, more frequent even than what the DC metro currently provides. This is what drives widespread use. A service with trains every 30 minutes presents major challenges to commuters.

Just shut the whole thing down. Metro rail has become a joke, except that its not funny. Service levels like this dont serve anyones needs.

Unless there would be a specific known schedule that would be followed (e.g. the train will show up at this station at 8:00, 8:30, 9:00, etc), I would not use the metro because a 30 minute delay is too long to wait if I can't expect the trains to consistently arrive at the same time each day.

I live near Grosvenor metro station, where a lot of buildings have tenants who work in DC, Bethesda/NIH and Gaithersburgh and take the red line in both directions at rush hour, when more trains/frequency would be needed.

I am a federal government worker and will be taking orange line metro starting at East Falls Church every day as soon as pandemic is over

I need more trains during rush hour, especially with public health guidelines, more trains + busses makes it less crowded and safer for passengers.

This would turn metrorail into a commuter rail. It would completely diminish the utility of the metro as a city subway system. I would end up taking the extra half hour I'd be waiting at the station and just walking to work instead.

As long as we can see expected times online

This would be a very long travel journey as I take the trains regularly as I work all over this city.

Need more during rush hours. Ridiculous to not run more frequent trains.

I commute downtown from Rockville every work day. This change would significantly extend my commute time. I have intellectual disabilities and cannot drive, so Metro is my only way to get to work.

Waiting 30 minutes between trains is too long. Will drive riders away.

This would severely impact my ability to get to work and function in my normal everyday life. It is also unnecessary due to ridership rates increasing as more people get vaccinated over spring summer or 2021

This would result with being unable to social distance on metro, resulting with needing to drive to work.

wouldnt more trains and more frequency provide more opportunity for social distancing . longer wait times and fewer trains often results in cramming

I dont think most people could wait an additional 30 minutes for a train if they are unable to board an overly crowded train car, which I assume will be the case during rush hour with trains running every 30 minutes.

30 minutes between trains sounds like a recipe for trouble. I can see that having trains be separated by such a large duration will help increase ridership but with Covid probably still being a lingering factor in 2022, people may still choose to take other forms of transportation.

15/30 min isnt often enough

Red line should continue to Wheaton with 15 minutes headways, Silver Spring is too soon to turn back.

This makes travel into DC far more difficult. It means once covid is Over trains will be far more packed. Additionally, it'll affect the economy because 1: it'll decrease the desire for people to travel to different parts of the DMV for restaurants, shopping etc and 2: it'll decrease home value near closed metro stations.

That translates to more crowded trains which Im uncomfortable with in covid times. This also wastes my time and encourages me to continue to work from home or find an alternative to metro.

Hoping/assuming that most or all teleworkers are back in office by then, how is that possibly a feasible plan? We would all be queuing up and crowding in the stations during the 30 min. waits. There at least needs to be some form of weekday rush hour service.

I think this is a great plan - this way all the stations can still stay open

Proposal to operate Metrorail service every 30 minutes

I would probably just ride my bike, as trains would be too crowded for my commute.

Too long between trains north of Grosvenor

Metro should be planning to increase service not decrease. This will bring ridership back when vaccines are widely available this summer. Decreasing service will put Metro into a downward spiral.

Hopefully by 2022 the Federal Government will be back to work in their respective buildings and there will be more people riding Metro daily requiring trains to run every 8-10 minutes.

there need to be more trains at rush hour

This sounds ideal, frankly -- If it means we can keep all the stops open, Im more than happy to wait a little longer for my train to arrive (or plan my trip accordingly).

Not terrible, but a maximum 30 minute wait time is pretty bad. God forbid switching trains.

Every half hour would be hard and could increase my commute by an hour each day if I miss a train by a minute

Once people are working back in offices trains could become too crowded and waiting 30 minutes during work days would be difficult

Considering the amount of people that are expected to return to Metro rail once COVID becomes less of a risk as the vaccines become more prevalent, these suggested changes would leave riders stranded and train cars would not be large enough to accommodate the amount of riders each 30 minutes.

While I would prefer more frequent service, I understand that with reduced usage, there will be reduced service. My hope is that when travel is safe again, Metro will increase service to build ridership back to prior levels.

Every 30 minutes is a very long period of time during rush hours!

In the past when I have worked on the weekend the significant change in the frequency of metro trains has added large chunks of time to my commute. Applying that across every day would significantly decrease my ability to be one time to work.

Workable of necessary, but this Durant take into account possible increases in ridership by the end of 2021 as vaccines become more available.

Strong will not be useful if trains come every 30 minutes at many stations: it will further reduce ridership in the long run

I am against not having more trains during rush hour. Once we are past COVID people will go back to riding the train to work. I think having the same service on. The weekend and during the week is ok.

Less trains make sense due to less travelers. But dont close stations.

Glenmont station and Rockville station most commonly used

I worry that once people return to working in a office, service during rush hour will be too crowded and unreliable.

Thats insane. We didnt pay for a commuter rail system. Be an urban rail system, run urban frequencies, more hours of the day and every day of the week.

Would not be able to travel across the city in a reasonable amount of time.

I only take metro as a backup since I drive to work. So less trains is better than closing stations. And we dont know how often folks will be traveling into work when things eventually return to normal.

During rush hours should be more often

30 minute intervals is terrible. When people start commuting to work again the stations are going to be packed after a half-hour of waiting for a train. And the trains will be packed too.

Too long of a wait during rush hour times.

One of the key components of Metros usability is the frequency of service, and 30 minute intervals is simply not workable. This would surely reduce ridership significantly due to the reduction in predictability and efficiency of commuting.

This could cause full trains to skip stops closer to downtown or not have enough room when they do arrive.

Not even during rush hour). With proposed bus cuts in my neighborhood that's making it virtually impossible for efficient commuting

This seems like a very effective way to ensure that transfers add 20-30 minutes to the daily commute. This is an insufficient frequency of trains for transfer stations if I am to keep using Metro to commute.

If this is what is required for Grosvenor-Strathmore to stay open, then I support it. Otherwise, I prefer more frequent trains.

Having trains arriving every 30 minutes would not work well at all for my commute to and from work.

This is a death spiral. Service would be so bad that people would find alternatives to using Metro.

Proposal to operate Metrorail service every 30 minutes

This is not conducive for people who work and have to use the metro. Metro is already delayed and this would only further delay people

30 minutes is just 2 long between trains unless its after 10pm and especially when most of the country will be vaccinated by early fall 2021.

Major stops on orange and silver lines from VA to downtown DC need to remain open.

30 minutes is too far apart

I count on trains arriving more quickly during rush hour. If my commute is 12 minutes and I wait for the train 15 minutes my commute has doubled.

This would significantly increase commute times due to daycare drop off etc.

My family and I depend heavily on the metro to get to work and to get our children to school. These delayed times would be hard as we would need to build in extra time for commuting. We also would no longer be able to get our kids to school if the Grosvenor station closes.

30 minutes is too long to wait for a train.

Rush hour trains will be a nightmare if they are only coming every thirty minutes, when things pick back up the trains will be crowded which is annoying on its own but even with people being vaccinated its going to take some time for me to be willing to get on a crowded train

I am worried about trains being even more crowded during rush hour

Missing a train would result in getting to work late for many people, including myself, not to mention the fallout if/when trains are disabled.

however you are considering closing Grosvenor/Strathmore. This had been a popular station before COVID and many people moved into the nearby area to be close to that station. It will cause a hardship if this station is closed.

I moved to be near a metro during COVID in preparation from commuting back eastward which seems likely to be in 2022.

I would rather see reliable hourly service at my station rather than suffer it's closure.

During commuting times, every 15 minutes will lead to very full trains and longer travel hours when people (me included) have to change lines. I honestly don't understand why the service will be reduced exactly when the post-COVID world is opening up again - instead, reduce it right now until summer since most people work from home anyway.

Trains are already packed during normal rush hour, reducing train frequency will only exacerbate the situation and force more riders to use alternatives means of transportation such as driving.

Even trains arriving every 15 minutes results in particularly low throughput.

This is not at all frequent enough on weekdays.

8 to 12 minutes train service

This proposal would significantly reduce the mobility and access for residents and workers around the region, and all but ensure that WMATA enters a death spiral that will only make it difficult for the areas economy to recover as the pandemic ends. Difficult decisions may need to be made, but cutting service to those levels should be out of the question.

30 minutes is just too long. Please consider a shorter span of intervals.

One of the things that make a good and effective public transport system is the frequency of trains during heavy travel periods (rush hour, etc). This also discriminates against people who get on the train further north than Grosvenor. I recommend trains coming every 5 min. (if not more frequent) at every station in order to make taking public transport more attractive.

This is severely limiting service and puts people without alternative transport options at a disadvantage, especially Black and brown low income communities.

I commute from White Flint and 30 min is not an acceptable wait time. The reason I took metro before the pandemic was it was reliable and fast during rush hour. Waiting on a cold platform for >5 min is not an acceptable way for me to get to work. I would chose to drive.

Increasing the service proposal to be every fifteen minutes would be preferable during workdays at station with one line.

This, or even lower service, would meet ridership today. However, any plans to reduce service need to be calibrated to the number of people willing to ride after vaccines go out. Lets not lose willing riders due to India-packed trains.

Rush hour service should be more frequent.

That is too infrequent, especially during rush hour. I would stop using Metro.

Before the pandemic, Red Line trains going downtown were already standing room only by the time they got to Grosvenor. People will not stand for the schedule you are proposing. Anyone who can drive to work will start doing so.

With in person work resuming, that would result in overcrowding.

The metro is absolutely essential to my way of life and you would be creating a much more of clogged station with people constantly being late to work

Proposal to operate Metrorail service every 30 minutes

I think this would be a bad idea. People are going to start going back to work and having trains come every 30 minutes would be a disaster.

This would make rush hour trains drastically more crowded and have ripple effects across all commuters who rely on Metro to get to work, especially at busy stations such as Pentagon City. Thinking about the days when I've had to wait for at least one train to come and go before one came through with enough space to board all waiting passengers, that would make it impossible to get to work in a timely fashion when trains aren't arriving every few minutes (as opposed to every 12-15 minutes).

Would prefer more frequent service, but could make this work.

Third world country level of service in the nation's capital.

More frequent rush hour service would be critical.

Access for commuters needs to be the primary strategic consideration for Metro.

This doesn't have any information about operating times, ie when the first train and last train would run. It is important for me that trains run late into the night in weekends in order to make them useful.

Trains are already packed during rush (pre-COVID-19) very often having to wait for the next train. This would be exacerbated by increasing wait time between trains.

Rush hour and non rush hour should be different.

I don't use Metro for commuting purposes so timing is not a big factor for me when heading into DC or Arlington/Alexandria.

Seems less scorched earth than the other plans

This could work so long as there is a fixed schedule that a person could then plan for, instead of waiting endlessly.

Maintain rush hour and weekday with more frequent schedule and reduce non rush hour and weekend schedule as necessary

Depends on if work will stay with teleworking full-time, change to half-time, or go full in person.

Service only every 30 minutes would lead to extremely crowded trains. If stations were overcrowded, the wait for the next train would be unacceptable.

But I do not commute via Metro

This is a terrible idea. People go to work and the trains more frequently during the day. Why is the Grovesner - Strathmore route so special that it gets more frequent routes?

This would work if it was well planned and communicate. I'd hate to show up at the end of the line, in the cold, thinking the train will leave in 5 minutes just to find out it left early and now I have to wait 30 minutes. It was regimented and didn't deviate in schedule this could work

The increased frequency of trains during rush hour should be maintained.

30 minute service is too infrequent to be a reasonable transportation choice for the airport or appointments especially if the service is delayed or disrupted

While we see a drop in ridership today, this should not drive decisions post-pandemic, when ridership is expected to rebound. There should be a distinction between rush and non-rush hour service, and any train interval during rush hour beyond 4 minutes is unacceptable.

During normal operating periods, there is usually variance in train departure and arrival time, within a couple of minutes. Missing your train during rush hour that only comes once every 30 minutes would result in being significantly later to work than missing a train that comes every 15 minutes (and still making it on time to work).

Need the interval be shorter, ideally around 5 min

Cutting service like this only serves to disadvantage those who depend on public transportation as their only means to get around. We need to find ways to expand service, not limit it.

It would work, but the frequency reduction would greatly impact my likelihood to opt to use the Metro rather than driving.

Pre-pandemic trains at rush hour were often very packed. Numerous times trains were so packed that there wasn't enough space for people to board the trains and they had to wait for the next one. Reducing the frequency of trains at rush hour would only exacerbate this problem.

This plan may work for except when there are big events like Nats games, events at Capital One arena, events on the mall, etc.

During rush hour, if trains only arrive every 30 minutes, commuters will be significantly inconvenienced and trains will be extremely crowded. This will ultimately deter people from riding the Metro because it may cause significant tardiness for school/work/etc.

This acceptable for a commuter rail, not a subway system.

Trains not frequent enough for essential workers who have to report to work daily.

It would cause me to plan more. Right now, I know I can catch a train within 5 minutes of getting to the station, more or less. With this schedule I would watch the arrival times more closely to ensure I wasn't waiting too long.

It should be at least every 15 minutes on the red line all the way out to Shady Grove, not just from Grosvenor station!

Proposal to operate Metrorail service every 30 minutes

I will likely be commuting back to work by January 2022 and having the trains come so infrequently would be a big problem. Especially since it's unlikely that the train would be exactly on time thus increasing the likelihood id miss it and then have to wait on the platform for 30 minutes.

I would stop using the metro all together if I had to wait 12 min at Rosslyn

Every 30 minutes is ridiculous and would negatively impact how I could travel across the city

hard to plan. like the frequency, is there a plan to permanently close or is this meant for the duration of pandemic. at grovesnor there are plans for major dense development. this planning and approval predicated on metro service. with a tapering of service, new dense development around that station will present major parking and traffic problems.

more frequent trains during weekday rush hour

Way too few once people are vaccinated.

sounds OK for Rosslyn Ballston corridor, but not if I need to get to other parts of DC

There will be so much crowding on trains - especially as they approach downtown that people will be packed like sardines or not able to bird at all.

The red line is key for my work AND my kids to go to school- 15 minutes intervals are LONG wait time during the commute

I take the silver line to work every day pre-pandemic, and with trains running every 30 minutes that could significantly impact my ability to get to work and the space for other passengers on the train

The trains would be jam packed even at 15-minute headways. And based on my experience Metro is unable to keep to a regular schedule anyway, so it would be even worse.

Half an hour between trains would make metro rail as bad as the bus, which is pretty bad.

by Jan the expectation is that we will have reached herd immunity and downtown DC business will be back up and running, so the increased need for metrorail will be back. Every half hour during rush hour is not going to meet the needs of working families depending on the metro to get to and from work.

Trains arriving every 30 minutes is unacceptable for a world class city such as Washington DC. My recommendation is to target the billionaires who live in the DMV to make up for a lack of funds,

Headways are too far apart

I would like to see increased service at rush hour.

So much is uncertain at this point. I like this option because service does not stop

I rely on the Metro to get to work so arrival only every 30 minutes would mean I'd be very late to work if I missed the train I needed.

Trains need to arrive more frequently than this. It will be not be easy and convenient to use the train if this is how they arrive. More trains means more ridership.

30 min. between rides is too far apart. if I missed one train I would be late by the time the next train came.

This plan allows homeowners who have invested thousands of dollars in Metro-accessible housing to continue to access the service they rely upon.

I travel for work during rush hour times and rely on the metro

I dont know how often I will be going into DC to work in January 2022. It depends on what happens with COVID and my agencys operating posture.

It is absolutely imperative that there be more frequent service during rush hours.

Its bad for people who rely on Metro to get to work. Metro is a subway, not a commuter rail--people should not have to wait half an hour for a train. I would be less likely to use Metro

If spacing trains 30 minutes between stops, please consider holding at each station for long periods.

if ridership ever comes back, you are gong to need more chnage at rush hour. otherwise workers will choose another mode of transportation

Im unsure when I will return to the office and rely on metro groverson station as my primary and sole commute option.

If you eliminate rush hour service, you will basically be killing Metro. This is ridiculous.

The Red Line is a major route with NO additional service lines (e.g., not served by multiple lines like Capitol Hill or Southwest). Limiting the time between train arrivals does not make sense given the lack of additional lines along the Red Line.

Half hour wait time would make me extremely unlikely to use Metrorail.

The trains should run at normal frequency. 30 minutes is far too long of an interval to wait. This will surely decrease ridership

Adequate but not optimum adjustment to schedules.

Would make it harder for workers in the restaurant/bar/ entertainment industry to get home On high traffic and late evening days

Not only would this make people late for work if they can arrive on the first train, but if that train is too full, they have wait another 30 minutes? This makes no sense

I purchased my current residences based on the Grosvenor Metro Proximity. This is extremely upsetting

I think once people start going back to work longer wait times would deter people from commuting using the metro if people had other transportation options

Proposal to operate Metrorail service every 30 minutes

30 minute arrivals is to long.Trains will be too crowded.

I am required to go to work throughout this pandemic. Waiting every 30 minutes for trains at the prices I pay is not tenable.

I think having the same schedule is fine but if budgets need to be cut I would rather you make the weekend slower in travel than eliminate a station all together.

If we are back to normal work days in 2022, trains running at such infrequent times would make getting to work at a normal time much more difficult and I would probably not use the Metro.

I would not use Metro and would need to use Uber or Lyft instead.

30 minutos es inaceptable

Not near metro rail. Only bus line.

Terrible during rush hour.

When there is a return to office, this will not provide sufficient capacity during rush hour. I would be very very worried about being able to make it to work on time everyday if this plan is implemented

Why not go for 4 hours between trains to save cash? Maybe one in the morning and one at night?

I ride the Marc train and I am reliant on the trains coming more frequently to the Union Station stop. Pre COVID I would have to take 2-3 trains after I arrive on the plate form because all train cars were full. This would cause a bottle neck on the upstairs platform for the passengers going downtown on the Red Line and we have set work hours and this would make us late.

30 minutes is too long to wait. Could lead to overcrowding on trains and platforms during rush hour, once most people are vaccinated and covid rates lower.

Wait between trains is too long

Ugh. The thought of *just* missing a train and having to wait 30 minutes is soul-crushing.

This is way too little service and would result in more people per car, which, even post-pandemic, doesnt feel wise.

Lots of people will be traveling to Greensboro metro station so please dont close that stop.

Must increase train frequency. Plus will help with overcrowded cars.

Rush hour was already unbearable pre-pandemic. The changes that you are proposing would cripple the system for commuters, especially those that ride during rush hour.

So many people commute to and from the city during rush hour times. When trains don't operate on their normal rush hour schedules, the trains and stations are flooded with people. This will not be safe given the 6 ft rule that people are expected to stand. Metro should continue using the normal rush hour trains. When people start going back to work, the metro will begin to get more crowded.

Rush hour tends to get crowded normally and sometimes trains have to pass by. I worry this will continue to happen if trains run that infrequently. I dont think this is a good idea.

Hard to say for Jan 2022. This does not seem often enough if many are back at work/school.

If we go back to work anything close to full time by 01/22 this would increase my commute dramatically including long periods of time waiting for a train on an outdoor platform

Use of Grosvenor Metro key to getting to job at NIH and Friendship Heights!

It will make Metro less convenient, but is better than closing stations.

Im on the Red Line, and while wed benefit from the extra train every 15 minutes, Im concerned the crowding would lead to service disruptions, as weve seen pre=pandemic.

This is fine because the stops are the same.

By 2022, I am expected to be back in the office and these times arent going to work for my schedule.

This isn't conducive to pre pandemic levels of traveling and being on time to places.

Prefer 12 minutes

Trains arriving at Grosvenor every 15 minutes would be extremely helpful.

By January we are all going to be going back to normal and that includes commuting to work.

I understand the need to reduce trains, but this could really impact commute times, with some people opting to not add the extra time.

It would make it much more difficult to travel across lines. Any delay would mean 30+ minutes of additional time waiting at the station.

Reducing the frequency of trains during rush hour would essentially kill the purpose of public transportation.

Reducing service is agreeable if it puts Metro on the path to financial solvency.

30 minute intervals are too long. I prefer 6-8 minute intervals.

If ridership volume approaches 2019 levels in 2022, every 15 minutes would not be accommodating in either a Soave or timely format and would deter people from using it.

Proposal to operate Metrorail service every 30 minutes

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|---|
| The proposed change will make commuting from a significant portion of the city more difficult, especially from the areas at the end of lines which already tend to be less affluent. |
| Not an acceptable lag for rush hour travel. |
| At rush hour, Im not sure this would work on Orange line corridor. If metro became unreliable, I would have to consider other options when we go back to the office later this year. |
| This is an absurd proposal. How can you expect ridership to return to normal if you cut service making it so inconvenient for people to want to use your service |
| Increasing the number of trains during rush hour is critical. Trains on the red line were already packed even with new trains coming every 3-5 minutes. This, of course, was pre-pandemic and assumes that eventually normal rush hour patterns will reemerge. |
| I would have 30 min headways at my nearest station. |
| Trains should come every 5-10 minutes |
| These schedule changes will destroy local businesses especially family owned restaurants that have been nearly decimated by the pandemic. People travel on the Metro to go to restaurants and other businesses that are outside their neighborhoods. This change doesnt serve the people. |
| A more normal rush hour will eventually return and the lack of frequency of train service will literally create platform overcrowding hazards. There is no rationale for a permanent change as described here. |
| When the trains run only every 15 min, they get extremely full at the Grosvenor-Strathmore stop. |
| Once offices are back open, there will not be enough space on trains during rush hour. Specifically the silver line out to tysons/mclean. |
| rush hour would be the biggest problem for me. Assuming that metro cars are full, 12-15 is too long to wait during rush hour |
| 15 minute headway's would lead to impossibly packed cars on the red line and make my commute impossible by train. |
| Too long of a wait between trays specially during rush hour |
| Assuming the world goes back to normal in 2022, not having rush hour service would cause a lot of crowding on platforms and trains making it hard to get to work in a timely manner |
| Needs to be more frequently for rush hour |
| There should be more trains during rush hour periods. |
| Arrival time is too far apart to be able to rely on trains to get to work in a timely manner. |
| Depends on the level of ridership. Fear that trains could be crowded if ridership levels return. |
| consider longer wait times on weekends |
| This appears to be extremely inefficient. |
| Rush hour would be a disaster |
| Trains arrived by every 30 minutes makes it very inefficient to transfer to another line.you could potentially spend an hour just waiting for trains. In DC, you could probably get where you want to go faster by walking. |
| I travel from Grosvenor to King Street for work and this would greatly increase my travel time. I might have to drive instead. |
| 30 minute intervals is TOO long of a time to wait. It affects arts, hospitality, gig, travel, and events sectors. This schedule only takes into account of 9-5 workers, and it's terrible. |
| By that time I expect that myself and many others in the area will be commuting to offices at least some of the week. This seems like a recipe for overcrowded trains and long commute times. |
| This would be a disaster for me because I rely on this metro station to take me to work. It is my only mode of transportation to downtown DC. |
| That seems like a long time between trains. |
| Work days need more frequent arrivals/departures to prevent overcrowding and provide flexibility for those commuting to/from work |
| Needs would change depending on Covid restricted activities changing. |
| WMATA should not reduce any service. |
| A 30 minute spacing does not allow for rush hour commute. |
| Too infrequent if need for transfers during commute, and If missed a train waiting for next one wouldnt be worth it, I would find alternate transportation |
| need more rush hour trains |
| I will be vaccinated and working in person again. |
| This will drive ridership down as trains would be over crowded at key commuting times and not feasible for anyone to reasonably wait 30 min if they are unable to board a crowded train. |
| People will find more reliable alternatives for commuting. |

Proposal to operate Metrorail service every 30 minutes

I believe this will make it so that metro is not a viable option for people to take to work. I think this might be okay during the pandemic while the passengers are more limited but once things go back to normal I do not see this as a feasible option.

I want to do whatever is possible to keep Grosvenor open

Train too crowded. No car.

With the pandemic winding down by that time, I think this is a wrongheaded approach and would discourage workers who will be starting to commute again.

Concern that the same number of people will be waiting or unsafely packed in, given the fewer number of trains available.

I need to take the Silver line from Clarendon to get to work. Would this mean the silver would only come every 24-30 minutes? This would make commuting much more difficult

It might make more sense to have more trains during commuting hours, even if that period of time is shortened.

Waiting for 30 mins for a train is way too long for a metropolitan area like DC. If the service needs to be cut down, something like 20 mins might be more favorable.

If the government goes back to in person work this will not be feasible

Expect that I and others will be using Metro to commute and not during the rest of the day. This makes no sense.

With my job planning on returning to the office, this may pose an issue in January of 2022, as previously during rush hour trains would arrive every 3 minutes. Based on this, it would be quicker to drive into DC versus riding metro.

15 minutes is too long for the red line.

Only being able to go to DC by rail every 30 minutes would hurt those with lower income the most and would hurt tourism. It would inevitably make rise shares cost prohibitive as well.

Post-pandemic, if that is the optimistic case by 2022, would hopefully see a return to higher ridership, but with the proposed service levels, would force people together and eliminate any chance for social distancing. Absent of the opportunity to keep the system somewhat less crowded, I would be hesitant to ride when I move to DC in September 2021.

I expect to be back at work full time in January 2022 and would expect/ pay more for trains more frequently

Every 30 minutes is not a reasonable amount of time to wait on the way to and from work and many of the lines have little overlap (like the blue and yellow lines). If I need to go to LEnfant Plaza from Pentagon City, it is unreasonable to expect me to take the blue line around the city and then switch at Gallery Place (at which point I may have to wait for another 30 minutes).

I live at white flint. If the trains arrive every 30 minutes, I would never use metro. I am fully vaccinated and would start using metro but I would not use it if I have to wait so long.

Weekdays need more service than weekend

Not enough service during rush hour. In fact, there should be more trains during these times to negate overcrowding. It is unlikely COVID will be completely gone by then

This proposal would result in increased levels of crowdedness on lines and would result in decreased desirability of using transit.

I am unsure of how often I will be commuting using Metro into DC. Prior to the pandemic I committed every morning and evening rush hour on metro. I have not used metro since March 2020. I am not sure what out long term work from home posture will be. If I am to commute at all, even once or twice a week, the proposal would be unsatisfactory.

This long of a wait between trains creates extreme crowding on trains that do arrive. As a customer who commuted using the blue line for a long time, the crowding on trains that were spaced even 20 minutes apart was intense and extremely unpleasant for my commute, cannot imagine this on other lines as well.

i would rather drive

Should be every 10 minutes, and expand span of red line to white flint due to increased development over there

During rush hours, it is essential to have frequent trains. Imagine the working parents who earn hourly wages. They may miss the train, and have to wait for 30 minutes before the next one; consequently, it may lead to loss of wages.

Run more trains

30 minutes is a long time to wait for a train served by only one line. 20 minutes would be the most one should have to wait.

The trains will be too packed to ride. You could end up waiting 45 min to get on a train.

30 minutes basically throws your entire day off in any case scenario to be either too late or too early.

Wouldn't this level of service reduction counter people's willingness to ride once things hopefully return to normal in 2022? We'd be able to ride again, but no one will want to purely due to the trains running too infrequently; it won't meet their needs.

Trains would need to run at the same time to ensure arriving to work on time.

This assumes Grosvenor is open.

Proposal to operate Metrorail service every 30 minutes

Large waits makes Metro a much less reliable source of transportation

In 2022 live will be back to normal and I will be back to using metro every day. This would change my 15 min commute to over an hour. And I only live 4 miles from my office. No thanks.

better than closing the proposed stations

Orange line trains would be far too crowded running only every 30 minutes. Likely ridership would be on an upward trajectory by next January....

Why cut service in 2022. Cut service now when ridership is low because of the pandemic

Please for rush hours have trains running every 6-8 minutes.

This station is my transportation for later evening travel. I don't drive at night

Too infrequent

If there are infrequent headways between trains, it becomes too difficult to plan my commute. Frequent trains are important for a hassle-free commute.

Such infrequent service is worthless.

Once the pandemic ends and offices open again, ridership will increase but probably not to levels pre-covid. I suggest increasing frequency of trains during rush hours.

30 minutes is too big of a gap during rush hour, especially if we need to continue any sort of social distancing into 2022 and beyond. The days of crammed cars are over - I would leave a station if the trains were too crowded.

How many hours are there in a day.? This would be a great time-waster.

This seems like it would make all the trains horribly crowded, and I would worry about being able to make it to work on time in the morning of I missed a train

need frequent trains at rush hour

Its pretty ridiculous - trains every 30 minutes at rush hour would lead to unsafe crowding, and would not meet commuters needs

30 minutes is no frequent enough and would make the metro useless

At rush hour, the cars will be packed, more than usual.

Idea is to mainly use public transit for work commute, so reduction during those times is inefficient.

thirty minutes between trains is a long time to wait. Especially if I take the bus to connect to the train.

Consider slightly shorter red line headways during rush hour with somewhat longer (20 minutes) headways in off hours. Do not charge peak fares if there is no peak service

Maintaining 30 minutes throughout the day its acceptable.

I dont ride Metro very often, but having trains arrive at longer intervals would be less convenient for me than the current intervals. I think it would also cause an unsafe degree of crowding during rush hour.

Please do not decrease service. I expect ridershare to increase by January 2022 and this would drastically increase commute times, particularly for those of us who have to transfer between lines.

This would be workday commuting impossible. I would stop riding metro entirely and pay for a parking space.

There would need to be clear notice through an app or website of real-time train arrivals and departures at all stations. This info would need to be accurate at all times.

I am retired and I use Metro to access several parts of DMV but not at regular times.

Hard to say at this point but if this is a plan that would allow for the optimum operation of the metro, we would make it work.

This will likely lengthen commute times, which seems like it would push people towards driving to work.

assuming no more WFH rush hour trains would be too crowded, platforms would be filled with people pushing to get on the next available train

As long as ridership levels are overly high, this will work fine. Problems would mainly occur if ridership levels return to normal yet service levels do not. Also, this is all assuming that trains are not stalled and failing during service.

Important to keep trains running as frequently as possible. Keeping a constant flow of trains during rush hours are particularly important for safety and efficiency.

This didnt say the opening/closing times and that could make a difference, especially for shift workers.

Please delay other lines instead! Thanks!

The trains do not run often enoughâ€”it is NOT ok to space out trains at Rosslyn as described.

I would prefer that trains arrive more frequently, but if arriving less frequently is the only way in which trains will come to the stations I need then I would choose some amount of service albeit infrequent over no service.

Proposal to operate Metrorail service every 30 minutes

Those living at the end of a line would be penalized with only one train option every 30 minutes, while those living closer in would have multiple options - every 12-15 minutes. We already have a long commute.

I and most people I know will be back to work at least several days a week, not to mention the essential workers who have had/will continue to need to go to work every day. No later service on the weekend could force people to get home in less safe or more expensive ways

Sounds good and workable

Depends on how crowded that makes trains. Waiting 15 min, ok. Waiting 45 min because first 2 trains were packed, no.

Too long between trains. People will come back. There will be overcrowding and other issues.

Part of the convenience of riding Metrorail is not having to time train arrivals/departures

Metrorail Service should seek to increase the frequencies, not to decrease already infrequent schedule.

Once covid restrictions are lifted, this is going to create incredible amounts of crowding on the Metro. This does not seem to encourage people to return to using the Metro.

Most people take the Metro for daily commute to work, so there will be more need during the rush hours and on weekdays

This would lead to unmanageable crowding during rush hours

Metro typically exceeds target intervals, so riders being told every 30 minutes until the train they need are likely waiting 40 minutes. Even if it were 20 minutes between trains, many riders would be stuck finding after a long wait that there is no physical space for their body on the train. The overloaded system would be completely unusable for people with disabilities and insufficiently reliable for shift workers.

Rush hour service

Better than the alternatives. People can plan ahead and allow more time. I remember when all we had was bus service.

As someone who often needs to take the blue line between Rosslyn and Pentagon/Crystal City this would make my wait times atrocious and likely make me very late.

30 minutes seems like a long time between train arrivals, especially on weekdays. Maybe they could be more frequent during the times people normally go to and from work.

rush hour needs to have closer arrival times as the Red line in particular is so crowded that having to wait an additional 15 minutes will not allow people to arrive on time. Users will have to plan half hour extra just to ensure they arrive on time. This is difficult for working parents and time frames of getting kids to school.

I would no longer be able to use the metro for commuting and would switch to driving.

Time between trains is too long, should vary by time of day.

Need more trains during rush hour for those commuting to work

A complete disaster. Shut it down instead.

I think 30 minutes is way too long between rides, and this would decrease ridership significantly.

That schedule is far too slow to enable me to commute downtown for work; I would have to drive.

I am on call at all times and need flexible transportation so that I can report as quickly as possible.

Quit cutting the train schedule and start eliminating all of the double and triple managers you have. Its ridiculous the amount of managers Metro has that dont do anything. I know it firsthand

This would pack trains at the outer stations and drive people away from trains and into roads.

This is really an impossible to answer because there isn't a way to know where we will be in regards to a recovery from the pandemic.

I would want to know the suggested arrival and departure times for different stops in order to make an informed decision.

This would serve the captive users (those with no other options), but would probably prevent any resurgence in discretionary use.

Trains do not come often enough for every 30 minutes. I would have an even more difficult time of getting somewhere on time with the metro only occurring every 30 minutes.

It would cause inconvenience but no worse.

This would drastically reduce my metro use, as many trips would take more than 90 minutes if a transfer is required between lines. I would bike or drive instead, and I imagine most people in the metro area wouldnt consider biking at all.

I would strongly prefer more frequent service during peak hours

Good idea, makes planning easier.

I commute on the red line using the Takoma Station and a 15 minute wait for a train is terrible for me.

Proposal to operate Metrorail service every 30 minutes

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|--|
| The success of this will depend greatly on the number of passengers. At rush hour I can see trains becoming too crowded to allow passengers to board on stations closer to downtown. |
| This would reduce ridership very significantly, especially during rush hour. |
| There is no way I would take Metro if I had to wait 30 minutes for a train and then have an extended wait to make a connection. |
| Every 30 minutes is fine as long as cleaning each car is priority and installing air filters- if you have not already |
| 12-15 minutes is too long of a wait time. My office is expecting to be back in the building by Jan 2022. |
| This would significantly increase travel times, putting a high burden on those who live far from their workplace |
| Waiting 15 minutes between trains would certainly discourage me from using Metrorail. |
| Every 30 minutes defeats the purpose of taking metro. I would just Uber instead. |
| Trains need to come with much smaller intervals during rush hour. They would be Jam packed otherwise. Not to mention all the missed meetings, etc. |
| This would absolutely kill the systems ability to serve rush hour needs, and would thus push thousands of DMV residents back to auto commuting. Terrible idea. |
| Only workable option... closing 22 stations, you might as well close the whole system |
| We need trains more often than 15 minutes. In rush hour. |
| A reduction in frequencies could lead to more crowded trains. Not good as we come down from the pandemic |
| Interval is too long, waiting for 30 mins for the train to arrive is way to long |
| I would prefer that trains arrive more often. |
| I anticipate returning to work from my office by 2022. I park near the Silver Spring station and ride downtown. At 15 minute intervals, I could not rely on metro to get me home from work in time to pick up my child age son from after school care. If implemented, this proposal would likely cause me to drive downtown, instead of taking metro. |
| 12 to 15 minute intervals do not work especially during rush hour. So much time is spent waiting and after a long day and having to rely solely on public transportation this is not appropriate. Now in 2021 things are beginning to open back up and now it begins major service cuts when the most people are returning to work and a sense of normalcy!? Metro must take into consideration their customers daily lives and what metro means to the. If its your only means of transportation. So far, metro has received over 1 billion dollars from the federal government. This absurd that you still even believe there is a reason to cut services drastically.Also, enforcement of COVID-19 precautions must happen. So many people without mask on your trains in closed spaces.In addition recently, Ive been kicked off a green line train 2x now over two weeks due to the train being out of service and then have to wait again for another train. This is ridiculous and unreliable.Get it together Metro. We are watching you closely! |
| Jan 22 is when commuting will be getting back to normal and this plan will completely inconvenience commuters. |
| Rush hour needs more trains. They are already so crowded during rush hour under normal circumstances. More trains will allow more riders and bring you more revenue. |
| I have major concerns with commuting home, when I have a narrow window to pick up my children in Virginia after leaving Foggy Bottom. Often, trains at Foggy Bottom/GWU are filled to the point where I cant board in the 5:00-5:30 window, and missing a train at 5:00 because it is too full will jeopardize my ability to pick up my kids. |
| It would be inconvenient, but it would be doable, given the dire funding circumstances. |
| I use the green abs yellow line to get to work so limiting those would be a HUGE disservice for me. |
| I plan to have to start commuting more regularly into the office, especially in 2022, on the orange-blue-silver line. I imagine a lot more people will also have to do the same. |
| Before the pandemic, I took the MARC to Union Station and the platform was almost overflowing some mornings when there were delays - even felt unsafe sometimes- you need trains coming every 5-10 minutes or so. |
| This proposal is unacceptable. I travel on metro and cannot telework. I also transfer lines. Metro needs to remember that some people have to go to work and many offices are planning to return in person soon. |
| This sounds like a nightmare for commuters, including myself, with irregular hours. |
| as long as rush hour is the same that change will be fine |
| Trains arriving every 30 min during the week would make efficient/timely commuting via metro almost impossible. |
| Rush hour times will be too crowded with service reduced to 30 mins |
| This plan would really hurt those who are providing essential services in DC. Ridership is down but those who ride HAVE to get there and this option dramatically makes our home lives worse by increasing commute times as you wait an extended period for a metro. I'm unable to plan when I get to leave the office, due to government client demands, and would be waiting longer periods in the commute. Please do not change the schedule to this. |

Proposal to operate Metrorail service every 30 minutes

When people want to return to using Metro to commute to work and get into and around DC, this would make it extremely difficult.

I understand the need to cut costs and it makes total sense to limit trains to every 30 minutes. As a rider I would not be pleased to lost an hour of my day waiting for a train if I got there just in time to miss one. UNLESS Metro ran on the hou4 and half-hour so I knew that if I got there at 7:25 there would be a train at 7:30.

Those times are too infrequent to make my long commute reasonable by metro (eastern market to wiehle/reston)

This will mean impossibly packed trains at rush hour. It will only drive people away. A death spiral proposal.

I dont know if I would continue riding Metro if this lasted for longer than a couple of months.

This plan is ridiculous. Commute times will increase to the point where people won't take Metro Trains. This will make rush hour trains too crowded. I would pretty much stop using Metro Trains and just drive.

Have rush hour service 0600-0800 and 1500-1700

Since some people might still work from home, having no difference between rush hour and non-rush hour probably wouldn't make any difference.

Depends on whether I got back to the office or not. If so, then its not ideal, but do-able given I live/work on the red line.

12-15 mins between each train seems really long for DC metropolitan area as so many people rely on trains. Plus, longer intervals between trains means trains could be very crowded.

I take Metro to work (not currently), but I think it would be a good idea to have trains run more during morning and evening rush hour (assuming people are back to work).

Rush hour is a must especially if people start going back into the office downtown. That would be way to many people on a single train to be safe. And would most likely cause ridership to fall to lower levels

I have only ridden metro a few times since March, with those times this winter when the roads were icy. Metro needs to curt service to face money and one day it will go back to normal ridership, or maybe not, but you have to consider the bottom line.

Trains were already packed during rush hour, with less trains running, situation may be significantly worse.

There needs to be more frequency during rush hour. In Jan 2022 I plan to be again using metro for commute.

The schedule, pre pandemic, worked perfectly and will continue to as things return back to normal.

I need to get to work in Hyattsville and to do that I use Metro. I do not have a car and have no other way to get to work. I cannot wait that long between trains for health reasons.

As long as trains are not overcrowded, I can live with this.

I answered yes but this assumes service continues from Huntington.

Pre- Covid the schedule was every 3-4 minutes.

This would be highly inconvenient during weekday rush hour.

More trains will be needed during higher traffic hours

I would support fewer trains and longer waits at stations, but I oppose any cutback in the hours stations are open. People need to get to and from jobs. That is the main purpose of Metro right now. People who just want to have fun in DC can find alternative means for getting to and from, but not so the working poor.

Maybe there could be more frequent service during typical commute times.

I would no longer take metro if trains are 30 mins apart

Having so few trains during rush hour especially at busy stations will result in dangerous overcrowding at platforms and unbearable overcrowding on trains. Not acceptable.

Proposal will not meet customer demand for frequent trains during rush hour. Anticipate overcrowded trains and stations, alienation of customer base, and double commute times.

Headways are too long to ensure reliability of service. I would rather drive a car if thats the case, especially if I have an appointment.

I work in events and often use metro to ride home from work late in the evenings - during the week and on the weekends.

Train intervals should be no more than 10 min during "rush hours" Morning hours and early evening between 4 and 7 pm are crucial for my family

By Jan "22, I expect that many offices, especially federal government, will be back in person. Having reduced service like this would not only make the commute miserable having to wait a half hour if you miss a train, but it would also cause health concerns with likely much more crowded cars.

This will cause severe delays during rush hour, train packing, platform packing, which could impact rider safety - especially coming out of a pandemic.

Unlike station closings, this proposal would be easy to implement and easy to reverse. It sounds like a good way to reduce costs while preserving the system, as ridership recovers after the pandemic.

Ridiculous idea.

Proposal to operate Metrorail service every 30 minutes

I thought notice said Metro at Grosvenor would close!! This is not closed. That would be not be a good idea to close

If the goal is to increase revenue and ridership, when pre-pandemic trains running more frequently were stuffed to the gills and I often had to wait 2-3 trains to get home, or to the office, cutting down to every 30 minutes would drive me to other transportation options. Metro would not be viable.

It is disappointing that Metro has been mis-managed over the years and that we cannot be like other cities that have reliable, constant and cheaper service. That disappointment notwithstanding, the above proposal could work until Metro gets back on its feet.

Im not a critical employee that needs to travel to work daily so while I imagine this adjusted schedule would become arduous for a good percentage of people living further from their places of work, I am not in a position to know for sure.

For the Arlington stations, there are major offices on the orange line, so it will be helpful to have 15 mins frequency not 30 min frequency in the peak times.

Trains not coming faster during rush hour will cause significant delay to getting home and getting to work. It will back up so many commuters schedules

Prefer more trains during rush hour to ensure on time arrival to work. Riders who have to transfer trains could potentially experience significantly longer commutes.

I would end up waiting for a train longer than I am on the train. That doesnt make any sense.

Will the trains actually arrive on a regular schedule? If so, then this plan could work. If things continue as they have in the past, this will not work because 12-15 minutes easily becomes 30 minutes due to completely unreliable service standards.

Please run the full length of the red line, not the turn back.

Slightly more frequently but not by much would be nice. I.e. every 11-14 minutes on blue/orange/silver and every 14 minutes on Red

I generally use the Silver Line.

Major problem with overcrowded trains due to reduced schedule if COVID is not under more control by then.

Need more frequent train access from Rockville

Reducing service hours is better than eliminating service in some locations.

That is too long of a wait for a major metropolitan city.

Needs are different week days vs weekends & the schedule should reflect that.

I would suggest that if ridership recovers that additional service would be considered

It would cause me to not be able to use metro to get to work on time, because one train every 30 mins is NOT going to cut it during ush hour.

The red line 15 min exception makes sense but by that time more employees will be using metro rail again. This will lead to more condensed people on tightly packed trains.

Trains arriving every 30 minutes during the week will take a big toll on the commuting time specially if we dont know exactly when we will arrive at the metro as it all depends on the traffic to get to a metro station. This means having to add at least 1hr every day to my commuting schedule so we could have the chance to arrive on time. During rush hour, I dont think the times should change. The rest of the day its fine if its every 30 minutes.

I think keeping operating times the same during the week and weekend is ok. I would be concerned with the same amount of trains during peak and off-peak hours. That could be an awful experience with crowded trains and long wait times, which could further discourage people from riding the metro.

I live one station past silver spring and would consider termination of my metro use if this were to be changed to reduce so drastically bc of one station distance

I live on the Orange Line and would test it out. In general, either we have a Metro system or we dont. Our entire DMV area has developed counting on Metro. If you take it away, people wont be able to get to work, dr. appts, etc., and well have a lot more cars on the road. This is a nonstarter for many of us, a significant portion of whom dont own cars. Nope. This is the death knell to the economy in the entire DC region. My husband and I are retiring and will move if theres no convenient Metro service to get around the DC area. We will not recommend this area as a place for college graduates, many of whom dont want the expense and hassle of a car.

Given the current vaccine rollout, I anticipate that business travel will return to much higher levels by January 2022. If that happens, the proposal above would create nightmare scenarios around rush hours.

Rush hour would be awful. No room at all, which makes little sense health-wise post - pandemic.

I expect demand to significantly bounce back by January 2022. I use EFC in the morning and I dont think arrival times every 12-15 minutes would be sufficient for the morning rush. I use Farragut West in the evenings and I similarly think that arrivals every 12-15 minutes would be insufficient for the evening rush.

I use the metro for work during the weekday, but I also try to use it on weekends and non-rush hour times as well because parking in DC can be difficult.

Green and yellow are my main way of transportation

I wonder if the measures proposed are temporary or permanent. I worry about the time it would take me to commute to my job. I live in Virginia and work in DC.

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|--|
| Proposal to operate Metrorail service every 30 minutes |
| Trains need to come more frequently especially at rush hour |
| Having trains arrive every 30 minutes will almost double my daily commute time. |
| If the reduced number of trains result in very crowded trains, I may chose to not ride the train |
| For environmental reasons and to reduce traffic congestions, WMATA should make Metro train riding more user-friendly. The best way to do this is to run trains more frequently. The frequency of train arrivals should thus be *increased*, not decreased. European cities encourage their residents to use their mass transit by running more trains. Trains in London, Paris, Berlin, Munich, Rome, Brussels, and Madrid arrive every few minutes. WMATA should do the same for residents of the Washington DC area. |
| Too much time elapses between trains |
| This plan looks very good. People would still have the service hours they need, and the stations they need, but would just have to wait longer between trains. That is very doable. |
| These are unacceptably long headways for a major transit system. |
| This would be fine during non peak hrs but during rush hr/ commute times this would be an issue |
| 15 minutes is a very long time to wait when commuting. May result in people being unsafe to make a train pulling into/out of a station |
| There needs to be more frequent service during rush hour. If not, then stop charging rush hour prices. |
| I would likely drive rather than use metro if waits between trains were so long, which would make getting to work at a set time unpredictable given likely overcrowding on trains and extensive wait times if I happened to just miss the previous train. |
| Trains need to be more frequent during the week and during rush hour. |
| A train every 30 minutes is not nearly often enough. WMATA should be funded to offer at least the same frequency of service as prepandemic levels. |
| That is too much time between trains, trying to get to work and appointments. |
| Don't cancel bus and train routes. We need to help the DMV area cut back on using Lyft and UBER. Somebody from work has a bus route that's canceled every weekend. She's forced to use Lyft to work on weekends,. When nightlife is back to normal, the Metro deserves to be available for club goers. |
| Both my wife and I regularly commute on the orange line from East Falls Church to Clarendon and McPherson Sq. decreasing the number of trains during rush hour would have serious and negative consequences for us and the thousands of other metro riders who make this commute twice a day. |
| 30 minutes between trains is unacceptable. 15 minutes should be the maximum wait time. |
| The red line needs to run more frequently if offices are back to in person. |
| If we are still in a pandemic, the plan could make sense. If we return to working in offices the plan may be inadequate service |
| In pre-pandemic times, there were already not enough trains (or cars per train) during rush hour. It doesnt seem likely that demand will be lower than before once regular daily commuting returns for most folks. |
| I think more delay is ok but 30 minutes feels like too much |
| It works for me because I am not working outside my home but for those that rely on Metro to get to work it might mean the difference between on time and very late. It would also clog the roads because people would drove instead of metroing to get to work on time. Bad idea and would probably mean the end of our metro. |
| Given existing delays, I am hesitant that a schedule for trains arrivnig every 15 min would actually be much longer |
| The crowding on the Orange line (assuming a return to normal passenger traffic) would mean that multiple trains would likely come and go before I would be able to board a train. The crux of the matter is what the passenger load will be in the future. If light, then this is OK. If not, then this doesnt work. |
| Metro is not reliable enough for this large of a gap. One train malfunction, which is COMMON, would make me late by an unacceptable amount. |
| This seems to me to be the best way to reduce costs if necessary as opposed to closing stations, which are hugely important. |
| If the 15 minute interval extended to Rockville metro that would work better for me and anyone needing to attend the court house. |
| Metro has shown an inability to stick to scheduled times, this just isn't realistic. Furthermore, commuters need more frequent trains to account for unexpected changes to their schedules. |
| I am a work commuter and so weekend travel times are not important. Consistency of the schedule is more important than the frequency of the trains. |
| My office will be returning to work by then. |
| I will be commuting again to work and need metro to come more frequently. Later hours on the weekend will also be important again in 2022 |
| If this will keep the metro stations open, especially yellowline from Huntington to Mount Vernon or Greenbelt, then I am in favor of it. |

Proposal to operate Metrorail service every 30 minutes

There needs to be more trains, with shorter waiting times - closer to five minutes between trains. You all should contact the New York metro system and coordinate with them to help make this possible

Every 30 minutes is a very big time slot. In my case, I could walk in 30 minutes to another metro station instead of taking the metro. 30 minutes sounds more like a train service between different cities not between local metro stations. I would really appreciate it if the metro would run more often than every 30 minutes.

Every 30 is not teneable Too far apart

I will no longer use Metro if this happens.

It will be difficult to get to work with 30 min intervals

This makes sense as ridership needs to be reevaluated in the post-COVID era

Wait will be far too long during commuting times

I will need to have greater frequency of service.

This proposal will result in overcrowding and people at certain stations wont ever be able to board during rush hour.

After Covid ends, consider restoring service to current levels. This is a temporary situation.

Creates a significant burden for transferring

Service at Grosvenor-Strathmore has been continual declining since they stopped doing every other train originated there. White Flint and Medical Center ARE NOT reasonable walking distance to the Metro. They are THOUSANDS of residents within walking distance not to mention the new residential developments planned. You close Grosvenor-Strathmore you will kill house values. WMATA needs to do more than continually cut service. Why not close Dupont Circle or Farragut North which are walking distance? Start there will you...

During rush hour arrivals between Grosvenor and Silver Spring should be more frequent, or people like me will opt to drive.

Not sure if the timing is worded correctly but if a person needs a specific line, a 30 minute wait would make the service moot. No one can wait that long on a weekday. No one would use the metro.

Assuming even half of people go back to the office full-time this would get ugly very quickly during rush hour.

While I can plan for this for my work schedule, it is dangerous for any time I have other places to go or work overtime. Not safe to be standing there so long.

With the hope and desire to return to normal commuting (via) metro in the end of 2021/beginning of 2022, more frequent running times for trains makes a commute much easier. Also, if we have fewer trains running, we have more people per car, which I would argue is the last thing we want trying to come out of a pandemic.

Strathmore is a featured stop on the metrorail and losing it would be difficult for musicians, workers and audience members!

Makes sense - less fluctuation . standardized.

Increased frequency during rush hour preferable.

Until pandemic is done Its better to reduce the frequency of trains

Rush hour deserves higher frequency.

Viewing as visitor not commuter. Would be difficult on commuters. Am EFC metro user

We value the rush-hour service to get to and from work, and our Clarendon community businesses benefit from weekend extended-hours service. Our metro station in Clarendon is used heavily by restaurant- and bar-going riders. Thank you.

This plan still works for commuters like me, albeit with a longer wait time coming from Glenmont

I like that service will be the same all days of the week, but service every 30 minutes is way too infrequent. I enjoy being able to use the metro, knowing that I dont have to plan out the minutes of my trip to align with a train coming since trains come frequently. If I had to plan it out, I dont know if I would use metro as much. I like metro and want to use it but I cant spend 30 min waiting.

A higher frequency in rush hour and a lower frequency in non-rush hour would be preferred

Washington, DC is a major American city, and as a result demands at most five minutes between trains at all times.

Given that we should be back in the office as normal by January 2022, with more a more regular rush hour ridership (i.e. extremely crowded), this would not at all work for expected travel needs.

I would much rather pay higher fares than having fewer train options. Better still, the U.S. Congress should increase funding for Metro to maintain the volme and extend of current services, to better integrate DC-area economy across State and district lines.

Proposal to operate Metrorail service every 30 minutes

Train arrival every thirty minutes during rush hour will create an enormous burden on metrorail users, especially in light of closing multiple stations.

Close silver line stations instead of these changes.

Not sure what this means but every 30 mins during rush hour doesnt make sense.

This would be extremely harmful to people of lower socioeconomic status and lead to overcrowding.

Especially on weekends or holidays trains run so sparingly the wait between would be far too long, and with only one line running, that can be an extra half hour for me to get on the right line to get home

Trains will get dangerously packed during rush hour times if there are not more trains running.

This proposal would be accepted if the other proposal is to close the station. I've lived within Grosvenor park for nearly a decade and use the train to access the city for work. Thankfully my station, New York ave is on the red line as well. I think it's important for most residents that live within walking distance to the station to continue to have access to the station. There are many apts and condos that were built ride on top of the station to gain access to the service. Unless there is going to be bus service provided to other stations close by, I think it would be a real disappointment to see this station closed.

Anticipate being back into office for work Jan 2022

It is very inconvenient for commutes and leisure travel for only 30 minute intervals. If you happen to miss a train youre going to be very late to any appointments you had. It also makes it so you potentially have to be 30 minutes early depending on your schedule.

You cant cut service more and expect people to feel safe going back to metro when trains will be overcrowded.

More trains likely needed at rush hour once offices open.

Would not wait 30 mins. Would drive car instead

I take the Green line almost exclusively, and I would prefer trains to arrive more frequently than every 30 minutes.

I could see no difference in arrival times creating some very crowded cars during rush hour periods. The cars were already busy enough - it would be a madhouse with trains only coming every 15-20 mins. I think that maybe a developed queue system could relieve some of the stress associated with crowded trains. If there were a system in place that ensured riders were evenly distributed on trains and that each train was at a reasonable capacity, it may help.

With the 3Y gone, I would rely on taking ART 55 to Rosslyn to get to work. 12-15 minutes is too far apart during the weekday rush hour.

It works for me personally, but seems like a horrible idea. There will be more demand by January 2022 for rush hour.

Given the state of COVID, people need more room to spread out. This would pack them in like sardines. The state of immunizations is going too slow and we need the Metro space.

this would work if this cut to service didn't apply to peak hours

Rush hour outside of the pandemic is already very crowded with regular rush hour train service. If trains are only arriving every 15 minutes, there wont be enough room for people to fit on the trains.

Red line is an important line servicing the suburbs

I will rely on the Grosvenor metro to get to work each day

This is doable will drastically increase commuting times, making people very grumpy and unhappy. (More so than usual). Also this is laughable in comparison to what better developed countries have. Ten minutes should be the standard. With 30 min only at super super late times.

As a regular commuter from Arlington to DC I would be hinder by the greater spacing of trains. This would not only impact regular commuters, it would also force certain groups to use cars or other means of transportation. This is against the goals of our current plans set by both Arlington, DC and Maryland counties.

I am an infrequent rider, so it would be fine.

This plan does not allow for the tight window between federal tours of duty, and those using Metro to catch commuter rail trains, e.g. VRE and MARC. Those trains already have very limited schedules. Missing a train when the next would not arrive for 15 minutes, would mean missing a commuter train, ad potentially disrupting a commute by 45 minutes or more. This is incompatible with those who live in the suburbs and need to pick children up from daycares, which already barely accommodate a full days work in the city plus commute.

Now that I am retired, I generally use Metrorail only for social and sports events

This will only work if the train doesn't depart earlier than the schedule. Knowing when to expect the train to arrive is helpful.

I expect to be commuting into the city by January 2022. For that to be viable train seem to be running every 5 to 7 minutes. Grains only ran every 30 minutes public transportation would no longer be a viable option.

Proposal to operate Metrorail service every 30 minutes

15 minute arrival times are too far spaced out and would ruin a commute if you missed the train or it was too full to enter.

Many people still commute to work via public transportation. With reduced services during rush hours, trains would become even more crowded with potentially no social distancing.

Anticipating a return to work, trains arriving every 15 minutes on the red line would be terribly inconvenient. Likely need more frequency with less crowding.

Timing too infrequent

Please keep the Grosvenor/Strathmore station open. It is critical to our work commute. There are many walkable communities directly next to the station, more than in other locations and residents rely on this method of commuting.

15-30 minutes is not frequent enough

This is ridiculous. Weekends are already hell for trying to use metro, I can't imagine what it would be like after Nats or Caps games if the schedules were like this.

I take the red line and green line to work from Grosvenor. If I make my connection it will be fine but if I just miss it it will be a huge inconvenience to wait an additional 30 min for the next green line train.

Trains will be packed and I won't be able to ride metro to work if it's such few trains

Too few trains

This is too infrequency.

Just missing a train and having to wait a half hour for next one is way too much waiting time. Consider folks are trying to make bus connections, meet rides, arrive on time for an event or having to use a bathroom.

I am concerned about persistent crowding during rush hours.

I expect we will be close to normal in person by then, even if more distanced and with masks. So reducing frequency then is going to cause congestion

It would be horribly crowded at rush hour after the Pandemic when people start using Metro again (we will!!)

Grosvenor-Strathmore is one of the stations slated for closure if additional funding does not arrive, so how would this work?

This is a disincentive to use the yellow line to commute to work

More trains are needed during rush hour. I would cut back on any other time of day as much as needed before cutting back rush hour.

Waits are much too long and worse if you transfer

This would take Metro off the table as a commuting option for me most days. I would drive and pay for parking. Given that's a monthly fee, I would likely stop riding altogether.

At rush hour more trains are needed to deal with crowding and to get people to work on time.

That's ridiculous for people who need to get to work

To commute to work I can only use the Blue line and 30min between trains would greatly hinder commute times.

Cutting back service is going to ruin the metro. If you want people to use it, it needs to be easy to use.

This plan would be very difficult, if not impossible to manage for those of us who commute using Metro. Managing a train schedule with such wide gaps would be difficult enough, but I suspect - as the pandemic eases and more people return to work - crowding would become a major issue, making it impossible to safely commute via Metro in a reasonable time frame.

That will put tremendous burden on the trains. Right now the red line is already full when it reaches Grosvenor-Strathmore every morning at times need to wait to the next train. I am really not clear how reducing the trains will help the issue

What's the cost difference to run trains faster during rush hour and longer during off hours?

Less trains equals more people per train. Even with vaccinations distancing will still be important.

I take the red line for work and need more trains to maintain social distancing.

Having trains arrive at such lengthy intervals would make it hard to rely on this for commuting to/from work each day. It would be fine on weekends and holidays

I cannot imagine this would be a good idea. Trains were packed during rush hours even when they were operating at full capacity.

People cannot get to work on 30min trains

I am not a daily metro user.

Metro cars are already full during rush hour (pre covid and most likely will be post covid), if less trains arrive there will not be enough room to carry all persons.

30 minutes would be a very long time to wait and I am using the stations that only have one line.

I live 20 miles from my destination. I already have a 1-1/2 hour commute one way with a transfer. This change could add 30 to 45 minutes more to my commute, and I'd be riding with tourists in peak months since there's no peak hours anymore.

Proposal to operate Metrorail service every 30 minutes

It would be inconvenient, and it would make my commute longer (I would need to leave earlier if the trains only come every half hour), but I could work around it

Dont know how METRO thinks ridership will return by threatening to cut service. Ridership was down before the pandemic. Cutting service will ensure I use my car forever

Too infrequent peak service

By January 2022, I fully expect to be commuting into the office every single day using the Metrorail service and this proposed plan would significantly lengthen my commute time. This is not a good plan.

Not enough trains. Will take too long to get to work

This would make commuting awful if we're working in offices again.

I would suggest increasing frequency during rush hour or during high volume events. crowded platforms are very dangerous to personal safety from crime violence and health emergencies.

Blue Line trains were already running less frequently and were thus more crowded. Assuming a rebound in ridership, this will make travel on that line virtually impossible.

This makes it very hard for people like myself who live in the Virginia suburbs and depend on Metrorail to travel to work. Especially since the two places I work (Pentagon and Downtown) have limited to no access by car or bus from me.

If mask mandates are enforced so people on the more crowded cars actually wear their masks consistently and properly, this would work. However, while most other riders do wear masks, it is still fairly common to see people without masks or wearing them improperly. With current service levels and number of people on the train, these people are fairly avoidable, but with less service and therefore more crowded trains this would be harder to avoid and more important (as a rider comes in contact with more people and the risk increases).

Im expecting things will be back to normal by January 2022 This would impact greatly. Often at rush hour I cant get in the first train because there are too many people. I have to wait for the next train to come and that is usually just a few minutes later.

Trains need to be no more than 10 mins apart

Trains arriving only every 30 mins would lead to more crowded trains. That isn't what we want as we recover from COVID.

Rush hour traffic needs to same the same as is now. Metro DC is not a back water. Employees need to get to work. Change the schedule as proposed and be prepared for increased auto traffic into metro DC and increased pollution.

Rush hour service is critical. 12-15 minutes between trains is unacceptable. This is the only major world city I have lived in in which I have to wait more than five minutes during rush hour.

Trains would be completely packed because there would be so few of them. During rush hour trains were already packed pre-pandemic. Even if there are fewer riders because more people continue remote working even after it is safe to return, this proposal would lead to super packed trains. Social distancing wouldn't ever exist again.

Reducing train frequency is inconvenient, but could be planned around. This is a better option than closing stations.

Morning and evening time a better frequency of trains will help.

This would increase my travel time to work, and would likely keep me from using metro for my commute.

It's going to be crowded by the time the train gets to silver spring. Wheaton is my station and waiting 30 mins is tough

Every 30 minutes, even during rush hour will cause HUGE congestion on station platforms and in the metro trains. It is likely that most people will be back to their offices by 2022, and I cant see that this proposal will work for commuters.

Keep Clarendon, Virginia Square, and 38B line open.

No less service than every 15 minutes, and commitment by metro to monitor use / ridership and increase frequency as needed to keep crowds low.

I only ride weekends, so this is an improvement.

It is imperative that post pandemic rush hour trains arrive more frequently. Otherwise, fewer people will rely it on it for commuting. In addition, pre pandemic, rush hour trains were already packed.

Having to wait 30 min between trains to commute to work would mean often being late for work if the train is missed by mere minutes.

30 minutes is such a large gap that Id only be able to take Metro when timing doesnt matter. For work, Id have to find other means.

Concerned about waiting 15 minutes for a train during afternoon rush hour only to have it arrive and not be able to get on.

This would eliminate rush hour trains which would be very detrimental.

Proposal to operate Metrorail service every 30 minutes

I would probably be able to have access to more frequently arriving trains but my concern would be how packed the trains would be due to less frequent service. Even if a train arrives in a decent amount of time, I might have to wait for the second or third train to be able to board, so the wait times would actually be even longer.

This plan is bad and unrealistic. I will likely be commuting from my home in Capitol Hill to my office downtown and it would be very difficult for me to use Metro with Orange/Blue/Silver with service that is this infrequent. Rush service should be more often. Pre-pandemic, well over 90% of my Metro usage was commuting during regular commuting hours. Post-pandemic, I will do the same. Service should be more frequent during those times and days of the week.

30 minutes between trains is too long. What about rush hours?

Although I haven't been able to take the metro to my office for a while now, I feel like a 15min wait per train could cause some large crowds. It was already crowded enough with trains coming every 5-7 or so

Agree with everything but sat/Sunday proposal.

This is not frequent enough as I plan to commute to work by Metrorail in January 2022.

I live behind the Grosvenor station I moved purposefully because of the public transportation being easily accessible to my house. I'm disabled and this would cause all sorts of problem for me when I rely on this station for my needs

Infrequent train service would be problematic and would probably make me switch to driving to work. In preCovid times I didn't use MetroRail on the week-end, using driving or UBER due to infrequent trains. During Rush Hour, this would be also impossible due to overcrowded trains.

This would work if metro would provide a schedule and stick to it so you could know precisely what time to arrive at the station and not have to wait too long.

Commute in early Am and add 30-60 minutes of time to commute not including delays does not work.

This makes sense. However, I worry about over crowding in rail cars and stations at a time when people should still be cautious about social distancing

I assume I'll be back in the office by then and this will make my commute horrendous. If I miss the train, a 30 min wait is unacceptable. Even a 15 min wait could be the difference between getting to work early/on time and being late.

Trains already run late on a daily basis when there isn't a pandemic. Long wait times will cause people to miss their connection, either with the bus or VRE.

I need the bus to run every 10 min or so weekdays so I can get to work on time given school and work schedules.

During busy commute hours, the stations would be far too packed!

More ridership will be needed in Jan 2022. Consider rush hour amounts. People will be going back to work and all stations needed

Metrorail has a strong role to play in getting tens of thousands of people to work - and to return to working in the cities it serves. A proposal whereby trains run every 30 minutes without rush hour distinction may have a crippling effect by encouraging employers in downtown areas to no longer have employees return to work, thereby reducing building occupancy, and over time, property values.

For transferring from one line to another it seems like this will take A LOT longer. Even with proper planning, Metro is constantly having delays and issues.

I am on the Orange line and a 12-15 minute arrival may be fine. I say yes, but would prefer not to shift the schedule, particularly if we have reached a sufficient level of vaccination that we are returning to work. My office is considering a return to work by mid-September and I plan to resume taking metro.

Every 15 minutes works if the trains are sufficiently long. People will not want to wait 30 minutes (i.e., for the next train) if a train is too full to board.

This would still help during rush hour

Reduction in service would make travel untenable for. It's ridiculous.

My concern is that by decreasing the frequency during peak/rush hour, it will become more difficult to maintain social distancing.

The amount of over crowding that this would cause would be a nightmare. This is not a service that is worthy of commuters time and money.

Too infrequent for rush hour use.

Reduced service would make commuting via metro less viable.

I expect to be commuting downtown on an almost daily basis. 15 minute intervals will leave the trains hopelessly overcrowded.

When work schedules return to normal post Covid, ridership will increase leaving commuters waiting for long periods with overcrowding.

It seems fine if arrival times are going to be the same in rush hour and non-rush hour

This doesn't work for my commute on the Silver Line and would result in more crowded trains during rush hour.

I am east falls. Because trains come every 12-15 this would work. If trains came every 30, no it would not work.

There does not seem to be a point of running a metro service if it only comes every 30 minutes.

Proposal to operate Metrorail service every 30 minutes

This would be a nightmare. First, it would be less convenient -- I would have to plan my morning and evening commute around catching the train, instead of just showing up at the station at any time. That was always a big advantage of Metro over regional rail. But my biggest concern is that the trains would be packed by the time the train got stops at one or two stations. Anyone who doesn't board at the end of the line would have to wait for multiple trains to go by to be able to board.

I use Ballston. I don't know if that counts as a one line station or two lines...but waits of 15 mins or more will mean a delayed commute and, given the already large number of people at Ballston and the proposed cuts to other neighboring stations, trains will be PACKED. I usually have the option to work from home so I might just continue to do that.

Since Virginia Square has Orange & Silver, assume frequency would be every 12-15 minutes. That would be fine.

What happens if the train arrives full (which would be more likely due to the reduced service?) I couldn't wait another 30 minutes for a train to get to work.

30 minutes is too long of a wait time.

I travel from White Flint to Dupont Circle. I expect that sometime this fall I will be returning to work in the city. The schedule proposed by Metro is unacceptable and would force me to drive. That would increase commuter traffic and substantially raise my travel costs and time.

It was nearly impossible to get on an orange line train at Roslyn pre-pandemic with the more frequent trains. If they were less frequent it would likely be impossible.

I'm not sure if it will work given ridership and capacity limits if trains only run every 30 minutes. Pre-pandemic I used Ballston (Orange and Silver) and during rush hour, trains were still crowded. Fewer trains could lead to even fewer space.

30 minutes is much too long a wait. I'd Uber instead of taking Metro.

I already find the trains too infrequent. The metro is very crowded with current service times during rush hour -- sometimes standing room only. Decreasing the frequency will make it so that there are too many people to fit on the trains and many will have to wait extra half hours for the next train and delay their schedules further. Plus, they may turn to other means of transportation, only causing Metro to lose more revenue.

It is difficult to determine at this point if we will be able to return to work since the virus behavior is unpredictable. However, if herd immunity is achieved and we are not facing the same strict rules in January 2022 I will be going back to work M-F every week. Not having trains running as frequently or potentially losing my station will present significant commute issues for myself and others in my community.

Stop privileging the Red Line. Or just rename the Metro "Transit for Rich Folk."

Train service at this level would be unacceptably slow and overcrowded during rush hour commutes

This proposal would allow me to commute to work in DC daily, and be able to travel on both orange and silver line with family on the weekend.

If trains were not too full to board. If the long lead times meant a train was too full to board then no it would not work.

I live on the Orange/Silver line so am assuming 12-15 min interval.

A lot depends on ridership level.

For those of us who have to take the bus to the metro, and can't determine exactly when we arrive, this is a waste of time, having to wait up to 30 minutes for one train.

Do not remove Grosvenor Strathmore

This would severely impact my ability to commute to work if trains are arriving less frequently. The frequency with which trains arrive during rush hour allows for more people to get on trains and prevent overcrowding that is surely a health risk.

I think having more frequent service during the weekday rush /commute times makes more sense than this plan.

I am concerned that this disproportionately advantages Maryland's wealthy suburbs in the Silver Spring area.

This is a dramatic reduction in service compared to what the Metro has provided previously. While it is clear that the pandemic has produced a huge loss of revenue, it seems that if service is cut to these levels, it will permanently reduce ridership (by adding 30 minutes or more to many commutes), which will guarantee that the Metro's revenue never recovers.

If not boarding at the outside of the system, trains are going to be at capacity & you'll have to wait 30 minutes for another one.

More frequent service is needed.

Yes it would work but very inconvenient

Once Covid is controlled I will go back to using metro regularly and need more frequent service during rush hour

30 minute headways are far too infrequent to make Metrorail a viable form of transit.

What would the plan be when things from the pandemic return to normal? Would service resume?

Yes it would work if WMATA could stick to that time. But realistically there's going to be 5 min delays or more which would be difficult to make it on time to work

You simply cannot peremptorily reduce rush hour service once people return to work until you have evidence that post-pandemic metro rush hour usage has actually declined.

Proposal to operate Metrorail service every 30 minutes

Need more often

During rush hour this would cause massive lines. By 2022 you will see a majority of people return to their offices. The decrease in numbers in DC will not be what you expect in other cities due to the nature of DC work.

When the pandemic is over I plan on returning to the Metro for my daily commute, with 10 rides per week. This proposal would inconvenience that plan, which is the main reason I chose to move to this location for work a few years ago.

Its very inconvenient to have such sporadic service for transport to downtown DC, airport, etc.

No. You will need to maintain a rush hour schedule. If the train is full you will need to wait another 15-30 minutes and show up late for work.

During regular (non-COVID) times, red line trains are so packed even as far out as Brookland/CUA and even when spaced out every 4 minutes that it can take waiting for multiple trains before you can even fit in one. Trains every 15 minutes would introduce too much uncertainty in the time it takes to commute to work, because missing one would mean waiting another 15-30 minutes (or more) until you can get on a train.

That is way too much time in between. If a train is missed it means not only will I be late I'll be incredibly late. Might as well use an alternative service.

Pandemic should be closer to reopening federal government offices - ridership should increase by next year

If ridership increases as the pandemic eases, this will make metro very crowded, to the point of being unable to get on a train.

I depend on the metro to take me to and from work. I would have to leave home earlier and arrive at home later if I have to wait longer for my train to arrive at the station. Also during Rush Hour the platforms will be more crowded than normal and could be unsafe for the people who are waiting for their train.

Trains need to run more frequently, every 8-12 minutes

If I have to go back into the office, this could significantly affect my commute.

I work and live in DC and i rely on Metro Rail service for transportation. During the week i travel on the Green Line to the Orange, Silver and Blue Line Trains. Please reconsider your plans. Thanks

Long waits discourage use, especially for workers and others with definite time commitments.

I think this is a fair way to ensure that all stations receive service. I would hope that more frequent services would resume once ridership is back up. Especially if people miss the metro, then they might have to take an uber or drive to work, in which case were adding to climate change. So this plan is not ideal, but I like that all the stations remain open. I think this is a fairly equitable plan.

For peak rush hour trains need to run more often. Especially when you have to get to a change rail station, that could further delay your transfer to another connection, making your entire commute that much longer. Id rather drive and than wait longer.

Stratify for rush hour

Fine if you keep Clarendon metro stop open

30 mins frequency is far too long

I believe weekday and weekend schedules should differ, and that weekend trains should have extended hours

Delaying the trains is only going to reduce ridership and increase congestion.

The red line is one of the busiest lines this will force people to be late for work

This would not personally affect me much in Jan 2022, but I hope it would only be a temporary measures. Pre-COVID the cars during rush hour were already dangerously over packed. Longer wait times are not a huge issue, but overcrowded cars will only increase disease transmission and other issues.

I rely on metro to commute and every 15 minutes would result in very crowded trains and delayed arrivals.

Need more frequent service for when I use the Metro.

I think you might lose further ridership from commuters during rush hour with trains only arriving only 12 - 15 minutes.

Quince minutos es mucho tiempo. Cada cinco minutos maximo seria mejor.

If I just missed the train, I likely wouldnt wait 30 minutes for another. I would find an alternate way to get where I was going or at least to a station that serves more than one line. Living right next to Phase II of the Silver line, I look forward to a metro option but since Im used to my car. Metro would only be an option if I could count on it.

With them running less frequently, I'm curious if there will be enough space on the train when it arrives. Will you start counting heads and do cut offs to prevent overcrowding?

15 minutes is still a long time to wait

higher volume of people during rush hours so there need to be more trains during this period

Proposal to operate Metrorail service every 30 minutes

If everyone starts to return to the office by 2022, there will be major delays and overcrowding. Not sure you would potentially manage appropriate distancing among travelers.

I believe we'll have more people returning to work by then and that will cause huge amounts of overcrowding.

30 minutes between trains is not enough service for red line customers beyond Grosvenor-Strathmore.

I do not have a car nor do I have space for one. I commute and ride the silver line from Farragut West all the way to Tysons. This would most definitely make my commute over an hour longer than it usually does each way. And what happens if I miss the train? I would have to wait a full 30 minutes for another silver line train to arrive since no other line serves that station on that the silver line.

Not frequent enough to use for transportation for work

The 30 minute intervals are FAR too infrequent and offer extremely limited flexibility if you were to miss one train. Working commuters cannot afford to miss 30 min of work on the off chance they miss their train.

No more than 15 minutes and please still have the same early start time for those of us who use the system to get to the office in DC early in the am.

I live at a station that is the last one no one is getting off at for work headed downtown during rush hour. (the next stop has some people getting on, some getting off). Whenever there are any backups on metro in the past, it was not unusual to wait for 3-5 trains to go by because they were too full to get on. With this schedule, I think I won't ever be able to take metro to work if I have to work normal-ish hours -- I would expect that every train would be full from 7:45-9.

Thirty minutes is a long wait and when trains get full it could be an hour between trains.

This would impact candidates and employees ability to arrive; increase their travel time, to the station that serves my business.

Trains need to run every 8 minutes.

Assuming we actually go to work in person, that isn't enough trains for all of us to actually get on a train during rush hour. I will end up taking the orange line west in order to get a spot going east.

Every half hour during rush hour could make the difference between being late for a work appointment or not. This is simply not a reasonable cadence for a large metropolitan area.

I expect to need the metro rail more during rush hour times as do many others in the foreseeable future. As such, this would hinder my commute and the commute of others. Additionally, if times are not better during rush hour times, there should not be an increased price which I expect there will be when commuters return to work.

Truly not a fan of this, but if it's a way to cut costs without eliminating stations, I'd be for it.

This would have a devastating impact on the ability to move around in the DC area. It's totally irresponsible.

By Jan 2022 if not earlier I expect to be having to travel into and out of DC for work

Trains are too crowded

Every 30 minutes is too long between arrivals. Commuters would be severely affected

This would make DC not-commuter-friendly

I ride from Union Station to Dupont Circle during rush hour and this would be horrific. At Union Station, if the wait between trains is longer than 5 minutes, the platforms overcrowd and become very unsafe - especially if we are still expected to social distance at some capacity in 2022. 15 minute intervals is NOT acceptable during rush hour.

Once the work commute resumes, having trains so infrequently will be problematic, at least during rush hour so I would suggest that this schedule not apply to the M-F rush hour commute.

Red Line service every thirty minutes is simply insufficient and would lead to terrible crowding of trains

Please do not close Clarendon Station

I know how packed my train would be during commutes with those headways. I would stop riding Metro.

Trains should be more frequent on weekdays.

Would the last train of the day happen at the same time? Closing time is most important to me as I am usually coming from a performing arts event in the city.

I live off Navy Yard and even pre-pandemic with trains every 5-7 min, about 90% of the time trains were too full so you'd have to wait for the next one, only to have the station fill again and have to push your way in for a spot. Making trains every 30 minutes, would not only cause a larger buildup of people on the platform, but would also severely impact when individuals would need to leave their home just to get to the office on time. A normal commute of 10 to 15 minutes, would turn into a commute of 45 minutes to an hour. That is unacceptable.

30 minutes is too long of a delay between trains. If anything you'll need more frequent service.

Proposal to operate Metrorail service every 30 minutes

30 minute and 12-15 minute spacing would cause extreme traffic and overcrowding. The frequency of trains should remain. It would also be very inconvenient timing wise and allow for no flexibility for working parents

I use the metro every day and would need more frequent trains

I plan on returning to regular work commute well before January 2022 and I am worried that with this proposed change the trains would be so full it could potentially mean waiting on the platform for upwards of an hour to get on a train.

Need more trains at rush hour for commuters.

I rely on metro to get to work daily as I am a healthcare worker. Especially with COVID and the lack of enforcement of the mask mandate, less trains means more crowded trains.

It is necessary to have trains more frequently during rush hours to handle capacity surge.

This means from Shady Grove to Medical Center will be 30 min and may reach 45 min. In working days and in rush hours, this does not work for me

That's not feasible for getting to work and would further decrease Metro passenger numbers

Before the pandemic, red line trains would get full during peak times if they were more than 5-10 minutes apart. I foresee that happening again, so I think trains would need to run more frequently after the pandemic to accommodate all of the riders.

I live at the end of the Blue line and my household has only one car. We moved here from the west coast, where the frequency of public transit was similar to what is outlined here. It made it impossible to use. reliably for personal or professional transportation needs

I still commute to work. This would be a major inconvenience for my commute especially since I work long hours

Not enough trains to service my daily trips to work. The trains that do come will be so crowded you won't be able to get on. And if downtown in the evening, it will take forever to get back to Arlington.

This sounds like an utter disaster waiting to happen. Based on our current trajectory with the vaccine rollout, I have to think that by January 2022 we will have a marked increase in workers commuting downtown via Metro by January 2022. Trains coming only every 30 minutes during rush hour is unacceptable--cars will be packed to capacity and platforms will be crowded beyond belief. The ridership of this past year due to covid is not reflective of what it will be once the majority of the population is vaccinated and life starts to return to normal.

I plan to be back working in person by Jan 2022. The trains already get very crowded on commuter times and having trains every 30 min would become unbearable. Then if you miss a train by seconds you are now 30 min late to work.

Would a timetable/schedule be provided and adhered to?

I'm retired so adding a few minutes to travel time is no problem

Rush hour trains move more passengers and will allow folks to get to work quickly, whereas non-rush hour allows for a more leisurely commute.

The Grosvenor station and the 46 bus are very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station!

The expected wait time between trains is too long to make public transit a viable option.

I never ride the metro on the weekends. I only need it for peak hours. I would rather the train come every 8 minutes.

Wait times are one reason we dislike taking metro on weekends

This isn't ideal but at least you can continue to have service at every station.

I don't commute on Metro, so the change would be tolerable for me. However, I think it would be terrible for anyone trying to get to work. Also, I think it only works if there is a RELIABLE way to determine when the next train is actually going to arrive, not just when it's scheduled. A half hour is a really long time to wait.

I would not take the metro if wait times were 30+ minutes. Pre pandemic, trains would often arrive at my station already full without space to board additional passengers when trains were running more frequently. If trains only run every 30 minutes, I could not afford to wait for multiple trains to pass for my opportunity to board. This would push me to stop using the metro for good.

Maybe. 15 minutes is a lot of time to wait during rush hour for a train---both going into downtown for Maryland and coming home. If it's really 15 minutes at all times, from early in the a.m. until late in the evening every day including weekends on the red line that could work. If you cut metro service further people will stop taking it and then move to cars, with dismal impacts on climate change.

Unacceptable. Half metro salaries instead

If commutes return to pre-pandemic levels, then service will be needed to support it.

Proposal to operate Metrorail service every 30 minutes

A thirty minute wait would not fit my work schedule Monday through Friday.

makes planning for travel to work very difficult - as travel routes are made more lengthy, people will continue to flee the service or fail to return to taking Metro

If the changes go through, it would be extremely important to me that the trains run as close to on schedule as possible

I thought there is proposed change in closing grovenor station?

This is such a better plan than closing the EFC metro station! Myself and so many in our neighborhoods depend on this station and its even why I bought my house!

Less on weekends, more on weekdays during work hours

Fortunately the station I use is serviced by multiple lines. I can adjust my travel as necessary.

Easy to plan around and definitely works for our household. Not sure how well it would work for others during non covid rush hour

If the pandemic is over by January 2022, these service cuts would make commuting by metro completely impractical.

As long as it's predictable and there is enough room on the train for everyone, it will work for our family

Public transit options need to operate more frequently than every 30 minutes.

You're only going to lose more riders if the train isn't convenient for getting to work

trains arriving every 30 min is not enough to accommodate the needs. The reason to travel via metro and not bus or drive it is because the metro is fast and we can get the next one without having to wait long. with this change to every 30 min metro becomes worse than bus.

This would make it more difficult for shift workers to get to and from work. Additionally due to the pandemic, fewer trains would mean more crowded trains, increasing covid spread.

I cannot afford to wait 30 or even 15 min for the next train, especially on weekdays

Trains should be more frequent. At least, every 10 minutes.

Every 15 minutes is already extremely infrequent for your busiest line, and trains rarely are running on schedule, making commuting near impossible. Also, having to wait an additional 15 minutes just to make it to the last three stops on the red line is asinine (especially when youre having to sit at Silver Spring station at night waiting for an appropriate train). I have been riding the red line from Wheaton to Farragut North every day during this pandemic as an essential worker. Your service is already far below desirable. Please dont make it harder for hard-working but low-income workers who have to live outside of DC proper.

The changes would make it very difficult (if not impossible) for me to go to work. I do not own a car, so the metro is my main way of transport. Please do not change the schedules.

When I have only one option (e.g., Blue line) to get to my destination and back, the 30 minutes increments result in longer wait times.

These headways would make commuting by metro impossible. Miss one train and you're late for work.

Would need ti know the schedule of when trains would arrive ahead of time vs randomly showing up and risk waiting, need better lighting then and space to wait for trains too

If there are not more trains during rush hour, I don't see how post-Covid commutes would be possible. Way too crowded.

This is unacceptable.

I take the orange or silver like from East Falls Church station to Smithsonian station and back every week day for work. It is very important for my livelihood that this transportation service stay available!

Those seem like incredibly long wait times. No way to plan any sort of commute around them

As pandemic issues start to decrease more people will use metro. During rush hour when trains were backed up for a reason, platforms would get so crowded, people would be backed up all the way up the elevators and the upper level platforms, sometimes even unable to enter the metro station. I cannot imagine how anyone would be able to get to the platform during prime hours with only 4 trains an hour.

This is short sighted, assuming that ridership will remain as today.

This would lead to massive delays in travel time to work, and lead to congested trains, which should be avoided even in a post-pandemic situationâ€”I dont want to be on an overly loaded train car. (I say this as I rode the train once a few weeks ago, and one red line train in the evening was packed and I was incredibly uncomfortable.)

In January of 2022 I expect to return to the office at least 3 days per week. The frequency of trains should be increased during rush hours in order to serve all employees that will be commuting more frequently at that point.

Morning commuter trains need to run every 8 minutes.

rush hour is always busy and we need more trains running with less time in between arrival times during rush hour

Not feasible for rush hour.

Wait time at stations will be too much during rush hour & trains will be overflowing during rush hours

Proposal to operate Metrorail service every 30 minutes

I am less likely to take the metro if it only comes every 15m

One would assume that we will return to our offices by January next year - this would be a complete disaster at rush hour and make metro travel completely infeasible. Stations and trains would be extremely congested.

The frequency of commute would make it impossible to get to/from work in a timely manner.

This proposal would add perhaps 20 minutes each way to my commute via Metro. It makes it difficult for me to continue to use Metro.

Trains arriving every 30 minutes would not work especially during rush hour when they can get packed. If this were to occur and I were unable to get on the train due to there being too many people I would have to wait 30 minutes which is far too long. If you want people to stop using the metro and begin driving everywhere when there already is no parking in the DC metro area then 30 minutes is perfect because nobody in their right mind would want to wait that long for a metro.

In 2022, once things are hopefully closer to normal and more people need to commute quickly to downtown DC, I think the trains will have to run more frequently during rush hours.

Trains every 30 minutes during rush hour will mean trains will be even more crowded than they already are, assuming most people are back to working in the office by next January. There will be huge crowding on the platforms, too, waiting so long between trains, and it will be a mess during the winter.

We use both the White Flint and Grosvenor stations - waiting 30 min for a train would make me choose driving instead.

The expanded weekend hours really make a difference

If trains are not more frequent than this, it virtually negates the usefulness of the metro (as a means to shorten commute rather than going in a car). It takes a long time already to get down onto the track from street level and is difficult to plan this to the minute especially with kids, so one would either have to arrive very early just in case, or risk having to wait a whole 15/30 minutes until the next one. At that point it's just diminishing returns and easier to take a bus or Uber or drive.

Up to 30 minute waits is not acceptable public transit service, particularly on weekends

I believe I would still choose to use Metro over driving under this model. It would be increasingly important that trains arrived when planned because I would be more likely to time my commute to the station according to the trains scheduled arrival times.

This might be better because you know the trains would arrive and could plan your day around it.

Why would one have to wait 30 minutes. That is why your ridership is going down. If someone can Uber and get to their destination in that 30 minutes why take metro?

As of expected office opening in September 2021 at latest, 15 minutes schedule at Grosvenor station is the minimum.

Every 30 minutes would take away the advantage of not driving.

15 min between trains is unacceptable. This is both inconvenient as well as dangerous. People will be struggling to get onto a train that is either too full or they are too far from the door from. Trains should be 5-7 min apart at maximum.

Many of us do need to connect lines, and despite Metro's scheduling, often the connections are missed -- and by having longer gaps to wait in case of a missed connection, it makes using Metro even less attractive for those of us who need to change lines.

If people are back at work, it will be impossible to get on a train in the city. The entire train will be packed in MD or VA making it unusable for DC residents.

This sounds like a least worst bad option, but I would like to see Metro communicate how temporary these cuts are. What are the metrics for return to full service?

Jan 2022 ridership will be vastly different than pandemic ridership. This plan won't work for daily commuters like myself.

Mon-Fri at a redline stop needs to be shorter than 15min, as the stations during rush hour are already overwhelmed and hard to get onto the train.

Greater frequency is required during rush hour. Less frequency means more packing in of riders which is not what we will need, even in January next year.

The headways are too long to make Metro attractive. I will waste too much time waiting for trains during rush hour and non-rush hour periods.

When the pandemic ends and many people return to work, I believe the ridership will go back up.

Time: that is too long to wait between trains. Crowding: I won't use Metro if the number of trains is decreased and people are crowded together due to the increased risk of COVID-19 transmission. Without more frequent trains, the DMV region will avoid Metro.

Trains would be insanely crowded assuming return to close to normal ridership following pandemic. Foolish change.

I ride the metro nearly every day to and from work. This decreased service would make it to the point I can't rely on metro and would likely stop using it.

The frequency would create undue pressure on the riders. It would also create tremendous congestion in the metro compartments/cars.

I love Metro. But at the moment I have no reason to use it as I am not going downtown. When baseball starts I might go downtown occasionally and use metro. But unless I get a consulting job or a permanent job downtown I don't expect to use Metro very often

Proposal to operate Metrorail service every 30 minutes

I am now retired so will not need to ride during rush hour, however before Covid my husband stopped riding metro and started driving because the Orange line was too crowded. You need to have trains more frequently to accommodate those people during commuting times.

For riders who have to switch lines it could potentially introduce an extra half hour to the travel time if they just miss their connecting train. I currently switch lines at metro center commuting from fort totten to ballston. That could make my commute go from 45 minutes to well over an hour.

30 minute train intervals does not meet my commute needs. I also would expect that this service would be inadequate for ridership once it rebounded to pre-COVID numbers.

Work for me but may not work for people that need to commute regularly to work at high volume times.

Without the pandemic, trains were already crowded. In a post-pandemic, commuting world, people will probably want to be less crowded, sharing less air rather than more. Platforms also get packed which becomes dangerous.

This would mean instead of getting to work or class on time I'd either have to be 15-30 minutes early or 15-30 minutes late, the main reason I don't have a car is because of the frequency of the trains. With a schedule like this I'd rather just get a car

Even 15 minutes is far too long - every train will be packed and this will discourage ridership.

Keep D6 running and increase bus frequency. No reduce serve for D2.

I take two trains every single day on my commute to work. To think that I would have to wait up to 42 minutes just for awaiting trains at stations is unacceptable. It would lead me to not utilize the Metro system at all. I think with these changes that you will start a spiral of ever dwindling ridership and more loss of income for the system.

I use Rockville & Shady Grove, every 30 minutes would make me late for work. You're making changes with white collar workers in mind rather than the blue collar ones that rely on the service.

As someone who lives in Navy Yard, what is supposed to become one of the most populous parts of the city and has both the baseball and soccer stadiums, this would not work. For one, trying to squeeze people onto a train can be bad enough during rush hour, but now you want to bring trains through every 30 minutes because there is no other line that operates down here? What about baseball or soccer games? Will that impact frequency at all? If not, metro will continue to lose riders because people will not be able to count on metro getting them to/from sporting events.

I am retired; so do not need more frequent rush hour trains.

I go downtown every weekday and I wish no to wait for so long between trains.

that's not enough trains, y'all

It would depend on how accessible and reliable train arrival information would be on Metro apps so I could time my wait. When there were 15+ minute waits in the past, that information was not reliable so you thought you were arriving, say, 3-5 minutes before the train you needed, but really, the times on the app were just all over the place and totally incorrect. Very frustrating.

Maintaining service between Grosvenor and Silver Spring stations will work fine.

I'll be using the metro to commute for work and am guessing others will too. It would be helpful if they made more frequent stops

Pre-COVID, my commuter train was mostly standing room only, and often over-crowded during baseball season. That is with 8 min between trains. WMATA only went from 6 to 8 min between trains because of getting them through the downtown stations, not because there was reduced ridership. 12 min trains will make rush hour a nightmare

When people go back to working in offices, 30 minutes between trains won't allow for everyone to get on the train.

COVID will be over, but you're proposing a death spiral instead of a ramp-up. This is insanity and you should be ashamed.

Trying to coordinate bus and train schedules would become a nightmare.

The scheduled trains are not frequent enough and will lead to overcrowding.

There's no way I would be able to take the metro to work if the Red Line trains ran that infrequently, I would have to drive. I much prefer taking the Metro, but I need frequent trains to be able to get to work and home on time, since I have to pick up children from daycare.

Although WFH may become the norm, DC will become a popular tourist destination again. With the tourism and people commuting that 15-minute wait seems disastrous

I'm concerned that trains will be super crowded during rush hours

I just tried submitting comments and the surgery said something broke

More frequent day time service is imperative.

Weekend schedules should be reduced.

I'll never use Metro again if it goes to this schedule

Proposal to operate Metrorail service every 30 minutes

I plan to commute from Shady Grove into DC. This would be a disaster.

Wait times too long

I am planning to return to work in person probably during 2021 and do not have any other way to get there but metro. By limiting service times, this will not only impact my work hours but also put me at more risk with more crowded lines if covid remains an issue

This plan would greatly affect my transportation patterns in a negative way. January 22 is when my employer expects that we will be back at full capacity in the office. In other words, this is when metro demand will again be high. To reduce the number of trains, and stations, as demand increases is ridiculous.

If this time increases, I would stop using metro to commute to work which on the aggregate will cause net revenue to fall greater than the reduction of costs

Return to the office even part time means rush hour returns. This schedule would guarantee crowded trains and no chance of maintaining any type of physical distancing.

I am re-entering the office this summer and rely on Metro to get me there. I find your service so invaluable that I am willing to pay a little more for your excellent service, clean trains and safe environment. Please Do not close Grosvenor Metro! I will be relying on it again when I reutrn to work this summer.

I would like to see the metro station near me Grosvenor Station open and working. It is very convenient for me to walk to metro and also to park at the metro. Please keep it opne.

In 2022, when it is expected that most people will be going back to work as normal, the above plan risks dangerously high crowds at platforms. This could encourage pushing and shoving to get into the train if it is only coming every 30 minutes, especially between 7:30-9am when most people have to arrive at their workplace at 9am. People will be getting as close to the front as possible, which means there will be a huge risk that people could fall into the tracks. This also poses a greater risk for crime - when people are in very tight crowds and focused on getting onto their metro in the singular window they have to get to work on time, crime could easily occur (e.g., pickpocketing, sexual touching/assault, etc.) due to the crowds and security not being able to see clearly nor have a clear path if crime is even spotted. In addition, this would ultimately hurt Metros profits (and trust in Metro) in the long-run. More people will turn to alternate methods of transportation for their daily work commute if they know they will be forced to battle their way onto the Metro in order to get to work on time, and will decrease Metros profits even more, paving the way for Metro becoming obsolete, which would be incredibly harmful to people and communities that depend on Metros services. Reducing services at a time when people will start to depend on Metro again will be very harmful in the long run and is not worth the money that will be saved, as it is sure to be lost tenfold. Metro has always been a reliable way to commute around DC, but trains coming only every 30 minutes will ensure a huge loss in riders. If someone is running 5 minutes late and they miss the train and are forced to wait 30 minutes and be late to work/their meeting, or if someone arrived on time but was pushed away by stronger people and didnt get on the already full train and now have to wait, they will remember this, and they will not use metro next time. Prior to this reduced service, metro trains (especially at rush hour) were already likely to be packed to the point that people on the platform could not enter. This will only make it worse.

I will drive instead. This becomes regional rail, not an urban subway system.

If the service is the same at rush hour as at every other time of day, the price for riding should be the same all day. There shouldnt be a higher rush hour rate.

this is hard to evaluate without seeing the pricing

I am not sure that it makes sense to have no difference in hours and arrival times for weekends/weekdays and non-rush hour and rush hour.

We own a business on the Orange line and everyone will be back in the office once vaccinated. We have over 50 employees (and growing) who commute by metro. We need the train to run more frequently during morning and evening rush hour. This business is an office that keeps œbusiness hours.œ

I anticipate we will be returning to work before then. My already 55 minute metro ride cannot become a 1 and 15 minute ride. The redline is the only line that services the MD area. My office will be giving us the option of how many days to come in per week. If my commute is this long, I will reduce my days in to the absolute minimum. Which will be 1 day every 2 weeks.

I rely on the metro to get to work on time to see patients, cutting the frequency makes it significantly more difficult to get to work on time reliably. If service frequency is reduced, I would be forced to drive as it would be a more reliable option.

This would mean trains at peak times would be excessively crowded and uncomfortable, and lead to increased traffic issues throughout the Washington metro area.

once more workers are using metro again, 30 minute headways on weekdays, particularly during traditional rush hour times will be untenable. It won't even be worth trying to use metro because if a train is too crowded you can't afford to wait another 30 minutes for the next train.

The time between trains at rush our will cause overcrowding and many people to be late

30 minute waiting time will deter people from riding the metro

I mean, ok.....

It makes no sense to curtail service at a time when the economy will be recovering from the pandemic.

Proposal to operate Metrorail service every 30 minutes

I live near the end of the yellow line. Normally you cannot see a train heading into DC until a couple of minutes before it arrivesâ€” too close to be able to leave home and walk to the station in time. Normally I only have to wait up to 10 minutes. But if I just miss one, I might have to wait up to 30 minutes under this proposal. It would greatly increase my waiting time and risk of getting to work late.

This is absolutely unacceptable and will dramatically impact those who need public transit the most

service this infrequent would lead to further loss of ridership!

Public transportation changes negatively will impact people who don't have the means to get around in another way

Trains must arrive at least every 10 minutes. I will not use metro if trains arrive every 30 minutes!! That would add 30 minutes to my commute. I would rather take metro than drive, but if you made metro less convenient, I would be forced to drive instead.

If people resume going into the office, trains will be too packed. People will be unable to get on trains and eventually stop riding the metro, thus increasing traffic.

One train every 15 minutes at Rosslyn sounds like the silver line outside the beltway gets a train every 45 minutes. I was miffed enough when waiting ten minutes between trains. At 45 minutes, I'd spend more time on the platform waiting than it would take me to drive into work and be at my desk.

Every 30 minutes is way too long of a wait. I suspect the trains would be overly crowded assuming everyone went back to work in 2022.

I expect to have returned to the office on a full-time basis by January 2022. These proposed times during rush hour are simply unacceptable. These changes would result in many commuters switching permanently to other commuting ways, such as car, and additionally reduced ridership.

Having trains run every 15 minutes is not frequent enough for my needs.

That's way too infrequent. Every 30 minutes would derail my plans and commute, and I'd face ramifications for that at work.

On the OSB lines, trains are never spaced properly which leads to two trains back to back with 30 minutes until the next two trains that are likely back to back as well

I travel on the Red Line between Grosvenor-Strathmore and Silver Spring stations every weekday, so this would not effect me.

I expect to be going into the office by metro during rush hour and trains every 30 minutes will be a nightmare. Based on a decade of metro commuting, there will be overcrowding and I would not be able to get on a train because of it. Metro would not be a realistic commuting option for me if trains came only 30 minutes.

Knowing that likely in 2022 all DC offices will hopefully have reopened, and returning to in person working would occur, having trains running on such a delayed schedule would make me less inclined to ride, knowing my commute would take that much longer to get to the office.

12-15 min trains are way to spaced out; i would not wait for 15 min for a train

By January of 2022 I expect to be vaccinated and going into work downtown via metro for at least 3 days a week. While I live by a station that has service from more than one line, this would drastically increase my commute time.

Rush and non-rush arrival times should appropriately differ.

Rush hour is busier and needs more service

Weekday train times need to be more frequent than in weekends.

By January we will be post covid and ridership back to normal. The proposal would be wholly inadequate. In normal times, even trains every 5 minutes were full at rush hour. The proposal is simply ridiculous.

The frequency of trains remaining the same would not accommodate the influx of people that use the Metrorail during rush hour

This feels like youre abandoning your riders and would make WMATA look like a joke among major transit systems

I primarily use metro to commute to and from work. This schedule would increase my commute time. Especially with (eventual) full trains during rush hour.

The trains are often very crowded during normal rush hours (not during COVID times). If we are back to normal, the platforms will be incredibly crowded and the trains packed. It will be difficult to get on the trains and get to work in time.

30 minutes is to long between trains

At rush hour, the red line will be crushed by passengers. Im working from home now, but expect to be working downtown again in 2022. This change would make my commute worse, or maybe impossible.

If my assumption about ridership is correct, then there should be trains running more frequently on weekday rush hours than the rest of the weekday or on weekends.

I'll be waiting 30 mins just to get a train to work

I am concerned that this 30 minute train arrival schedule would potentially result in dangerous crowding conditions on platforms if people return to using Metro to pre-COVID levels.

Proposal to operate Metrorail service every 30 minutes

During normal ridership which I expect in January (or nearly so) many trains are filled by the time they reach my station when train scheduling is half that -- I will not be willing to wait up to an hour to finally cram onto a train and will stop using metro altogether if that happens

At all stations with more than one line, the frequency should be every 12 minutes, especially at Rosslyn and Metro Center. 15 minutes is too long for that reason.

In order for metro systems to be effective, trains must arrive on a frequency that does not require travel plans. This is well-established throughout the world in nearly every major city where metro rail is successful.

Trains would be too crowded to enter by the time they get to Cleveland Park for rush hour.

look a 30 minute wait during rush hour is just going to drive more people into commuting by car and that is a terrible thing for DC and the environment. Also that much space between trains assures crowded cars which may well frighten riders in the immediate post-pandemic age.

Its not a good idea.

This doesnt make any sense. Why wouldnt rush hour see more trains coming sooner than non-rush hour?

Least offensive choice, but still begins to make other transportation a better choice.

I depend on Metro service to get to and from work; I live and work near different stops on the red line. I do not have a car, nor can I financially afford one. Metro is my only feasible way to get too and from work and into downtown DC, Maryland, and northern Virginia. Lengthening the time of my commute by upwards of 30 minutes per day would be unsustainable due to my busy work schedule.

Trains can be very full at rush hour times, so having the next one not arrive for another 15 mins would make many people very late.

If it was a choice between not having a station or longer wait times. I would definitely prefer longer wait time

Rush hour adjustments are essential for federal employees commuting from outside the district.

this idea would horrifically affect the rush-hour commute come January when things are projected to be much better, and I would imagine that ridership would be approaching normal levels again. I have to change trains from Orange/Silver to Red at Metro Center to get to Union Station for my job, and a 12-15 minute, regularly scheduled wait time would significantly increase my commute time.

Seems like a horrible idea for surge times like rush hour and baseball games where multiple trains go by and you cant even get on.

Higher frequency at rush hours will be needed. Frequency every 30 minutes could work outside rush hours and weekends

I rely on the train to get to work as there is no parking at my place of employment. Changing trains to every half hour would destroy the flexibility that we now have both coming and going from work. Sometimes I stay after business hours getting things done. As a young female it makes me extremely uncomfortable knowing I could have to wait up to 30 minutes alone for a train to get home.

That sounds very limited

30 minutes is too long of an interval in between trains. That can make an enormous difference in my commute to and from work.

Trains that arrive every thirty minutes would increase travel time because of the need to plan out a work schedule.

People could be late to work

It will be too difficult to make the bus connection I take after the train in order to know I can get to work on time consistently.

If workers are back in offices by then this would not be good.

Not bad for a start. Subject to usage. Heavy usage should allow for appropriate increases.

It seems reasonable to a degree, but I would think more frequent trains would be necessary in the morning/evening hours.

I am concerned about the volume once more folks are vaccinated and using the metro. This does not seem to be adequate for that volume of people.

This will negatively impact citizens as we return to normal after the pandemic.

Dont make commuting any harder on us than it is already!!

Would be terrible at rush hour (assuming can go back to work)

It already takes too long to get to work because of inconsistent timing of trains. This would make it worse.

Metro rush hour is already kind of a mess â€œ making timing longer between trains will only make it worse and force people to find better, alternative commute options.

I expect that I'll be back to working in person by January 2022. Having trains that come once every 30 minutes will severely hamper my ability to get to work on time.

Every 15 minutes is not sufficient to handle the commuter traffic on the Red Line during rush hour. Crowding would be intense and dangerous.

Keep the rush hour service for the week and off-peak hours for weekends.

Proposal to operate Metrorail service every 30 minutes

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| Ive relied on Metro as a commuter for many years. This would make everything from going to work to running errands significantly difficult. One missed train could set everything back. |
| Increase frequency during rush hours. Reduce frequency on weekends. |
| 30 mins is too much |
| Rush hour trains are already too packed, and people are often left on platforms. This would make that worse. |
| Thirty minute intervals are not enough to ensure everyone will be able to get to work on time |
| Metrorail service should be maximum 10 minutes apart; rush hour service should be less than 12-15 minutes! |
| This would be a better alternative vs. removing this station completely. I rely on this method of transportation daily. |
| Reducing frequencies rather than shutting down existing stations seems reasonable |
| This would making commuting impossible and would force overcrowded platforms during peak hours. |
| Commuters from Wheaton and Glenmont pay more than any other riders in the system and under this proposal will get half the service. |
| If you end up missing a train, it could make you extremely late for work, making public transit not a feasibly option to commute |
| I need to ride @ East Falls Church station. |
| Would be unfortunate to have more infrequent service, however, far preferable to closing stations. Good proposed solution |
| They need to arrive as they did previously such as every 7 minutes or so. If you miss a train, you could be waiting 15-30 minutes to even get on one! Plus, when you have to switch trains that could be another 15-30 minutes. I will have to leave my house hours before work even starts! |
| I have no concept of exactly how or when I will need to begin commuting again. However, if I stay on a limited in-office schedule, this should work. |
| I take a transfer, and I'm concerned about a 10-15 min wait between trains. This could double my commute time |
| Literally only because my office parking is so expensive that I barely have a choice to use metro. However, its clear metro wont miss a chance to provide the worst service possible. I miss London where public transit isnt run by dropouts and other rejects. |
| Service should be more frequent than that |
| This is not viable at all for a service that people rely upon to get to/from work. Metro needs to plan for people returning to their offices. |
| Rush hour need to be as close to the old times |
| I dont understand this- there are the same number of trains at rush hour as the rest rest of the day? What makes It rush hour then? Packed trains? |
| The orange line was packed during rush hour pre Covid so expanding service times will make it impossible to get on a train. |
| The tasks would be too crowded once the pandemic is over. |
| In order to use this service effectively for work, during rush our people need to be moved more frequently - platforms and trains will be dangerously overloaded. |
| I use Silver Line from Reston to Union Station. Most of that is one-line. It would add 30 minutes to my 1.5 hours. 2 hours long! 4 hours a day! Id have to find a new job. |
| This would not be a good plan for people who use metro to commute to work. |
| even every 12-15 minutes seems like the trains will be very crowded, and it will take so long to wait for a second one if the first one is full, I might end up just walking |
| Great idea |
| Waiting 30 minutes for a train to get to work/do errands would seriously impact my schedule and lead me to stop using metro |
| Would there be any changes to length of service? Would after midnight be an option? Otherwise my answer would change. |
| If trains are overcrowded during rush hour running every 30 minutes then METRO should consider running more trains on a tighter schedule than every 30 minutes, i.e. every 12-15 minutes. |
| Ill be retired by then and can (probably) manage to time my trips so I wont have to wait long. (Im assuming trains would arrive at and leave stations EXACTLY according to schedule, so people can plan ahead). But I cant imagine daily commuters having to wait 30 minutes for a train. This sounds like a plan to shed even MORE customers. |
| I need Grosvenor station. It would be really difficult for me to travel without it. |
| Trains were crowded before the pandemic during rush hour, there will not be enough room even for standing never mind those with strollers during rush hour |
| I depend on Grosvenor Metro to get to work and the intervals between arrivals ought to revert to what they were normally once the coronavirus epidemic subsides and we have a return to more normal patterns of metro usage. |
| I feel 30 minutes is too long to wait for a train |
| Trains will be overcrowded during rush hours. |

Proposal to operate Metrorail service every 30 minutes

I take a bus to the metro to get to work. If the bus is at all delayed I'll miss the train and have to wait 30 minutes for the next one, making me late to work. I think 15 minutes between trains (all lines) during the week and 30 minutes between trains on weekends makes much more sense.

This would extend my commute time probably by half an hour. I work long hours as it is and have 2 children under 2 years old. This is the difference between missing and making it home for bedtime.

Orange line in VA was already at capacity (pre-COVID) with vastly more-frequent arrivals. Cant imagine the pushing and shoving that would occur as people in the inner suburbs fight to cram onto trains that were filled at farther-out stations on their way into town.

Commuting for work needs more frequent trains. Rush program is very good for peak times. Weekends need less frequency

Lowering the rate of trains will force us into even more crowded trains, which would be unhealthy and unhelpful.

15 minutes is too long between trains during rush hour. It would cause overcrowding of trains.

Do you really think it's a good idea to upend the idea of metro by making half hour pass between trains? Especially with Uber available?

I expect to be commuting again next year and that time interval is unworkable

If this plan went into effect I would not -- could not -- take metro. I take the redline and would never get on a train if they came so infrequently. It would also add at least 30 minutes (probably more time) to my commute so I would drive.

I am fine with an earlier cutoff time during weekdays to cut down on METRO expenses, but the trains absolutely need to run later on weekends in order to go into DC without a car (trains should stop at midnight to allow people going to concerts, theaters, and restaurants to catch trains home later in the evening. Even a cutoff of 11:30 p.m. downtown would address this issue.

I plan to go back to work after getting vaccinated. Since I need to switch lines on my commute to work, I see my travel time during rush out to be way too long.

We need more frequent service at rush hour

Passengers will still probably not want to be waiting with a crowd of people, which is more likely to happen with infrequent trains. It is possible however that rush times may be different than in the past. Some employers are encouraging people to commute at later times in the mornings and evenings.

Reducing the number of trains during rush hour daily is ludicrous. Pre-covid, trains were always jammed during rush hour.

It is not preferred, but it is better than closure of stations.

I live near the Grosvenor-Strathmore Station. If the line only operated every 30 minutes on the weekend that would be OK too.

I don't understand this but waiting 15 to 30 minutes for a metro is just too long!

I think that would increase cost unnecessarily to run trains during low ridership every 30 minutes, but I think it would also be very beneficial for the people that work late hours and weekends, the metro seems to be structured around the Monday - Friday 9am-5pm employees and for someone that works nights and weekends this change would be nice

During rush hour there need to be shorter times between stations, not just those that service multiple lines.

As a commuter who utilizes metro, have the metro come only every 15 minutes would make taking metro completely impractical.

I commute during the rush hour and it is hard enough to get on train during rush hour anyway: this would create a scenario with masses of upset people trying to get to work on time, and having to wait too long.

Why are you discussing reducing service in a year. By then we should all be properly vaccinated and I would expect to be traveling much more frequently. Using a pandemic to cut future vital services is atrocious.

Because I transfer from red to silver lines, I would need to leave home extremely early to catch the silver line and time it with the red line

It would make it very difficult to manage my unpredictable work schedule without overly burdensome waits for transit and would further increase crowding on trains, which during a pandemic is the last thing we need

Last guidance from most government employers was expect to return to work in 2022. This would be a bad idea if that holds

This is systemically racist and oppressing. The lines that will run more frequently have stations in wealthier areas where there are more white, powerful people living. Everyone else, would be late or outrageously early to their commitments due to waiting 30 min for a train. Especially on the other side of the red line and green line.

My commute into the office in DC is normally 1 hour door-to-door using Metro and walking. With this plan, my commute could easily extend up to 90 minutes or longer, especially if I just miss a Red line train at Forest Glen station and have to wait 30 minutes for the next one.

Often if I miss the train I was planning to take waiting 10-15 minutes during the week does not make me late but 30 would. It would be ok for weekends

Proposal to operate Metrorail service every 30 minutes

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| This seems wasteful and inefficient. The trains are packed during rush hour and less so during non-rush hour. Please run more trains during rush hour and less during less busy periods. |
| While not ideal, I understand this type of adjustment may be necessary and is a reasonable approach to continue much needed service at the Grosvenor-Strathmore Station. |
| I cannot control my schedule well enough to build it around 30 minute headways. Also, I cannot rely on trains to stick to the schedule well enough to commit to the 8 minute journey down to the platform and possibly just miss a train. Finally my station is right before the Roslyn tunnel, and the train could be full. I would just switch to driving. |
| Given the extra wait this would cause fit a train it would make it far too inconvenient to ever use the train. Uber/Lyft would always be faster. More frequent service, particularly at rush hour is necessary. |
| I'm sorry but 30 minutes between trains is simply unacceptable no matter how you slice it. Trains will be too busy for social distancing if we're still in a pandemic-afflicted world where fewer people are going into work; the system will be nigh-unusable if people do start going to work. As someone with a long metro commute that includes changing trains this would make my life absolutely miserable. |
| I would need more frequency of trains at Clarendon |
| At rush hour when trying to get into the office, historically at my stop there would be a lot of people and having to wait another 15 minutes if the train was full, would be a long period of time. Very often not everyone would fit into one train. |
| Although it is nice to have a regular schedule, as things get back to normal there will be crowding during rush hours. Are there plans to implement rush hour schedules, e.g. more frequent trains as the ridership increases? |
| too infrequent. would lead to tremendous crowding once people are commuting again daily |
| Ridership will likely be back up in 2022, not sure to what extent, as people have the opportunity to receive the vaccination. Before the pandemic, I often had difficulty getting onto a train even with only an 8 minute wait. I believe a 30 minute interval will result in severe overcrowding and unsafe behaviors similar to what you see during major events like July 4th. |
| That long of a wait time would make it far less likely that I would use Metro. I would drive instead which will lead to more traffic on the roads but also decrease your revenue. |
| may work for right now, yet next fall once covid is better, may not be enough trains running often enough to handle more commuters |
| When my office reopens, I plan on commuting via metro from EFC to Silver Spring at least twice per week. This change could make the transfer time required at Metro Center unbearable and push me to drive 100% of the time. A similar decision could be made for my husband who will eventually return to traveling via Metro on weekdays from EFC to Union Station. |
| January of 2022 I expect to resume to a normal schedule. Metro service operating at those times would result in significant commuting delays. |
| I think additional trains during rush hour are extremely important. |
| To have trains arrive every 30 minutes on the green line south of L'Enfant Plaza would add considerable time to my daily commute to work in each direction. It would likely result in more time spent waiting on platforms and I would likely opt not to take metro altogether as I could take a rideshare or bike much faster. |
| Prefer more trains during rush hours |
| This plan is so bad that no metro is better. Why spend money on a system that is slower than walking and will easily be beaten out by rideshare companies? |
| I would prefer higher service during rush hours (maybe partial reduction vs going fully to every 30min), and reducing service in non rush hours (eg every 40min instead of every 30min) |
| Preferable to closing stations. The main problem with this proposal is based on metros performance, you wouldnt have much confidence in the arrival times, meaning you could easily miss a train and have to wait 30 minutes often. |
| I live closest to Grosvenor and was going to use it to go to work or go into D.C. |
| Every 12-15 minutes/30 minutes too infrequent for peak/rush hour |
| This works for me because I use metro for traveling for recreation, but it would cause a significant burden to commuters. |
| Time between trains was already too long. Check out Taipei's metro or Moscow's metro for good examples of optimal intervals between trains - closer to 2-4 minutes. |
| I need to switch trains. If first train is delayed or Im running late, I could end up an additional 30 minutes behind |
| The propose schedule means passangerdÅ±s habe to wait long time |
| If the frequency is the same all day, then the fare should be the same all day also. |
| Service should be more frequent (i.e. remain the same as it is now). |
| I commute to work daily and need more frequent trains |

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Trains operating like this would make a work commute of 20 minutes turn into an hour or longer if issue with bus of any kind getting to train

30 min interval is way too long

Longer wait times will crowd metro trains at stations the furthest away from the city. By the time the metro cars get to Arlington, they will be crowded and have no space for passengers trying to get on to the metro

This would cause huge overcrowding at peak times and an inefficient system when single trains get delayed. No other major city with an underground transport system has such a big gap between services. Usually they are <5 mins apart to constantly keep people moving and encourage more people to use them for convenience

There need to be more trains at rush hour. They're crowded enough already (or at least were pre-pandemic). This might be OK for a temporary short term solution until more people are commuting downtown, but if service is slow, ridership will decrease, not the other way around.

Run rush hour trains if ppl are back in the office (overall monitor congestion and run more trains if needed)

It's important to have more frequent service at stations with more than one line

Could walk and get places in DC faster. Not helpful

Based off of this example, it is not clear if trains go beyond Grosvenor-Strathmore or if they simply stop there. This would not work for me as I depend on the White Flint station.

This option makes the most sense and provides the least impact to riders.

I would want to make sure that the plan is tested for 2-3 months and then revised should ridership result in overcrowded trains.

I use metro late at night on weekends, weekday schedule ends too soon

Would the trains at 30 minute intervals be scheduled? Would they be 8 car trains? For commuting purposes it would be essential to know 1) when a train was coming; 2) that I could get on it, otherwise I wouldn't be able to plan to make it to work on time every day.

I expect to return to the office in mid-2021. Decreasing train intervals on weekdays could lengthen my commute by 15 or more minutes each way.

as long as the arrival times were reliable, I could adjust my riding schedule

I would suggest every 15 min for the red and yellow line

It depends on how crowded the trains get. I am OK with a train coming every 15 minutes, but if the train arrives and it's so packed I can't get on it, then it's not OK.

Prefer more frequent trains during rush hours

Trains every 15 minutes is absolutely unacceptable. Trains would be packed with riders and uncomfortable if trains ran at such a rate.

Annoying to have to wait longer for trains but something I could live with if meant other services preserved.

Every 30 minutes, particularly at rush hour, is absolutely insane! Even with trains every 3-5 minutes at rush hour (in non-pandemic times) are absolutely packed. Every 30 minutes would be an embarrassment to DC.

The trains are so crowded already. That would be dangerous

If/when I return to working in DC from my home in Falls Church, a 30 minute wait between trains at rush hour would mean a crush of passengers. I would hate that.

Sometimes I take the red line from Grosvenor-Strathmore up to Rockville Station to get to work, if I don't take the bus. That would be much more difficult if trains were running only 30 minutes (so less likely I'd opt for train over Ride On bus).

I don't think the rail is good. I get 90% of my transportation from bus, and 8% from walking. The rail is not a good idea, don't build a DC rail system, but run buses every five minutes instead.

Not having shorter wait times during rush hour would make me less likely to take the metro to work.

This plan would negatively impact anybody who relies on metro to get to work and would increase congestion while people wait 30 mins during rush hour times for a train to arrive. That is a terrible idea during a pandemic, and once the pandemic subsides, is a terrible idea for making metro a functional system capable of attracting back the riders it lost during the pandemic. Rush hours absolutely should not have trains spaced at the same intervals as non-rush hours.

Would this change if people's work schedules pick back up sooner than expected?

Shorten departure times for trains at Shady Grove station. 30 min is way too long abs trains will be too full people living outside city would need to leave far earlier to make train and still arrive to work on time at such long intervals. 9pm is too early to close for shift workers. After 630pm then go to 30 min per train departure.

The trains would be very crowded and it would be very hard to reach my destination in a reasonable time.

It will be a great inconvenience as I would have to wait for 30 min. for another train if I miss one.

Okay to reduce weekday but not to 30-minutes. 20 minutes okay, and then apply the rest of your formula

Proposal to operate Metrorail service every 30 minutes

Accounting for unexpected delays, this would make my commute during rush hour extremely difficult and prompt me to look for other transit options.

This might work during the pandemic, but this would be ludicrous during the work week, especially in years going forward. Trains are already packed to the brim during rush hour as it is, and we are now going to have to think about social distancing. This is the worst possible solution. It will lead to more heavily packed, less safe trains.

My office is planning to go back in person by the end of this summer and would need more frequent trains than every 30 minutes to commute daily on Green line.

I believe that in Jan 2022, we will be back to normal when it comes to commuting to work and given these changes they will drastically impact the commuter experience on metro rail. There will be more crowding on the metro platforms as more passengers wait for the train, which would be hard to social distance and cause harm and impact safety

It seems absurd to have the same time frames for non rush and rush hours or between weekend and non weekend days.

The different weekend hours work for me. Is there enough demand on the weekend to have the same working hours as weekends?

Doesn't make sense to not vary train times based on normal ebb and flow of riders over the day

I feel like the trains are always running late and usually end up coming ~ every 30 mins anyway

Would prefer more frequent times at busy stations, regardless of the line color. 12-15 minutes between lines is a little too long. Also 30 minutes is too long for rush hour regardless of the location.

with trains every 12-15 minutes i don't see how i will be able to get to work in time. during past rush hour traffic (trains every 5-8 minutes) i barely got on a train and when one line was out of service it caused major delays (Rosslyn)

I use the red line to commute to metro center for work. Every 30 min is not acceptable. Trains will become crowded and delayed.

during rush hour add more frequent trains please

This suggested proposal will not work for me, there needs to be a significant difference between rush hour and non-rush hour time periods. Although the pandemic has significantly impacted public transit it is essential to numerous employees during rush hour that the trains continue to come every 5 minutes during rush hour or peak times.

Would like to have a higher frequency during rush hours.

I dont see how this could possibly work during Nationals or Capitals games for example.Would this also include fully 8-Car train service throughout the day?

This is a great way to send Metro into a death spiral and force DMV residents to use private transportation alternatives. If thats the goal, shame on you.

we typically use service not during peak weekday hours (use it for 930a school start and 400 release)

Coverage of each station, even if reduced, is essential. Failure to provide public transit for customers to their workplaces would adversely impact low income workers.

Trains get crowded at rush hour and this will only exacerbate the problem

Rush hour frequency should be higher.

During rush hour there would be far too much buildup of people waiting to board every 30 minutes at stations that service one line.

30 minutes is far too long to wait between trains. If you miss a train, then you are just going to be totally late for work. Additionally, the number of people who would accumulate on the platform in a 30 minute window will definitely overcrowd the trains. This would definitely hurt commuters like myself.

I expect offices to reopen and ridership to be much closer to pre-COVID levels by Jan 2022 so I worry about the capacity of such few trains during rush hours.

This plan would be would disastrous on for not only myself but countless others who count on the reliability of the system to go work. This would negatively impact the economic security of Arlingtonians.

I use Metro to commute on weekdays as do many people, so there should be more frequent service M-F

It might be doable but could turn a 45 min commute to 2 + hours, at which point paying for a taxi may be worth the financial strain, and would further limit Metros income since I can see people who have the financial ability making that choice.

The only way for this to really work would be to accurately provide expected/real-time arrival times in some format (app, website, etc.) so that people can adequately prepare for getting to the metro close to train arrivals and not wasting extra time waiting. Trains would also have to be on time and not stray from these disseminated times

It's easiest to plan travel knowing a fixed schedule and the times are more conducive to a schedule that is not rush hour dependent.

To wait 30 minutes for a train is simply unacceptable. We might as well rip up metro tracks and turn them in bike paths.

If you wanted to save extra money with this plan, you could end service earlier in the evenings

30 minutes between trains would make Metro unusable for much of my use but given that I am on the Orange/Silver lines for much of my usage, 12-15 minutes between trains would work for much of my usage. This is definitely preferable to station closure.

Proposal to operate Metrorail service every 30 minutes

I cant even imagine how crowded the trains and stations will be if you are running trains every 30 min. The long wait time would definitely cause me to look for a different transportation method to and from work as the every 30 min would simply not work for me.

Need srvice on a more frequent basis

Trains should operate where waiting at major junctions (such as metro center) should be minimal time.

Once Montgomery county openS up to stage 3 I will be taking the metro every day

More trains during rush hour (like every 15 minutes) would work a lot better

This would not work for me because I will be unable to make it to work or workout classes in a timely fashion. This will be detrimental to my schedule and ability to travel efficiently because I do not have time to stand at a metro stop for 30 minutes waiting for a metro. This will then require me to resort to ordering Ubers, which will be very costly. This metro schedule change will hinder the capabilities for many lower/middle income residents of the DMV area to travel to and from work, school, etc. This change is elitist and discriminates against people of lower and middle socioeconomic status who cannot afford vehicles or Uber transportation.

It should be 12-15 minute frequencies. Have the Silver go only from Ballston-Ashburn if the expansion opens.

If wmata is charging for rush hour service then wmata needs to provide rush hour service.

The time tables would need to be flawless for this to work. With trains coming every 30 minutes, that train cannot be late or early - it needs to be exactly on time so people can plan.

MOre trains are needed during rush hour to avoid safety issues.

Too long between trains for transfer

Means if I miss the train, another one won't come for 30 minutes. That could cause me to be late to work or my high school aged child to miss dance class or her sports.

During the weekday, having single service line trains only run once every 30 minutes is going to make it difficult to commute via Metro for anyone who has to switch lines.

Why not maximize for rush-hour and weekdays when people are trying to get to work. As I choose between driving or using metrorail for my commute, The idea that I'll likely be waiting 15 minutes we're trying to arrive would probably be the same on the scale for me to drive many days.

As more of the population gets vaccinated and businesses start opening up over the summer and fall, I would expect a larger number of passengers to start commuting in at rush hour. I believe there should be slightly more frequent trains during peak rush hours (e.g. trains every ten minutes)

Keep the normal schedule- let's be honest public transit isn't in business to make money that's why private companies don't do it anymore

While I could change my commuting schedule to fit the new train departure times, I worry about overcrowding. If trains are too full, I may be late to work. I also worry about potentially having to leave really early for work just to ensure I can get on a train or arriving home very late.

Although it would be inconvenient, as long as trains are not too full to have people board then this would still maintain access to the same locations over the same times of day. Capacity is my biggest worry - if a train is overfilled then there is not an option to wait for the next one.

non rush hour could be reduced. service to distant end of line could be reduced but no worse than every 30 min

At least with this plan - you can plan! If cuts have to be made, fewer trains seems a good way to go.

During commute times (specifically in the morning and in the evening), 30 minutes between trains is simply not efficient and would essentially make the metro defunct for so many that relay on it to get them to and from work. If the metro cannot offer trains at the normal intervals it did pre-pandemic, then there will frankly be no point to it existing. We need a way for folks in DC to realistically commute post-pandemic.

I work out in Reston Town Center and plan to utilize the Silver line to commute to work. It would not be effective to have to wait for a half-hour for a train. My commute time would be increased greatly.

We will need higher frequency rush hour seevice

I do not use the metro at rush hour, but I could see how this option is not good for people who do.

Every 30 minutes makes Metro way less usable than its alternatives

This greatly increases the pressure to travel at specific times, already exacerbating tight deadlines, packed trains, and more. This will increase the gaps between those who can â€œpayâ€ for time and those who cannot. If trains run every 30minutes, those who can afford to not use the trains will not, leaving most vulnerable people stuck with a terrible system that does not reflect the needs. If I did not have to ride trains every 30min, I definitely would not. Those of us who live at the end of metro lines, where housing is cheaper, will become more disenfranchised as we will have less access to travel and flexibility. This is the most terrible idea I have seen from metro in all of my years living in the DMV.

These wait times would make it difficult for me to plan my work commute and get around with ease.

I have to transfer from the Red Line to another line. Unless I can time my arrival perfectly, this would add a lot of time to an already 1-hour commute.

Proposal to operate Metrorail service every 30 minutes

My remote work status ends June 2021, and am uncertain if HR would extend it.

I am on the green line. This would cause too much disruption of my rest. I propose trains every 15 minutes to get to a hub like fort totten then every half hour from there so its really 15 minutes to get a green line train then 15 minutes to get a red line train. Have trains go back and forth from single line end to hub and some go the full route to make it every 15 minutes to some train everywhere.

The reduced service would likely make me switch back to driving, once the pandemic is over.

Trains every thirty minutes, or even every 15 minutes, are impractical for commuting, given that we can't predict exactly when that will be. Even if we could predict, it would be a fundamental change in how we use Metro.

I would assume that the proposal would be reevaluated depending on social distancing guidelines and ridership? Fewer trains with more riders during rush hour in particular could be problematic in terms of overcrowding vs. possibly having to miss several trains before being able to board

Not having more trains during rush hour would probably make me late to work and possibly get me fired. Please reconsider.

During rush hour, it would be faster for me to drive if I miss a train and have to wait 15 minutes. The trains may also be too full due to the delays and would further delay my arrival to work. This change would cause me to not use the metro service.

I am worried with how crowded the metro will be once more people return to work with the limited train services.

It's ok if the train continues to stop at Grosvenor/ Strathmore.

This is a long wait period and would significantly impact my decision to take the metro

Im fully reliant on the Metro out of DC and use the silver line for my daily commute. This would make my commute basically unfeasible using Metro with these headways.

As long as rush hour arrival times are not adversely affected, I agree

Yikes, that's brutal. I don't have a car and rely on Metro for transportation. It would be tough to have to wait SO long in between trains.

This doesnt provide enough coverage for the amount of people who will likely be using the metro more regularly come January 2022. It would also force trains to be more crowded and people would likely feel less comfortable with what were all enduring with the pandemic.

A train every 30 minutes is okay, but the trains must be on time.

I need more trains running at Grosvenor metro in order to get to work on time.

Since I assume that by January 2022 we will have returned to normal these limits are being proposed to start at just the wrong time - when ridership will be increasing. I would find it very inconvenient not having longer hours during the weekend as well not having more frequent trains during rush hours.

This seems to assume that nobody will be returning to DC offices. I dont think thats correct. Numbers will be lower, but much higher than today. 30-minute intervals simply removes Metro as a reliable mode of transportation, and certainly rush-hour frequencies need to be higher than off-peak times.

Arrival times should be increased during rush hours. You can adjust due to ridership numbers but rush hours times should be more frequent.

I have tried to commute under a similar proposal and this turns a 45 minute commute into a 1.5-2 hour commute. I am not about to endure a commute like this on a daily basis.

Based on pre-covid experience, morning commutes would be unbearable because people at closer-in stops like Clarendon would be unable to board crowded trains.

More frequent is especially needed rush hour service during weekdays. I would be less likely to take metro at all if service was this infrequent.

It would be better if trains could run slightly more often during rush hour during the week.

I use the Metrorail to commute to work, and if I miss one train, I cannot wait half an hour for the next train without infuriating my boss.

As a Washington, DC tour guide with hopes tours will begin again, this proposed schedule would be a nightmare in order to meet up with groups at various destinations supported by Metro.

I can get to most of the places I need in less than 30 minutes in a car... this makes metro essentially worthless to me.

Even 15 minutes is far too long to wait for a train during peak times.

Concern that ridership will drop if Metrorail is unable to meet a reasonable schedule for some people.

I have been a Red Line customer many years and live near Grosvenor, however, I recently started commuting out of the area where Metro service does not extend. Changes to Metro commuting schedule no longer affect me.

30 minute wait times for a train would cause me to just drive instead of taking metro.

If I resume commuting I think that my station will be too crowded on the platform at with 15 min. Probably 10 min would work

I need more frequent service. I've been paying tolls to build the Silver Line, I expect to be able to use it.

Proposal to operate Metrorail service every 30 minutes

Maybe initially but this will have to be evaluated monthly as ridership increases. Packed standing back to back trains will not be acceptable due to fears associated with COVID and you will lose riders. You will need to build confidence again

Not frequent enough. Trains will be packed when the world reopens. They were packed on the previous schedule. This would discourage me from riding metro; but many do not have another option...

Service should be most frequent during rush hours.

Having to wait 30 minutes for a train would effectively remove Metrorail service as a viable transportation option.

need greater frequency at rush hour

For most events I use Metrorail for, this could be made to work, but would be inconvenient. For friends in my area who need to get to work, this would be a burden.

More frequently please. Also, if cars crowded, increase frequency

I understand the purpose of this proposal due to low ridership but many of us still rely on public transportation. Please find a way to keep the system as is. Thank you.

It is too early to say if it would work for me or not. During quarantine I was not going to the office; however, there are now plans of safely returning to the workspace in the next 6-month period. Dont know what the plans are for WFH for more than a day a week (which was what was being offered before the pandemic). So if I have to commute to work (Bethesda) from home (Van Dorn), the arrival times in the red line would definitely have a negative impact on my commute.

sounds reasonable.

Service every 30 minutes is pretty much useless; I would switch to other modes of travel. My station happens to have multiple lines. I could live with every 12 minutes.

I would have to allot more time everyday for travel which would be inconvenient to say the least but would rather have this option than pure closure.

For me it is much more important to have faster service on weekdays than on weekends. I would prefer cuts to weekend service. If there are service cuts on weekdays, more people will drive, which will exacerbate traffic during rush hours. For this reason, metro service is vital during rush hour for drivers and metro riders alike.

I think having trains arrive every 15 minutes during rush-hour would make trains even more packed and really mess with schedules. Ive always appreciated Metros reliability during rush hour times. I think it would make sense to increase times between trains during non-rush hours, but there should be a decrease in times during rush hours.

Trains would get way too crowded

There needs to be increased service during rush hour. Prior to the pandemic when Metro was my primary mode of commute. I will resume using Metro this year once I am vaccinated. This city needs Metro!

This example does not provide the counterfactual (i.e., the status quo) as a frame of reference or baseline alternative solution, so its difficult to assess whether the alternative proposed above is a significant change to existing policies.

It will make it so that there is less leeway but hopefully will have minimal impact unless capacity is too high which then would impact as it could delay travel.

Commuter rush hour trains were already crowded enough, and this could cause significant work arrival delays if commuters at the end of a line miss a train and have to wait half an hour until the next one

There must be increased trains for rush hour, e.g. every 5 minutes for stations with multiple lines.

While it would work for me, I imagine the trains would be too full, especially during rush hour, to accommodate everyone.

this would totally eliminate Metro as a viable commuting alternative for me....and it is my commuting method

This plan would potentially interfere with getting back to the office on time - assuming that by then we will be working in our regular offices

It is essential under this scenario that times be predictable and accurate, so we can plan accordingly. Otherwise it would be very difficult to use the service.

frequency is too low during rush hours

I dont work a 9-5 gig, but knowing the schedule will be consistent is convenient mentally

Would increase work commute time if not planned properly

If the DMV area were to reopen fully in January 2022 rush-hour would be impossible for people who use the metro. I still think there should be differences between rush-hour and non-rush-hour times when the trains arrive.

Need full service at Grovesnor metro.

Could require up to 90 min commuting time each day with waits of up to 30â€¢@ each station/tranfer point

Cutting service isn't the way to increase revenue.

Proposal to operate Metrorail service every 30 minutes

WMATA is striving to make strategic plans and satisfy multiple stakeholders during the COVID19 pandemic. At best, a difficult job, given obvious uncertainties about future transit needs and commuting. Given current exigencies, the proposed service plan strikes an excellent balance for all involved

As long as the metro still arrive at Grosvenor Strathmore then im good

There needs to be more frequent trains during rush hour

This would be a large inconvenience because I wouldnt just show up and wait for a train. I would time my arrival using electronic tools that show when the next train is coming.

30 minutes is too long to wait on a regular basis

Note that metro is a key public transport element. I am not sure what the demand for Metro rail services will be in January 2022 but with the largescale rollout of vaccines this summer, I trust demand will increase significantly.

On my way home at the end of the work day, I have a very tight transfer to a commuter bus. This length of gap between trains (for me, 15 minutes due to the stations I use) would likely make me consistently miss by bus.

30 minutes is a long time to wait at an outdoor station in the freezing cold/blazing heat if you happen to miss a train.

Im a daily metro and bus commuter who lives in MD. If trains were this infrequent, I would be unable to commute anymore. My commute is already an hour, and i could not have it get more unpredictable or longer.

It would take me over an hour if I miss one train.

Do not close the Grosvenor-Strathmore station.

This is a horrible idea and incredibly inconvenient to all Metro users who require it as their main method of transportation to their jobs and universities.

It's my closest Metro station, and of all the other area stations, it's the easiest to park, and is on my bus Route as well.

As long as there is a way to determine when the next train arrives, this is something that seems to be doable.

Trains are already incredibly packed during rush hour pre pandemic. With vaccinations and the possibly of going back into offices early next year. Platforms may get way to crowded. This is a decent proposal until maybe mid 2022, but I don't see it working once we get back to "new" normal

Late night service, especially on the weekends, is important to me.

This is a direct and negative impact to my ability to arrive to work on time as well as any person appointments I have.

In order for Metro to increase ridership it must decrease wait time between trains.

Probably would work, since my home station shares two lines (Blue and Yellow) and service was spaced and predictable. Would not work if service was only every 30 minutes for both lines combined

This long between rush hour trains could significantly increase the length of my commute, since I rely on a shuttle from my community to the metro station.

30 minutes between trains is much too long for commuters to wait.

This schedule idea is more like a regional rail than a city metro/subway concept. It would work for me, however, with trains 30 minutes apart, it will be very important to depart a station no earlier than a scheduled departure time, almost like Amtrak... we have to know that if we arrive in time for scheduled departure that we wont miss the train. Waiting another 30 minutes because a train left earlier than scheduled is not acceptable under this concept plan.

This schedule of trains is so infrequent that it would be impractical for most workers: anyone with a schedule, childcare dropoff/pickups, connecting to buses etc. Given metros unreliability (trains rarely come when planned), it would be hard to ensure arriving on time.

Union Station is just one stop down - my stop - so does that mean I might have to get off at Silver Spring and wait 15 min for the next train?

These headways are insufficient.

I would regularly take the orange line from the end station to Clarendon, which would be challenging to time with work and Fairfax bus schedules if there are 30 minute headways

Once things open up and more people go back to work in the office, this frequency of trains will not be enough.

With the more frequent trains during rush hours in the past, the trains were still incredibly crowded, reducing trains during rush hours makes no sense and would be dangerous given the pushing and shoving (people stuck in train doors that surprisingly closed ON them) that already occurred with more frequent trains in rush hour.

The pandemic recovery is upon us and people will be going back to work and tourists will come back before you know it. Running less times and stretching out train times a year from now discounts the idea that ridership levels will indeed return.

While obviously it's possible to adjust to any schedule, I personally think that tailoring schedule to the rush hours needs (and vice verse) yields more benefit to both metro and and its riders. Without frequent train departures during rush hour, people will accumulate on platforms, creating unsafe circumstances.

Proposal to operate Metrorail service every 30 minutes

Works for me, but likely does not serve essential in-person workers well.

I am concerned about the decreased frequency of red line trains at the edges and no additional trains during rush hour.

If you have the expected return to ridership- this plan is a disaster. There will be massive crowding on the platforms, and it will not be a viable commuting solution.

Depends upon what hours trains were running.

Changing the time simply mean I have to adjust to the schedule but closing stations is absolutely not acceptable.

May be difficult to accomodate rush hour traffic.

I take Metro almost daily, it would completely make taking metro to my job almost impossible or exhaustingly long

Clarity and accuracy of scheduled arr/dep times would help greatly.

I am retired and for me, having a reliable known schedule is the most useful feature of this proposal.

It may work with my scheduling needs. It would be a little less convenient, but I don't want Metro to do away with service.

The commensurate crowding on platforms needs to be taken into consideration. Ventilation, social distancing, if needed and crime could increase with outsize crowds

I commute into/out of DC in non-pandemic times. I need Metro that actually works during rush hour. If I miss a train by a minute and have to wait 29 more for the next, assuming they're on time and don't bunch up, that's unacceptable during rush hour.

Shady Grove has alot of riders. It would be great if the trains will go to the end of the line rather than stopping and hopping off.

30 minutes is too long to wait

Need higher frequency, 30 mins is outrageous for single arrival station

Waiting 30 min in rush hour would make metro less convenient and more crowded once people return to work.

Waiting for 30 minutes between trains is not good government. Make the trains every 15 minutes

All should be every 15 minutes. Or would every 20 minutes work?

not frequent enough.

This is a preferred cost-cutting measure. Especially, this is preferred if it is done equitably among the potential ridership.

Reducing the frequency of trains during rush hour periods would lead to untenable overcrowding, delays and other challenges that would make it impossible to rely on metro for commuting.

My daughter rides the Metro to and from work each day from East Falls Church Metro. If trains come in 30-minute intervals during rush hour, that could cause her to be late to work or having to wait extra time after work. It would also crowd the cars.

This is confusing&I cannot tell.

I would need more service at rush hour. Would Wheaton Station be on a 30 minute schedule? The schedules would have to be more regular and predictably on time.

At the current rate of vaccinations for COVID-19, the majority of the willing population will be inoculated by sometime late this year. While some employers appear to be embracing the digital transformation with allowing employees to work from home indefinitely, many are not, including much of the federal government. As we trend toward more and more commuters resuming the utilization of WMATA services, a reduced train frequency may very well lead to a situation where capacity is exceeded. Given that I plan to commute by WMATA rail on a single line rail, this will directly impact my ability to reach work.

if too infrequent then i may opt to take another mode of transportation. also concern with overcrowded trains.

Assuming ridership remains at COVID levels, this might be possible, but even with the pre-COVID rush hour schedule, you could see two completely full trains go by before even being able to board the next train at East Falls Church. This approach seems likely to kick off a ridership death spiral.

This would probably work as long as there is no rush hour effect when the incoming trains are too crowded to board (like snowy days in the past).

Once folks are vaccinated and need to go back to work, service will pick up and running every 30 minutes will not work.

It is egregious and unfeasible. Metrorail cannot implement these changes without causing a drastic increase in overcrowding and an overall decrease in mobility to commuters in the DC area. A rapid transit system should have a headway of 3 minutes between trains per line at the very least, and a headway of 30 minutes is completely unacceptable and utterly shameful. Even the current Metrorail headways are pitiful. Metrorail should pressure congress to get a larger operating and capital budget to operate trains at 3-minute intervals in non-rush times and 1,5-minute intervals at rush hour, in order to match up with the worlds premier rapid transit systems and keep the DMV moving.

Dont travel weekends

Proposal to operate Metrorail service every 30 minutes

Every 15 minutes on the red line during rush would lead to more crowded trains, which would make me nervous due to the pandemic. Even after the pandemic is under control, I still wouldn't want to be in such close quarters with others.

With such a long wait time the trains would be full and youd have to wait another long stretch for the next train

I plan to be commuting by metro again by Jan. 2022. My nearest station is Ballston, and a weekday schedule that has trains only every 30 minutes would be disastrous. I think it would deter many people from starting to take metro to work again--ironically driving ridership away at a time when many people will be wanting to use metro again.

The proposal would impact my work schedule and life. Vaccine is going on and people will bank to business soon. Check the increase is ridding every day and it would reflect it.Thanks

post online the train times so we can arrive shortly before a train arrives & not have to wait 30 minutes for a train

We hope with the control of the pandemic and the virus we go back to normal. I am expected at work in DC so I will need to resume using the metro to and from work. I also use the metro to go shopping as I live close to East Falls Church metro and I am an advocate of public transportation and reducing use of cars as possible

Too infrequent. Would buy a car if this happened.

If the metrorail becomes infrequent enough, it would make more sense to take a bus or Uber.

Id rather sacrifice frequency than stations

In non-COVID years, during rush hour, trains are already at capacity with a more frequent schedule. I dont see how 30min trains could possibly accommodate all commuters during peak times.

Especially with the pandemic it is important for people to get to their destinations without more crowding, and keeping socialdistancing

I would rather pay more to take a car service somewhere than wait up to 30 minutes for a train

I am lucky enough to live on red line

This proposal would greatly increase commute times and almost certainly depreciate ridership, making the Metro further spiral downward for service. This negatively and significantly impacts the lives of riders (like myself) who are reliant on metro to get to work by adding time waiting for trains that would otherwise be spent with family.

OMFG!! This is stupid.

In this scenario it is imperative that there are set times and the times are reliable in order for riders to plan their arrival times at stations to catch the train and trains cannot leave the station early even if they arrive a few minutes early.For example if a train is scheduled to leave the station at 6:24 am, it cannot leave the station at 6:20 am. It must wait until 6:24 am.

As the world reruns to normal, this would drive riders away. With those gaps between trains, the cars will be disgustingly and dangerously crowded.

The timing delay between trains is not ideal but it is important to keep stations open and service regular/dependable

We will get over this pandemic in 2022. If I am to use metro it needs to be working in a manner that is feasible. If my commute time increases by half an hour due to wait times, I will opt out of using Metro at all.

Trains should be more frequent at rush hour, and should run later on weekend nights.

I can work with any time schedule, but metro may be packed in the morning when people return to work.

I use the Red Line between downtown and Rockville and I expect, once COVID is under control, having trains arrive every 15 minutes would mean that too many people would be waiting for each train. Potentially meaning a wait time of 30+ minutes if you arent able to get on the first train that arrives due to the crowd.

If it means stations dont close, I would be willing to deal with less frequent train arrivals.

Too much waiting time, especially outdoors in winter months. Hard to time arrival at station to get anticipated train.

Trains every 30 minutes would make a morning commute nearly impossible without leaving my home/arriving at work significantly early or late.

During rush hour times, this would lead to extraordinarily crowded stations and trains -- I have had the experience of not being able to get on trains at rush hour when there are 8 minute head times! Unless trains were reliably running on a published schedule and the connections worked out, this would also lead to me avoiding using Metro when a connection would be necessary (e.g., going from red to yellow line). I mostly avoid metro on weekends because the long head times mean it is an unreliable way to get places ontime -- this would extend that to weekdays and would not meet my needs.

At the very least, more frequent trains need to be implemented for rush hour periods in the morning and evening. This proposal could mean the difference between not being late for work or severely being late for work, which will impact lower income communities who often have hourly shift-based work instead of exempt salary work.

Proposal to operate Metrorail service every 30 minutes

The success of such a proposal depends upon the trains arriving on time according to the new schedule. There still seems to be trouble with this, so planning a trip is only theoretical and often fails.

half-hour arrival times do not suit someone who is commuting to their job downtown. more trains during rush hour are needed especially once normal commuting patterns to the office begin.

If we go back to the office, this will condemn us to driving and clogging the roadways again. Or a permanent work-from-home model given traffic.

There may be times when this would make taking Metro less attractive to me. For example, if I can get somewhere in less than 30 mins driving, I wouldnt want to have to wait 30 minutes for the next train.

This literally makes no sense. To not differentiate between busier times (weekdays vs weekends, rush hour vs rest of the day) seems like a bad idea.

Hate to see the long increase in times between trains, but would favor as a temporary cost-cutting measure.

I am wondering if the schedule can be based on taking counts of passenger use and then base decision on schedule for economical way.

I'm concerned about the long wait times but even more overcrowding. Before the pandemic, the trains were so crowded on the morning, I sometimes would have to wait for one or more to board one. With trains every 15 minutes, the cars would be even more crowded.

This would lead to both crowding in the stations and me having a much longer commute time from U Street to NOMA, especially due to the timing of connections. There is no doubt in my mind that this would lead me to take Ubers, Lyfts, and taxis much more often.

Need more frequency

This would allow me to still get to my desired station for work, but I'd be worried that the trains would be more crowded, as would the station, which might deter me from using Metro.

It's nice

During rush hours this could create dangerous situations on platforms.

Rush hour would make the commute impossible, would not be able to even board the train

I would prefer more frequency

The required transfer, from residence to work putting my schedule would put my work commute too much at risk. I'd have to find another means

Once more working age people are vaccinated, ridership will increase dramatically. Even if people don't go back to work 5 days a week, they will work on site at least part of the week, and they will still start taking metro again, in their personal lives. So I don't think this change in Jan 2022 is necessary. If you're going to change, do it now, while most working age people are still unvaccinated and scared to take metro. Then you can go back to more regular schedules in Jan 2022, once we're all vaccinated!

This could work if employers continue to permit home working and ridership remains significantly down. But not if employers expect a general return to pre-COVID office work
lengthy wait will drive away riders.

I can't gamble with waiting this long for trains.

For someone that usually take two trains, if you miss one is 20 minutes but if you miss your connection another 20 minutes? 40 minutes delay for a ride??

That is not frequently enough, needs to be under 10 minutes. Especially since delays happen so regularly

Commuting during rush hour is likely to be very difficult given pre-pandemic trains were at maximum ridership often during morning and evening commute

The 15 minute wait time will probably increase my daily commute time and in addition the trains will be more crowded, which is probably not a good thing in order to cut down of the transmission of germs.

As more people return to tourism and outings, the likelihood that trains will be overcrowded grows. This is inconvenient and possibly unsafe.

If the region is fully vaccinated, and most workers are back at the office, then this level of service would not be frequent enough during rush hour. In other words, during rush hour, this level of service might not be frequent enough to keep passengers moving to and from the office. In addition, this Proposal would likely discourage customers from returning to Metrorail and would encourage use of personal automobile and/or Lyft/Uber.

Under normal circumstances, trains arriving every few minutes on the red line during the work week are packed. People will return to work in large numbers and this level of service will cause chaos.

It is likely that come January 2022, commuters will have increased again. During rush hour, trains arriving every 30 minutes would be completely inadequate.

Rush hour still exists and people still have work. Most people need rush hour schedule so we can get to work on time

Would not work at all.

30 minutes apart is far too long

Proposal to operate Metrorail service every 30 minutes

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| This is better than not having any service during the evening hours, but could likely increase my commute time if the timing of the metro doesnt line up well with the timing of the shuttle I take to work from the metro since that shuttle only leaves every ~30 minutes. |
| If ridership returns to pre-pandemic levels, this frequency of service on the orange line would make it such that trains would be too crowded to take on additional passengers as the trains pulled into Arlington stations closer to the city--between Ballston and Rosslyn. The proposed frequency would eliminate the option of waiting 2-5 minutes for the next train versus cramming onto the one at the station. Orange Crush+++++. It would send passengers to ride service options, adding to traffic. |
| I commute to and from work via bus and train. This would significantly increase my trip time. |
| The schedule works as long as the train is on time or the app can provide accurate status of coming trains. |
| If we want people to use public transportation we need to make it accessible and convenient. |
| Yes, as long as the timetables were made clear and any changes (delays, etc) were made readily available on an app or something. The key, to me, is being able to time my walk from my house to catch a train within a few minutes, so if it arrives at a station early and then leaves early - thats a problem. Basically, if youre going to run trains every 30 minutes, they can not leave the station early (like an overground train). |
| I know more people will be working from home post-Covid. But I still see a lot of people going to the office either by choice, mandate -- or even a just need to go back to normal. Half-hour arrivals during rush hour will create a backup, I believe. I can live with half-hour arrivals during non rush-hour times. But something faster -- every 15 minutes, maybe? -- during rush hour makes more sense. |
| Once COVID restrictions are lifted, I would expect rush hour demands would return to the same or near the same demands as before COVID. To not have more frequent trains during rush hour as before COVID seems like it could lead to overcrowding. If trains were to arrive only every 30 minutes, then it would difficult for riders unless there was a schedule that was as strictly adhered to as possible, unlike how the metro typically operates re scheduled vs actual arrival/departure times. |
| Yes, until the pandemic ends, at which point more trains are needed especially on the green and blue lines. |
| Weekend service should be brought up to the level of weekday service, not weekday service brought down to this level. This makes the system virtually unusable if a change of trains is required. I will choose to drive instead of taking Metro in 100% of situations if this change is enacted. |
| This would make it almost impossible for me to get to and from work as a disabled person. Utilizing the metro would add hours to my commute. I would have to find another way to get to and from work safely. |
| When I have to wait up to 30 minutes for Metro, it becomes significantly faster to drive. |
| I travel from Silver Spring to NOMA for work and I expect to be going back to the office starting in January 2022. A train every 30 minutes would severely hamper my ability to plan my travel plans and will result in overcrowding in the trains during rush hour. There should be increased trains during rush hour. |
| Rush hour trains will be overcrowded and less people will be interested in taking the metro on nights/weekends which will increase traffic congestion |
| I plan on moving from DC to Richmond, VA. I will take the VRE in. If I miss one train, I have to wait an additional 30 mins for the next train. Because of this, I will need to allot an additional 1 hr into my travel schedule each day I go to work. This really reduces work/life balance.This is also a hindrance of equity among riders. |
| So long as arrival times online are accurate, this could be planned around |
| What does this even mean? Trains would arrive every 30 minutes, except at stations with more than one line, theyd arrive every 12-15 minutes? Which trains? Are you assuming all trains at Rosslyn are interchangeable? When Im going to Franconia, Im interested in frequency of that train. Please explain this more clearly. |
| Running of trains every 30 minutes with the current wait times at the station are impractical. Additionally, Silver line trains already face overcrowding during rush hour traffic. Therefore, fewer trains overall would only exacerbate the problem and make individuals uncomfortable in a post-COVID world. |
| I use the metro during rush hours to get to/from work. The trains are always crowded during these times. I think people will use their cars rather than wait 30 minutes for an extremely crowded train. |
| It seems like this would be a disaster as people start having to go to work in person again. Everyone would be late to work and appointments all the time. Any issues from potential unforeseen delays would be compounded. |
| This is far too slow and would make me just not use Metro at all. It is faster to bike than to wait 15-30 minutes between trains, especially with transfers. Ultimately, this will hurt people who are physically unable to use other forms of transportation as well as those who are not wealthy enough to afford alternatives (particularly in the Green & Yellow line areas). |
| This much time between trains would impact my ability to plan for arriving at work on time. Likewise it will adversely impact my cost for childcare or even cause problems with me finding reliable childcare. |

Proposal to operate Metrorail service every 30 minutes

The metro is not a train service like Amtrak. Is a metro to move people around, and keep people out from driving. Any other country capital Paris, Rome, etc has a better system than ours and older than ours. Why you have never been able to give a good service?

It's unclear how many days I'll have to commute from Arlington to DC. If trains are consistently over-crowded I would find an alternative travel method.

Ridership is different on weekdays and weekends. Consideration should continue to be given to these differences.

This is a wide time gap between trains, and would not work during rush hour when many people are relying on trains. Trains need to arrive every 2 to 3 minutes as previously done, not every 15 minutes! If I miss a train or two because it is packed, I'm late to work!

I think for individuals who regularly commute to work that is not possible to be done remotely, every 30 minutes is not frequent enough

It makes more sense to run more trains during rush hour and less after hours and on weekends

This is not frequent enough. Trains should run more often, particularly during rush hours.

By 2022 we might be going to work? This plan would not work if metro demand was like normal. Trains every 30 minutes would not work to commute. This would basically eliminate metro as an option for me, if I ever need to commute again. So who knows.

Proposal does not seem to take into account what the needs will be, once people return to work, new businesses replace old ones, and the economy improves..

While I'm still working at home due to the pandemic, that's fine. But when I return to work, 15 minutes between trains is a long time.

Fifteen minutes makes a big difference when you are also trying to connect to bus service. This would cause me to miss my connections and prolong my commute

If you had to make a cut, this is better than nothing. When the pandemic is finally over I would be worried during rush hour that it would be crowded.

Every 15 minutes is too infrequent.

30 min between trains is far, far too long regardless of the day of service

We need the metro running constantly because there is a lot of passengers

I don't believe the proposal you're describing (i.e., stations with more than one line) covers GL/YL stations north of Mount Vernon Square. As a D.C. resident who relocated to the Columbia Heights neighborhood so that I would have access to two Metro routes, I feel slighted in Metro's proposal to reduce GL/YL service despite living in the most densely populated neighborhood in D.C., I will have access to one service line at 30-minute intervals. That's totally unacceptable. If I were to take the Metro to my office (near the Dunn Loring Metro station on the OL), I could wait 60 minutes for two trains (in addition to the 40 minutes spent on a train). Ridiculous.

I only use Metro occasionally for commuting so I wouldn't be very impacted by the reduced hours.

The 9 PM closing time is unreasonable.

The timing itself would be ok, but I think this would cause massive crowding as there already wasn't enough space on the existing trains to accommodate the crowds before the pandemic. As someone who (pre-pandemic) took the yellow/green, red, and orange/silver lines to work every day, I already encountered full trains and would have to wait for several to pass in order to get on. This resulted in me being late to work when trying to catch a train at 8am. Also, there should be some kind of accommodation for the extra crowds that appear during tourist season.

30 minutes is a long time. Maybe to increase the time for, 12-15 mins to 17-20 mins

Rush hour trains will become needed after the pandemic. I believe that ridership will go up after everyone has been locked in.

Why would you decrease ridership during rush hour? Why would weekend and weekdays be the same? More people commute during the week for their job and rely on metro. Increasing wait times will not go over well, and will lead to decreased ridership

Train gaps too long. Needs be difference betw rush/non-rush.

Every 30 minutes is too infrequent! It should be like 8 minutes in between trains.

If the metro only ran every 30 minutes, it would make it very difficult to accurately predict when I could get to work.... and if I could get there on time once things open up.

The 30 minute arrivals would not coincide with my work schedule.

With the amount of people who will be vaccinated by January 2022, it's hard to determine what our lives will be like in January 2022. Will more people have returned to office by then? It's hard to predict 10 months away. If more people are going into offices, and then Metro reducing train frequency, then people could be on crowded trains, which poses additional problems.

I have been working from home for 2020 and will be for most if not all of 2021. However, our office will reopen in 2022. If trains arrived on a specific schedule and stuck to that schedule, this would be doable if not desirable for me for work (commuting from Old Town Alexandria to DC). If trains did not arrive on schedule, this would be a catastrophe. It would be incredibly inconvenient for casual use locally. It would likely decrease my ridership to stops within 2-4 of my home stop.

Proposal to operate Metrorail service every 30 minutes

After covid, rush hour would resume. The platforms will be crowded, the cars will be crowded. Waits for trains will be unreasonable. This is shameful and no way to run public transportation.

Metro needs to make sure that as things opens up and services starts to grow that getting places quickly improves.

This is an unacceptably low level of service for our nations capital. People who rely on the services will be forced into longer commutes. It will hit the lowest paid essential workers the most. This proposal is offensive. Having no increase at rush hour makes absolutely no sense. This would force more people to drive, leading to more road deaths and danger to pedestrians and bikers.

Be flexible to change if this plan doesnt work well

This is not convenient. If you miss a train, you would have to wait another 30 minutes, not conducive for wanting to ride train. I think this may force more people to drive, which is not helping the environment. Since this will be an inconvenience for most riders, will trip prices decrease.

It cold outside be careful the plans

When everything returns to normal operations, this will cause immense overcrowding at busy stations. Overcrowding at stations was bad during rush hour, if you run even fewer trains, it will be out of control.

People in Washington DC your lawn and measure to get them places especially people of color in low income people who do not have this wrestling come to use a ride sharing apps and or other means of transportation. This proposal well further delay them and make them have to either travel longer distances or wait longer times to even get to the work and then therefore make them wait and get them in trouble at their place of work

Adding extra trains during rush hour would be good.

Given how crowded trains during rush hour already are, this could make it impossible to board. In addition, for those who take a bus to a metro, if the bus is delayed by even a minute, then we could spend forever waiting for the metro. This is extremely problematic for those that have tight schedules, for childcare pick-up, etc.

30 minutes is ridiculous to wait for a train at any time - especially for commuting or taking trips. That poor standard of service would make it so much harder to go downtown or to other parts of DC/DMV for fun or errands.

Trains arriving and departing with a frequency of more than 10-12 minutes would have a significant negative impact on my commute.

Would this option be re-evaluated if the pandemic affect lessened?

Why does our nations capital have to suffer with sub par public transportation, while the rest of the developed world moves ahead without us?

I use Metro to commute to and from work. If train arrival is delayed, my commute would be more difficult and unreliable. The train would also be extremely full at some stations.

Employees at my work depend on Metro to get there. This will make their commute even longer than it already is. 10 minutes is the longest time to wait for a train.

The timing of trains is why I ride Metro vs drive. The problem with this proposal is that a single train with an issue is going to cause 30 minute delays during rush hour. The number of cars needs to accommodate the significant increases in accumulated passengers at each stop, too.

This could easily force me to buy a car due to work commutes, cutting my use of the metro almost entirely.

I would like more trains, more often during peak hours. The trains are too crowded during rush hour.

This will just make the trains more crowed

This would not work during morning and evening rush hours when train cars are packed!

The red line is not the area with the most need, just the most wealth.

This makes no sense if rush hour comes back

While this plan would work for me given expected exclusive use of red line trains in the downtown corridor, I greatly worry that headways of 30 mins elsewhere in the system will exacerbate ridership declines. Such delay with only serve to drive riders to other transport options (rideshare, private vehicles, etc.). I strongly encourage closing low volume stations over further extending headways.

I'm concerned about ocercrowded trains during the day if they are only running a train every 12-30 minutes

This would make Metro a risky morning method of commuting.

When two or three lines operate on the same track the headways need to space out...for example, at Ballston the arrival of Silver and Orange Line trains should be 15 minutes apart.

I use Grosvenor-Strathmore so as long as that stop is preserved, this works for me.

I would probably take Uber or Lyft if I needed to wail 30 minutes

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| Proposal to operate Metrorail service every 30 minutes |
| YES - I would rather wait longer for a train than have my station closed. |
| It would be difficult but workable. |
| A year from now ridership will have continued to increase and therefore more frequent trains will be required |
| Need more trains at rush hour |
| Everyone would have access to metro which is what is important |
| By January 2022, commute levels will have increased back to normal and this would lead to nose-to-elbow crowding on trains. Unsafe and unpleasant. |
| Trains every 30 minutes during rush hour makes no sense. |
| We use red line often |
| Its crazy. There is more demand in rush hour. Have more trains in rush hours and fewer in off-hours. Its almost as if you are coming up with purposely STUPID ideas to kill off metro. Please bring in someone competent. |
| In 2022, my husband and I will be commuting from College Park to Chinatown during rush hours Monday thru Fridays for work that requires us to keep to a schedule in order to keep out jobs. Also, we have a child who requires being picked up from daycare at a specific time in order for us not to be charged extra. Our places of work will not provide us with parking (whether it would be free or an extra expense). Before the pandemic, it was difficult to get a train from Chinatown to College Park during the evening rush hour. We need the metro to run more frequently during rush hour in order to keep our jobs, and this change will impact our livelihood (jobs and finances). |
| This would work for me by providing consistency of service for Metro. It would be nice to know that trains arrive at every 15 minute mark (or whatever time it would be for the closest station to me). |
| This would significantly increase my commute time. Its workable, but not preferable (unless the other proposals are significantly worse). |
| Concern about overcrowding of trains during peak times with that low frequency of trains |
| I need the courthouse metro available. I depend on it on a regular basis as I cannot telework and it would be more than difficult to leave from any other metro. I bought a condo specifically to be less than two blocks away from a metro. People who have no concern over getting a paycheck shouldn't be making these decisions for those who are concerned about their next pay check. Disgusting abuse of power...again from those who currently have no worries about their paychecks. Many need Courthouse metro open. Don't close our metro!! |
| We rely on the metro for work and play. If we knew the times of the train, we can plan accordingly . |
| If the idea to continue ridership then a train every 30minutes is not going to work for me personally. I cannot afford to have a train leave early or late or be forced to wait for 30+ minutes for the next train. |
| Trains should arrive at least every 10 min during rush hour |
| 30 minutes is ridiculous for a weekday rush hour. By January life should return to normal...schools open, museums open, and businesses requiring more workers to be in the office by 8am. Increase time frequencies in the am/pm to accommodate rush hour. If you need to do cuts, do 30min during the weekday or later at night. |
| This is all very short sighted, the reason for the drop in ridership is known. Once we are out of the pandemic and people must return to work in the city, without more metro availability the traffic jams will become unbearable. |
| I live in Wheaton, and this would be horrible for my commute. |
| When it is time for us all to get back to offices, if trains run only in every 30 minutes how are we going to get to offices on time? It will be impossible to keep using public transportation. Because the congestion and to escape from it, less people will use the metro eventually it won't help the budget... on the contrary, especially because the pandemic will still not be over, there should be trains running more often... |
| This is not sufficient for the increasing ridership demands in 2022 once the pandemic ends, more offices open up again and people who have been teleworking remotely for 2020 and 2021 due to COVID go back into the office. Additionally, once events open back up to the public with fans/attendance, ridership will increase and the demand for metro will be back to normal levels again, especially during peak hours. |
| I am retired, so this would work for me. It is not a workable solution for workers " especially working parents " who rely on Metro to commute to/from work. |
| Even on the red line with increased service, compared to other station, this would mean such back-up at stations that you could wait hours and not get on a train. |
| It looks like metro is looking to serve white areas more frequently notably excluding service from one line areas thus impacting low income families negatively. |
| Would need more frequent trains on the yellow line in order to get back and forth from work. |
| commuting and arriving places on time would be near impossible |

Proposal to operate Metrorail service every 30 minutes

Enter system at Shady Grove: if trains arrive/leave every 30 minutes then this could be an issue, especially during inclement/cold weather, as often the timing is actually closer to 35 to 40 minutes (or longer, if there is an issue).

My commute from Georgetown to Petworth already takes at least an hour, and that includes depending on Circulator.

I expect to return to an office and regularly commute by January 2022. A 30 minute wait for trains and likely crowding once aboard would be unsustainable. I would drive to work instead.

Up to 30 minute waits on both the morning and evening commute can add up to an hour additional commute time. This is way longer than pre-pandemic. If ridership levels return this will mean trains not being able to let everyone on.

Every 15 minutes between trains on the redline is beyond ridiculous. Chicago, New York, and every city with a major public railway never runs this rarely with these few of train lines.

If trains only come every 30-minutes at rush-hour, it may be very difficult to get on a train. While the number of trains may need to be reduced, there should be a higher frequency at rush hour (morning and evening times), Monday-thru-Friday.

I plan on using transit again as soon as COVID cases have gone way down due to vaccinations. I think by January 2022 we would be using transit a lot again. The large headways and closed stations would make this an unattractive way to get around, and discouraging people from utilizing transit rather than driving.

This would be a challenge for commuting parents because if we miss the train by one minute (or if the train comes but is too full to get on!) then we have to wait 30 mins longer minutes and that's a huge gap given everything that needs to get done after work for families. I'd rather have fewer metro stops open than fewer trains.

If you make people wait over 10 minutes for a train the platforms get over crowded as well as the trains.

This is too big of a gap between trains.

Rush hour trains can be at capacity. Waiting another 30 minutes for the next train is not acceptable as it might also be at capacity.

There needs to be more trains during rush hour - every train is usually packed during rush hour on the orange, silver, and red lines. Without increased arrival times during rush hour, it's going to be overwhelming.

Having trains 15-30 minutes apart at rush hour creates a scenario in which the stations fill up with riders and then try to flood the cars to avoid another long wait and if you miss that train you have to wait 12-30 minutes for another and before you know it, you're an hour late to work. And if you're that unfortunate, the station will flood with riders while you wait for the second train and you might get on or you might not and if you don't you have to wait another 12-30 minutes for another train and now you're an hour and a half late for work. This is an awful idea.

This might work for me, but any delay or service disruption would make it untenable to take Metro to any appointment in off-peak times. I'd have to rely on bus or ride share to get someplace on time. I also wonder if peak/rush hour ridership would make Metro so uncomfortable I'd find other means of transportation.

This will make rush hour on workdays incredibly crowded.

If trains only arrive every 12-15 minutes, even during rush hour, the Stations will become overcrowded and the situation will likely become dangerous. Pre-COVID, numerous Stations were already extremely crowded and people would have to wait for several trains in order to get on a train due to crowding.

Doesn't seem wise to not differentiate between rush hour and non rush hour. BUT do not assume rush hour is 9-5.

The metro is very important for to commute to work every day, without it would be really hard coming to work. I believe the train station in east falls church helps many people travel to work and to other places too.

When we return to our office full time - currently only traveling to the office two days a week - I will be taking the Red line from Shady Grove to Metro Center daily. The situation with Grosvenor Turn around was JUST fixed to ensure Shady Grove riders are getting the service we PAY for - fares are calculated per mile travelled. Do not take away service we have been paying for.

I suspect that decreasing service times like this will also decrease your ridership and consequent funding from metro fare tickets. If metro trains are running every 30 minutes or at best every 12 minutes, that will not be frequent enough for me or many others to get into the city for work meetings, so we will be forced to find other non-metro modes of transportation.

Timing should be based on volume--for example, rush hour needs more trains than mid-afternoon.

I will no longer use my federal subsidy to commute to work if trains arrive that infrequently, I will have no choice but to begin driving to work every day even though I live close to a metro station. That change would double my daily commute time.

Proposal to operate Metrorail service every 30 minutes

I use metro to go to work downtown. This schedule is not flexible enough. Weekend schedule cannot be applied to weekdays. Metro used to be very packed during rush hour and will become worse if trains arrive only every 15 minutes.

Given problems with crowding during rush hour, especially on the red line, decreased service to every fifteen (or thirty minutes for other lines) is not a viable solution. This would only exacerbate problems like off-loading, which I experienced numerous times at Farragut North prior to the pandemic. I do not understand why this is being floated as a potential option--to me it seems clear that this will cause massive problems.

30 minute intervals seem way too long and I'm sure it would cause issues being late to destinations like work.

This could really impact traveling to Dulles airport especially and National to a lesser degree. It also means that further out suburbs where incomes are lower would see the most reduced service and they most need the Metro.

I would need trains to run more frequently than every half hour. I firmly believe metro revenue should not be made up by charging riders but by taxing wealthy DMV residents and corporations that benefit from workers being able to get to work. I cannot wait 30 minutes for a train! That is absurd and would make it harder for me to get to work and to see my friends and family!

Pre-pandemic trains were already quite congested during rush hour and it was sometimes difficult to board a train especially downtown and on the Orange line. Such a reduction of service during rush hour would be a problem for commuters.

People have a need to get to work, and waiting 30 minutes for each train would not work. It would also cause over-crowding when those trains do arrive.

I believe the metro hours in Grosvenor-Strathmore should not be cut! It is very important for those who can not afford a vehicle of their own and are utilize the metro for their transportation. Think about low income workers who work late at night, this puts a significant barrier on them if the metro station closes earlier.

Depends on office openings from pandemic. If folks are returning, every 30 minutes will make commuting times longer. If we miss a train by a hair, then waiting 30 minutes and knowing I could be home to be with my kid sooner if I hadnt would drive me take a shared car service for sure.

Although ridership is low the current train arrival schedule is inconsistent especially with the ongoing improvement projects.

15 minutes is a long time to wait for a train. 30 minutes even longer between Shady Grove and Grosvenor. This would not be acceptable. 10 minute should be the max during rush hour in particular.

Timing trains to arrive every 30 minutes will absolutely destroy any ability the community has to rely on public transportation to get anywhere in a timely manner. This will push more cars onto the road, cause property values of homes near the system to plummet, and severely lower the esteem of the DC metro area as a reliable and safe place of business.

More trains per hour would be necessary.

Platforms in the trees might get buried rush-hour

The trains would have to have exact times if they are only coming every 30 min. - like arriving at 10 past the hour and 40 past the hour - and sticking to it - or people will be missing trains - and giving up on Metro. The Pandemic will be mostly over by 2022 so there may not be need of these cuts.

Please provide consistency and provide transit in Great Falls, Va

Having such long wait times will lead to further declines in ridership. If you need have one kind of service all seven days, keep it at 20 minute arrivals throughout the day, with trains arriving every 8-10 minutes at stations with service from more than one line.

Depends on what time the 30 minute arrivals are. I would not like it if I had to get an earlier train in order to arrive at work on time.

Rush hours may be more back to normal by then.

What is the opening and closing times???Rush hour would be a nightmare! Trains would be way too crowded.

Returns to offices are targeted for Summer/Fall 2021. During rush hour trains could be severely packed by January 2022 if they only run on this sort of schedule. Perhaps you can issue a rush hour specific access card THROUGH QUALIFIED BUSINESSES available only to those individuals who must travel during those times?

I selected yes assuming there would be an increase in the number of cars per train to increase max capacity for each train ride.

just way too infrequent. I know that green line at some points runs every 5-8 minutes. to go from that to 30 seems ridiculous.

This is a stupid proposal. By the time we reach 2022 ridership will probably be close to prepandemic. This would just deter people from coming back.

I use the Metrorail station at Virginia Square regularly - For work, For doctors appointments, to meet friends for social gatherings, and to attend Smithsonian programs.

Metro needs to assume things will get back to normal at some point after mass vaccination

Appears to lengthen the frequency of trains in Prince Georges County while more frequent trains are provided for Montgomery County creating an inequality of services.

Proposal to operate Metrorail service every 30 minutes

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| I stopped riding metro last fall for COVID safety reasons after purchasing a vehicle. I dont know how many in-person days my employer will require by January 2022. Since my commute requires crossing state lines, the proposed changes would be tenable will I only had to use Metro twice a week |
| It's hard enough to not want to pay an Uber but having to wait 30 minutes for a train is ridiculous and unfair due to the prices we pay on Metro |
| With most businesses/offices still working from home and no widespread return to work policy announced, I am unsure if this proposal would fit with my schedule yet. |
| More frequent service is needed during peak weekday rush hours for commuting into DC from NOVA suburbs and returning in the evening. |
| This would only work if you actually keep to your schedules. I have always been a heavy user of the Metro but have never been able to rely on it when I absolutely have to be some place at a specific time. |
| Im concerned that the rush hour service would not be sufficient |
| This would just lead to more ridership decline. |
| Metro trains on Orange and Silver need to arrive more frequently than 12-15 minutes, especially during rush hour. |
| Thats a "hilariously" bad idea. By January 2022, most people will be vaccinated, and its reasonable to assume the region will be resuming in-person work. One train every 30 minutes would make commuting by metro practically impossible. |
| Assuming life will go back to the way things were before the pandemic, I will need to get to work and drop my child off to school. No one likes to be crammed up on a train/bus. |
| IF this proposal was adopted, I would sincerely hope that means there would no longer be rush hours fares. If those continued, with the diminished level of service, that would be fraudulent on the part of METRO. |
| Trips could be excessively long if more than one transfer is needed making this impractical for these uses. |
| This would be acceptable to me as long as East Falls Church metro station remains open. |
| Although it is unclear, it is likely MANY more people currently working from home in the suburbs will be required to return to the office by January 2022. Having the trains come so far apart would cause real delays and overcrowding (leading to break-downs, door failure, emergencies, etc.), especially during rush hour. Rush hour train service should have trains coming more often beginning in 2022. |
| If there was a Schedule it could work, but I cant imagine missing a train by 5 mins and having to wait 25 mins to catch next train. I need to get to work on time. |
| This will make my commute significantly more difficult. |
| Perhaps try to make the 30 minutes a consistent time, for example on the hour and on the half hour for people to plan ahead better |
| Every 30 minutes during weekday rush hour would complicate my commute to and from work and ability to make it on time to certain events. |
| Many work downtown and need the grosvernor station and there are also the private schools, Georgetown Prep and Holy Cross and also the Strathmore Arts center that is accessible via metro. It is a very important station |
| Every 15-30 mins is just too long during rush hour. Many people rely on the metro to get to work (even more once the federal government opens up offices again) and this change would be detrimental to getting to work on time without leaving the house 30 mins to 1 hour earlier than they would. It would encourage people to start driving to work instead, resulting in snarling traffic, which is not something the DMV area would benefit from whatsoever. |
| 30 mins seems like a long time - you can drive pretty far in 30 mins. I wonder if youll lose more customers with that interval. I suspect rush hour will be a lot less rushed, so it might be OK to have rush and non-rush the same; but maybe the interval for rush hour should be a little shorter. |
| These are unacceptable cuts to service. These cuts will lead me to seek alternate transportation options. |
| I would prefer more frequent service. Im retired, so Im not in need of extra service during rush hours. |
| Cutting service to that extent is slitting your own throat. Metro would no longer be a viable way to get to work, especially if you need to transfer between lines. |
| As a Red Line commuter, trains arriving only every 15 minutes on weekdays would not work at all. They would be overcrowded during rush hour and discourage ridership. |
| I commute daily from East Falls Church and the half hour wait time between trains is unacceptable, especially considering the increased demand during rush hours. |
| This would quickly kill off Metrorail ridership, even in our post-pandemic recovery. I would take rideshare/taxi services instead. |
| These changes would significantly extend my commute, assuming that offices will reopen for in-person work. |
| There should be increased rides during the rush hours. |
| 12-15 minute waits is fine if there aren't crowded stations but if people start using it again in mass that'll be really problematic |
| Trains would be way more cramped, especially during rush hour times. Travel times would be way slower |

Proposal to operate Metrorail service every 30 minutes

Arrival every 30 minutes risks overloading the trains, especially as more people return to work and leisure activities. The close contact with crowds would deter me from starting to again use the Metro.

This is too far apart.

My commute is already long; this would have serious impact on time spent commuting and family time

will return to Metro commute

This would make commuting to work via metro significantly more difficult, and would lead to packed trains.

THE FREQUENCY CAN BE REDUCED DURING RUSH HOUR. THE NUMBER OF RAIL CARS PER TRAIN MUST BE ADJUSTED (LOWERED) TO REDUCE EXPENSES. MORE REDUCTIONS MUST BE MADE. STATION EXPENSES MUST BE REDUCED. MORE TRAIN SETS MUST BE STORED AND NOT USED. AS SUCH, MAINTENANCE PERSONNEL MUST BE REDUCED.

While it works for me, every 30 minutes for other trains and lines could be very challenging for other individuals and other locations in the city. Would recommend every 20 minutes considering how many delays and repairs are already on metro rail.

Please keep Grosvenor Strathmore station open

Getting to work would take me DOUBLE the time with trains running every 30 minutes, if I missed my connection my normally 30 minute commute now become potentially 90 minutes if I'm really unlucky.

This is only viable if trains run at scheduled times. And if that's the case, might as well use MARC.

Weekend has to be longer than weekdays.

30 minutes is too long in between train cars coming for single line stops. I would be happier with 20 minute intervals and thrilled with 15.

30 minutes is too long between trains on weekday rush hours.

My position (I am a federal employee) is currently in telework status, so I don't use metro now. However, by May I will likely return to in-person work. By fall 2021, this will likely be full time. By 2022, I expect to use metro with the same daily use as before the pandemic.

This would put more people on each train and cause delays in getting to work.

Decreasing service around the time we return to work makes absolutely no sense but will only ensure WMATA's continued demise, as people going back to work will continue finding alternative methods of transportation that are more flexible.

If ridership returns to some form of normality there would be no space for people at close in stations to board. 10 to 15 mins would be more reasonable.

12-15 minutes apart seems really far.

I take the metro due to health issues I cannot drive. When I am trying to get to work by a certain time, I don't need to be waiting 12-15 minutes for a train. Also, since there will be no rush hour, would the price of riding metro go down

I work for a Government agency. I expect COVID restrictions will not be in place beyond Jan 2022, and telework will be reduced gradually or entirely by then.

When trains are late during rush hour, they fill very quickly and it is impossible to board trains. By limiting arrivals to every 30 mins the train would be extremely packed and committing would be horrible. People will try to board and get in the way of the doors. The conductor will then make everyone get off the train and now you have toooooo many people on the platform and no one will be able to go anywhere. This will be a disaster.

This does not provide reliable and effective service for commuters, a majority of weekday riders pre-pandemic.

The trains need to run more frequently. With so few trains there will be overcrowding. If people get to a station and can not get on the train due to overcrowding it is unreasonable to make them wait 30 mins for the next train. This will cause many people to be late to where they are headed. If you want to increase ridership it needs to be reliable and convenient for people.

The increase in delay and changes to rush hour non rush hour. Makes me concerned that metro would not be a viable and consistent form of transportation. DC is a city that is vibrant due to its transportation system. Crippling the system like this would eventually destroy ridership numbers. Why would more riders turn to metro if you limit services?

One way to make this change slightly more palatable would be if trains strictly adhered to published schedules. For instance, it would be somewhat easier to accept a 15-minute headway if I knew the train was going to be there at 7:30am and planned accordingly.

I worry that decreasing service frequency would deter ridership even more, and possibly limit any ridership increase that might occur as vaccination rates increase and coronavirus infection rates decrease.

Keep the times similar to before the pandemic

Proposal to operate Metrorail service every 30 minutes

| |
|--|
| The elimination of rush hour service during the morning and afternoons will likely cause massive delays and extremely packed trains once the pandemic restrictions are lifted and people being going into work again. The 30 minute interval for non-rush hour times makes sense. |
| The time frame works, I'd hope service would increase as more people went back to work. |
| Think should have less service on weekends rather than weekdays |
| It would be a good idea to assess in 2022 what is needed. Right now, operating on this kind of schedule would be completely fine. However, if things get back to normal ridership during rush hour is way up and more trains will be needed. |
| Waiting up to 30 minutes for metro would be unacceptable for commuting, unless metro would add considerable number of cars to each train and the schedule would be reliable and would be updated through an app so people could time their commute more accurately. |
| It will affect my travel needs to go to work, meetings and family |
| This plan would make it very easy and common for people to be late to work on a daily basis. Rush hour will return, how can you not have more trains during rush hour? People will turn to Ubers and cabs, but what about those who are living paycheck to paycheck? |
| If the virus is still around in 2022, having trains only every 30 minutes would mean they will be more crowded. |
| I think this is a reasonable proposal. It will require more planning but that is doable. |
| This would lead to large amounts of people waiting on metro platforms which could cause trouble for disabled persons |
| This would lead to overcrowding during rush hour. |
| That's fine, as long as train tracking is good and they remain on schedule. It is though ridiculous to keep a peak hour fare surcharge when there is not an increase in service. |
| I will go back to commute to work on the metro silver line start this summer. If next year trains run every 30 minutes I will likely stop using Metro all together. I can't risk missing a train and waiting another 30 minutes for the next train. |
| This will work if - and only if - the trains are scheduled to arrive at each station at exact, known times so passengers can time their arrival at the station to meet the train at the exact time of arrival. If trains are early or late, it would force passengers to wait up to 29 minutes for the next train. |
| I and many others rely on a timely biases of the metro rail to get to work on time. Longer periods of time make for more crowded spaces also. With a pandemic going on this is not okay. |
| After COVID, how will people travel into and within the city if public transportation is severely cut? Cutting public transportation is short-sighted and just wrong. |
| If the interval were 25 minutes instead of 30 it would be better. |
| Many people ride the Grosvenor train to maybe have good standing room or a seat and then get off at Grosvenor to quickly hop on the next Shady Grove train. Waiting 15 minutes doesn't seem fair |
| I would want to have rush hour service still. Having different schedules for weekends and weekdays seems to make sense. |
| Once COVID is over and we return to work, we will need to be able to actually get on a train. Every 30 minutes during rush hour will not work, it will be too crowded and people won't be able to get on the train, leading to over hour waits to catch a single train. Rush hour will go back to normal, and even then you had to wait one or two trains to get on. |
| Service is far too infrequent to time buses, metro trains, and my shuttle to my final destination. |
| When we go back to work, we can't wait 30 minutes for a train. |
| This creates several problems most notably in underserved communities who rely on public transit for small routine activities such as groceries and shopping. This is a discriminatory procedural change at its core. |
| If there was an actual timetable, like we have with buses, this proposal for the trains wouldn't be a problem... if I wanted to take a particular train that had 30-minute arrivals I could just time my own arrival at the station. |
| It will increase commute time to the point that it may be faster for me to use an alternate form of transportation. |
| It would work, but it would be very difficult. It might make me just give up on the metro and drive whenever I need to get places which I hate to do because we need to invest in public transportation to make it better. |
| Rush hours should 100% have more frequent trains. |
| 30 minute wait times for people traveling to and from work makes no sense and is totally inconsiderate of commuters. |
| I used it for travel to work and 30 mins will cause huge disruptions! And it will lead to huge congestions |
| This would lead to the closure of the system due to disuse. |

Proposal to operate Metrorail service every 30 minutes

By January 2022, more people will be back at work than not and commuting levels will be high again. I understand the impact the pandemic is having on Metro right now but it seems extremely short sighted to make such significant changes to future service based on today's issue. A train every 12-15 minutes during rush hour would be packed, assuming commuting levels are anything near what they were in the past.

Pro: Routine schedule would be easy for passengers to follow; Con: Seems less efficient to not have different arrival times between rush hour and non-rush hour periods

I am 73 years old, and depend on the service at Grosvenor station to get to my physician at GW Hospital (Foggy Bottom). Every 15 minutes would be the bare minimum to assure that I could promptly keep my appointments.

Metro should not do this. Ridership will increase once the COVID-19 vaccines are distributed and the pandemic has calmed. Many people, myself included depend on the metro.

Rush hour occurs at different times for different people. Most of us dont do the 9-5 workday.

During rush hour, I will need red line frequency to be at least every 5 minutes in order to make a public transit commute feasible.

Pre-COVID I rode the metro to work, and 6-7 minutes between trains was insufficient given demand. It already was stressful worrying about getting on the train while trying to avoid being crushed by the massive numbers of people also trying to get on. And I would spend the ride uncomfortably pressed up against complete strangers. If COVID Is over, even 7 minutes is too long between trains at rush hour. And even if it is not super-crowded, a 15-minute wait for a train makes a manageable commute very difficult.

We have a toddler. If we have to wait so long for a train we might just drive.

The trains will be too crowded and people will not be able to board in a timely manner making them miss a train and be late for work or appointments.

Once offices reopen and everyday telework ends, there may not be enough capacity without a rush hour schedule. I understand starting out with a schedule like this but there needs to be a way to reevaluate as more people come back to work and metro.

People that ride the metrorail for commuting to work in the morning and back home during the evening find the convenience of more frequent trains and that is why I use the metrorail. I am able to drop my children off at daycare and make the train in a timely matter. However, if trains are more infrequent I will need to find other means of transportation into DC for work.

For Metro to be an attractive commuting option, trains need to be frequent.

Waiting 30 minutes twice a day for a train would be a nightmare. Where would people stand on platforms? COVID will eventually be contained and our offices will need us back, particularly in the federal government where full time telework on a permanent basis is a non-starter. Red line platforms during normal times are already crowded and it is often necessary to wait for a train or two to pass before you can get on one. With children in school, a 30 minute wait on either end because I couldnt get on a crowded train would cause me to miss pick up time. In normal times I ride the red line twice a day, every weekday.

Peak times must be considered. That would mean that us who live in more urban areas would never be able to get in

Trains are SUPER crowded at peak times evew at Rosslyn with 3 lines. It would be extremely chaotic to have even less trains available

Consistency helps to know what the times will be.

It would only work for me because my travel is on the Red Line between the turnback stations. If I were on the outer edges of the Red Line, or on another line limited to 30 minute service, I would find commuting by Metro really challenging.

During rush hour trains need to arrive at least every 7 minutes. As soon as vaccines are administered, ridership will go up for commuting

If more people are using the metro in 2022, this would be unsustainable.

The key to this proposed schedule is being able to modify it if trains reach 100% capacity. You do not want to leave passengers on the platform to wait 30 minutes for the next train.

Seems like a long time between trains , but I'd rather the stations stay open - so I'd say this is viable though less than ideal

There needs to be a more service in the Am for people to get to work and in the evening for people to get home. Over crowded trains are uncomfortable and tend to have more issues in the summer

Metro needs to provide more service if it expects to restore pre-pandemic ridership

This would begin a self-imposed death spiral for Metro. Provide timely service, and they will come. People are eager to be among their fellow humans, and will soon flock back to Metro if service is timely and reliable.

I take metro from white flint station during the week and every half hour between trains is way too long!

That would make getting to and from work more of a hassle. Off hours and the weekends its fine if theres reduced service because then I wont be dealing with trouble at work.

Absolutely atrocious. People rely on the metro to get to work. People who cannot wait 30 minutes or 45 minutes or even longer due to over crowded trains. Guys, the vaccine is coming out. You cant project future ridership on present restrictions when those restrictions are going to ebb. You will devastate low income and essential service workers.

Proposal to operate Metrorail service every 30 minutes

Don't base future projections on covid levels of ridership, it's going to go back to normal in 2022 and ridership demand will go up so it's critically important to keep service as high as possible with minimal disruption

The train should come every 5 minutes. You many people board the platform within that time

Would be better to have trains coming more frequently, as the trains will fill up very quickly during rush hour if theyre only coming every 15-30 minutes

The red line train was very heavily used pre-covid and with things going back to normal, trains coming more than ever 15 mins is something we need.

I am unemployed so cannot fully anticipate my rail needs. The nearest station is two miles from my house so I normally take the bus but that could change.

Please keep station

This would significantly extend my already lengthy commute time as the station that I get on is on the red line but above Grovesnor. I suppose it might work if the schedule is published somewhere so that I could time my arrival well, but I think the trains would be so overcrowded with 30 minutes in between trains that it would be impossible to squeeze on. I think that would be the biggest problem with 30 minute waits in between trains. I believe that service will pick up significantly in 1/22 because people will start going back into the office.

This does not meet my needs since I frequently use Glenmont.

Every 30 minutes is unacceptable given WMATAs revenue.

Trains become crowded quickly from the very first stop (Vienna) even when running trains every 12-15 minutes. Running trains every 30 minutes out of Vienna would make it very difficult for anyone in subsequent stations to have room to get on the train.

15 minute headways would affect my commute and make Metro a less reliable way to get to and from work.

Every 15 minutes is ok

Such infrequent trains will likely make it impossible to rely on Metro to commute to work, particularly given the likelihood that such infrequent trains will inevitably be overcrowded.

Turnbacks make my commute more difficult and almost unmanageable because I am commuting from outside the turnback zone (Twinbrook)

If the trains can run on a consistent schedule, so that I could count on the train arriving at a certain time, this would be all right. But if the trains arrive at seemingly random times each day, as has historically been the case, this would be pretty unpleasant and I would bike to work more often, or buy a car.

If it will take 30 minutes between trains, I just wont use the metro any more. I get the financial crunch is forcing these ideas, but theyre going to result is less ridership which defeats the purpose.

Rush Hour and Weekdays should be prioritized with more frequent service

Griosvnr or to silver spring is what it was in the padt

If this proposal is adopted, Metro would no longer be a viable option for my weekday commute.

When DC returns to normal after the pandemic, rush hour would be terrible and the metro cars would be overly crowded. This would make it impossible to use the metro during rush hour.

15 minute windows for trains is 100% not manageable during regular DC rush hour.

That is a very long time to wait for trains. I expect it will double my commute since I transfer lines twice.

Red line trains would be too crowded.

This would make it harder to actually get to work on time, which wouldnt work.

Before the pandemic, I rode the red line daily from grosvenor / strathmore to judiciary square and back. I expect this to be my commute again by January 2022. The trains were already so crowded that I sometimes had to let one or two pass before I could get on one. If metro reduces the trains to just one every 15 minutes, I fear they will be even more crowded and it will be harder to get on. My schedule is right. I take the metro because it is faster than the Marc train and I need to get my kids to/ from after care and get to work on time. With this proposed schedule, I fear I will not be able to depend on metro to get me where I need to be on time. If that is the case, I will have to find alternative transportation.

UMD will be back in the fall. The Green/Yellow Line will need to be more frequent.

I do not understand why there would be no difference between rush hour and non-rush hour periods. Assuming that ridership increases post-pandemic, albeit not to the same level but nonetheless to substantial levels, there likely would be greater demand during rush hour periods and thus the need for more frequent service.

As long as it applies to all stations, it is a fair proposition.

I take the metro 2 times per day using Strathmore station

In January 2022, many of us will be going back to work and frequency of trains during rush hour will be extremely important. Over-crowding of trains during rush hour always results in having to offload trains or otherwise results in major delays. Those are also reasons people ride Metro less: the trains dont run often enough.

Proposal to operate Metrorail service every 30 minutes

Reducing train frequency would be a challenge as I work off the Twinbrook metro

This would be workable though it would be better to assess frequency for maximal commuter times 7:30-9:00

Obviously if you are 5 minutes late for a train, most people can afford to be a little bit late arriving at work, but to possibly end up being over half an hour late can start being a BIG problem. Additionally, appointments (medical, dental, etc.) during the work day are potentially running into close to a half day off instead of a couple of hours out of the office. I am stressing already at the thought of trains only running every 30 minutes o weekdays.

Not frequent enough

30 minute headways during weekday rush hour is unacceptable and will result in severe overcrowding. Need more frequent trains during rush hour, at least.

This will make my daily commute impossible. On the pre-pandemic rush-hour weekday schedule, I would still sometimes see 1-2 full trains pass before there was a train with enough room for me to get on. By limiting trains to once every 15-30 minutes, it will make overcrowding even worse, and for workers like me who have limited control over our work/commuting hours, it could add hours to my commutes each week, which will make me look for alternative options outside of Metro.

The trains are too infrequent for my commute.

This only works for me because I am at a station with multiple lines.

There should be more trains during rush hour since that is when most people have somewhere to be. The times between trains outlined in this proposal would be fine during non-peak times; however, they need to run more frequently during rush hour.

I use the orange line to commute from Foggy Botton to GMU/Fairfax most days. If it came every 15 minutes, that would be great. But I don't have any other lines that would get me to Fairfax, so every half hour would be hard.

Assuming people are vaccinated this summer, by Jan 2022 downtown offices (USG especially) should be open. Trains every 30 min will result in significant overcrowding. Metro should work with them federal government to coordinate office openings with increasing Metro train times to ensure the system doesn't collapse.

It would be very hard to plan a commute to arrive at a certain time with trains every 30minutes

I take the red line and then need to transfer to yellow. If things don't time right, I might end up waiting 30 minutes to just transfer. My commute pre pandemic door to door was about an hour. If it rises to an hour and a half I may need to drive instead of taking public transit.

Needed in community.

This will incentivize me to not take the metro at all even though I do today to go to/from work. I will drive (and revenue will father further as others make that choice as well), but not everyone can afford a car or parking in the district. This would disproportionately impact those who need the metro the most. I would be happy to pay higher taxes to fund the metro.

Very simply, there are so many delays and incidents throughout the Metro system that it would be impossible to actually have a train every 30 minutes (or 15 min or 12-15 min). There are very few third tracks that can bypass problems. Lower frequency would just provide incentive to people to seek alternative transportation.

Stations would get a lot more crowded, and there would not be enough space for social distancing, assuming were still coping with the pandemic next January. And if were still going to be paying the rush vs. non-rush fare and not get rush hour service, wed be paying for something we arent going to get.

It is impractical to have stations - such as Rosslyn - only have trains arriving every 12-15 minutes. Post pandemic, when riders once again rely on Metro to get to and from work, there will be far too many commuters per car, which in turn will cause even worse crowding, and will likely push potential riders towards alternative modes of transport due to congestion. Unless metro wants to continue to lose ridership, it would behoove the organization to decrease time between trains at crucial metro stops, such as Rosslyn.

Once the pandemic is over, there should STILL be a difference between weekday rush hour and non-rush hour or weekend service. It does not make sense to treat them all the same.

The length of travel could almost double if I took the train to the airport, the Kennedy Center or elsewhere downtown. This would make it exhausting and I would stop taking the train.

Too much time between arrivals-I could deal with every 8-10 minutes but not more than that.

it would be more appropriate to slow down trains during non-rush hour times. The crush of people waiting for a 15 minute train after vaccination will be large and frustrating.

Having the same schedule every day is good, but not at such low frequencies.

Not sure if the longer wait times are feasible for my travel needs to and from work.

That's just crazy

Grosvenor Strathmore is a critical station. I and many others commute to this station for the red line. Pre-pandemic, a delay at Grosvenor would cause cascading problems for many downstream stops because of the number of people boarding at Grosvenor (trains are then filled to capacity for the downstream stops). The greater frequency of arrival at this key station is essential to optimizing efficiency of flow.

Proposal to operate Metrorail service every 30 minutes

This proposal punishes people who live in DC. I'd take a cab/uber/lift before waiting 30 minutes for a train.

This is a drastic reduction and any trips that need a transfer may be better with Uber

Too infrequent. Just drive instead of waiting 30 minutes.

You leave out some critical information here; namely what time the daily service would start and what time it would end. I often use Metrorail service later in the day on weekends. It would be very bad for me if service on weekends ended early.

Will create massive crowding of cars and stations and disincentive ridership in favor of driving. Not a good solution for riders or the environment.

Of all the plans, this one is the most workable, it's better than closing my metro stop.

30 min lead times would make every train packed leaving crowded trains and platforms with people cooling their heels waiting for 30 mins for another chance. This would be terrible for people who need to be anywhere on time.

this would impact my commute since most of my travel is during rush hour; I would need to leave earlier to arrive to my office on time, be at risk for more crowded trains and probably extend my commute time.

This proposal would significantly and adversely impact the commuting options and could create more traffic on congested roads post-pandemic if insufficient Metro train availability during rush hour windows.

Weekday (Business) needs are higher than weekend.

30 minutes is too long to wait at a station serviced by a single line.

Overcrowding on metro trains is a huge concern to me from a safety and comfort standpoint. Ridership should be up again following the COVID 19 pandemic, and planning 2022 off of 2020 and first half of 2021 seems silly

The attraction of living in DMV area is the metro and easy accessibility! I really loved how fast the trains were arriving at rush hour; this would be a huge adjustment for my work schedule.

The length of time between trains during the typical morning and evening rush is too long.

A vibrant metropolitan area needs an efficient, affordable public transit. This type of service is not adequate to keep people moving on metro line and getting them where they need to be. Once the pandemic is over this will doom the metro to transit of least choice. Congress need to pay for this. The states and Dc have failed at recognizing the value.

I need to be at work by 8:00 am. I need the trains and buses to be on rush hour time during rush hour.

While many employers are reconsidering how often employees have to physically return to the office post-pandemic, having trains run so sporadically will not work for riders - there will be significant overcrowding on the few trains that run (this happened all the time pre-pandemic when trains ran less frequently). Furthermore, for those that live longer commutes to work, a missed train by one minute could set the rider back another 30 minutes which will turn people away from Metro altogether. This would put riders with limited financial means (no cars) at a significant disadvantage.

Keeping people out of their cars as the turnbacks are redundant

Pre-COVID, the trains to my local work station on the silver line were jam-packed during rush hour every 15 minutes; going to 30-minute intervals would make them packed even more, if that were possible, or force people to drive...and there isn't sufficient parking at the offices around that station.

Concerned about platform crowding during rush hour.

Trains twice an hour would effectively ruin Metrorail as a commuting option. At least the red line would be a little better but still.... There's no way that would provide reliable, efficient, reasonably convenient transportation that I could depend on. I'm very devoted to public transportation, but at that rate, it would be stupid not to drive.

Better to have more trains and frequency during peak travel.

Sounds ideal

This would make getting to work difficult for commuters who need more frequent trains during peak morning and evening hours. Workers heading to work can't afford to miss a train and have to wait another half hour.

This should be in effect currently, with more frequent train operation anticipated for January 2022 as widespread vaccination is anticipated towards the end of 2021. This current plan feels as though COVID operation is coming into effect way too late, and will harm the ability of more residents to get around when the economy does open next year.

one train every thirty minutes will not meet my needs. what if it is full? I have to wait another 30 minutes for the next full train?

Trains are often full arriving at EFC metro during busy rush hour AM times. A 30 minute period until another train comes, also possibly full would not work for commuters.

Need more frequency

Proposal to operate Metrorail service every 30 minutes

Slowing down the service might reduce ridership even more at a time when we should be looking to increase the use of public transportation.

By January 2022 I anticipate that more offices will have in-person work, thus crowding trains during rush hour.

It all depends on the vaccine rollout and the opening of federal offices. Reductions in metro's schedule won't affect most of it's ridership until federal employees and others are forced to return to work. I would focus on short term cuts and then once revenue starts to increase, add additional trains/buses to the schedule.

I think this is most likely the best option. If you consolidate ridership you're maximizing the amount of revenue per ride, while minimizing the frequency of cost. This also my help with metro delays by leaving enough intervals between trains. The only major risk I see could be parking lot constraints with many people arriving at the same time rather than periodically throughout the morning.

30 minute headways sucks a lot, but there's a good amount of places with multiple line coverage. Not sure if this would help boost more essential bus service

If service changes to every 30 minutes I will stop riding and take my car to work

Waiting up to 30 minutes to catch the train at my local Metrorail stop is simply unacceptable from January-June 2022 when the pandemic will be coming to an end.

At rush hour it should be every 10 min. Slower times 15 ok.

Although the less frequent arrival times would be inconvenient, I would definitely prefer this over cutting/closing some stations or lines.

Too infrequent. Im not waiting 30 minutes (ON AVERAGE) for a train. But as a rider, I know the waits are likely to be much longer. NOT workable, at all.

The trains are too infrequent

Ideally, some research would be conducted to adjust the schedules and time intervals if overcrowding results from the above proposal.

I start from Glenmont or wheaton so this does not work for me maybe every 20 mins instead of 30

I work at home full time now. so I only use the Metro system for appointments and events, not daily commuting. I am also a red line person. What about schedule at Fort Totten? Every 12-15 minutes? Both yellow and green?

I ride the green line and several of my neighbors do as well. My neighborhood has been underrepresented and this would severely make it hard for us to go to work. I find it shameful that the red line is running more frequent, which is home to wealthy people in the DMV.

are you people nuts i mean honestly is this a joke my cat could provide more rail service than this

30 minutes is too long to wait if mu shuttle to the metro gets hung up by a minute or two.

I work in Tysons and though my company is currently in a WFH state, we are expected to return to the office in the fall. If the stations were to drastically reduce service in 2022 with trains only coming every 30 mins, I think there could be very crowded trains in the morning.

This would make rush hour even more difficult than it is now.

I use the metro for going into DC on the weekends. The early closures would be prohibitive.

This plan would permanently discourage metro use for many users even when budgets are flush again.

Long head times on metro rail make it difficult to time transfers to/from bus, which could make my commute unpredictably 30+ minutes longer if I miss a transfer

This is an unacceptable suggestion. The frequency of WMATAs metro rail system has been bad enough during normal weekdays (before the pandemic), worsening this by cutting it further will push more and more people away from using transit in DC. This approach has led to failure in many places over the world: Reduce the service and you will reduce the passengers, because if they cannot count on the system to run when they need it, they will not even use it at times they could because they have switched to other modes instead.

It will make trains more crowded and that may drive folks away, especially with Covid lurking.

This would not work for me at all. I take the Orange to and from work every day. I don't have a car so this would be very inconvenient for me.

This is not an unreasonable change. The important issue is to make sure your website showing train arrivals is accurate.

Riders will be distributed over a smaller number of trains per hour. Therefore trains should have a higher number of cars to avoid overcrowding and riders discomfort.

For me, this level of service would mean that I would use metro even less as it now takes too much time to reach my destinations and it wouldnt be cost effective given the poor timing.

This might work if you were to publish a timetable.

30 minutes is too long

On Red line, people north of Grosvenor (ie Rockville) would be at a commuting disadvantage. However, I am not included since I board at Grosvenor.

Proposal to operate Metrorail service every 30 minutes

Trains should be more frequent and there should be additional frequency during rush hour. Doesnt make any sense to keep things even when you know there is higher demand during certain times. Also doesnt make sense to make future changes based on pandemic ridership when you know the pandemic is temporary. How will we get back up and running if we operate as if pandemic ridership is the new norm in perpetuity?

This does not reflect rush hour realities.

When planned service delays have happened pre-covid, with trains only arriving every 20-30 minutes, the trains were incredibly crowded, to the degree that sometimes the train could not be boarded when it arrived. This could mean waiting an hour for a train. If this service gap is implemented post-covid, Metro will be encouraging individuals to continue to avoid the train through this process, and will result in increased teleworking, driving POVs or using Uber/Lyft.

Depending on the length of the wait for trains to which to transfer at Metro Center or Gallery Place, this might work for us. However, if the travel time, including the transfer waits, to get us to our destination would be too great, we might, reluctantly, choose to drive instead.

I am retired. If I was still working, I would want more frequent trains during rush hours.

That is too much time between trains.

Metro needs to have the flexibility to respond to major. DC events " sports events, protests, fireworks, inaugurations, etc.

It would mean having to wait for up to an hour for room on a train to get to work.

I dont have to commute on the Metro for work so I could schedule my leisure trips around the 15 minutes schedule, as long as the next train reminder is working

Pre-covid, the red line during rush hour was often so full that Id sometimes have to wait for several trains to go by to find a car with room on it. Im very concerned that having no difference in arrival times between rush hour and non-rush hour periods would make commuting even more stressful and crowded than it already was.

No, this would not work. I anticipate ridership will be significantly higher in January now that we are rolling out the vaccine and we are finally making ground on returning to normal. It seems like a bad idea to only have the trains every 30 minutes with potentially a large number of individuals back to using the metro. Imagine the build up at stations waiting for trains that only come every 30 minutes during the morning rush. Additionally every 30 minutes is a long time. Super inconvenient and if youre selling the metro on convenience this aint it. Even with reduced budget, this would not be something I would consider for next year.

Needs to be under 10 minutes

That made my commute very long when they were doing that earlier. I would miss my second train and that would make me miss the bus.

This is not a frequent route for me, but 15min quickly becomes 20-25 or even more with even the slightest of delays between stations compounding on one another, and I'd prefer the plan to be 10min between trains.

I will need bulk of Metro service during weekdays so prefer trains come more frequently during rush hours but definitely want weekend service.

I will not be back in the office in 2022. But I don't want permanent changes based on current low ridership.

If work returns to normal, possibly waiting 30 minutes for a train would not be a practical way of commuting to work. Too much time in the day is lost if you cant make a decent connection. If you have to transfer trains, you could possibly wait an additional 30 minutes at the transfer station as well.

Since the pandemic our family has had to give up our car to save on costs, using bikes or metro to get around. The metro is amazing to ride during winter when it is too cold to ride bikes. A severe cut or delay of services would hinder our commuting around the city as we go to and from work, medical appointments and grocery shopping.

This is acceptable AS LONG AS I could check in advance (e.g., before I head to the Metro station) on the actual timings of trains via Metros web site or app. It would be very frustrating to arrive at a station to find that a train just left and one must now wait 29min and 59 seconds for the next train.

This is not frequent enough, especially given the unpredictable nature of the train schedule up to this point. Not to mention the inevitable delays during rush hour.

As the region recovers from COVID-19, this proposal would cut service just at the time we need most of it. It would result in unacceptably crowded trains, not to mention unacceptable wait times.

I live on the red line in the area that would be directly impacted by this. I dont own a car, so metro is the only way I can go to work, get groceries, visit restaurants and venues, see friends and family. Such a proposal would force me to use other transit besides the metro.

I much prefer more frequent trains though this plan is OK

Please add more trains during rush hour on Yellow line.

The frequency provided is unacceptable I would reduce my use of public transportation.

30 minutes is too long between trains. It should be at least somewhere around 20 minutes

Provided that trains from different lines are timed every 12-15 min.

Proposal to operate Metrorail service every 30 minutes

I am a non-rush-hour rider. Doubt that this would do for anyone who does ride at rush hours.

30 minutes too far apart and trains and stations will be overcrowded.

This would give consistency.

It would help if trains were more frequent during rush hour.

If metro trains arrived by a strict time table like in Tokyo, it would be possible to estimate which train I would need to take in order to get to my destination in time. Otherwise, a ride once every 30 minutes would mean I would have to allocate double the travel time. In order to get to my office, I'd need to allot 1 hour in order to arrive at Union Station on time from Potomac Avenue, rather than the 20 minutes with morning rush travel. If it's going to take me up to an hour to get to Union Station by metro, it would actually be faster to walk.

That's not frequent enough.

Not ideal, but the plan would still work for me.

The system is nearly useless with headways that long. And this impacts low-income essential workers who cannot work from home and may not have any other commuting options.

My travel needs are much less during the weekend.

30 minutes seems like a long time in between considering the other means of getting to the metro station. What if there is a bus delay or you are running late and can't afford to wait another 30 minutes? Uber and Lyft are very expensive.

I think you need rush hour times M-F

Because I use Metro to go into town intermittently, adjusting to whatever schedule would be no problem for me.

That is a terrible idea. The trains would become unusable because of being too crowded and the long wait times.

I take the train from Tysons to Federal Triangle every morning and evening, to and from work. If I missed my trains and had to wait another 30 minutes for the next train, I would be late for work.

Please make sure the online Next Train info is accurate so we can minimize the time we need to spend inside on the platform. I would prefer to wait outside the station until a few minutes before train arrives. That's why the Next Train info on my phone must be accurate.

30 minutes intervals would result in very crowded trains.

This presumes current Covid conditions. This would not be acceptable if ridership returned to pre-3/20 levels.

30 minutes is too long between trains.

Currently my employer doesn't anticipate us being in the office until after September 2021. If we are back in person by January 2022, I would prefer more trains on metro during rush hours (specifically the red line for me)

This would result in trains being increasingly crowded. Not a great look while the Country may still be dealing with a pandemic spread primarily through respiratory droplets.

I think it's wrong to provide preferential treatment to the red line. All lines should operate under the same schedule.

The path out of lockdown must be concluded by fall. By Jan 2022 I'd anticipate 80% of people returning to work spaces.

I assume there would be a terrible backup of people trying to get a train at rush-hour with this plan. But keeping the more frequent arrivals at high traffic points/bottlenecks might keep it from being too burdensome.

When the pandemic is over, there are just too many people during rush hour for these headway times.

Provided the service is sufficiently early in the morning and late at night

8-10 minutes preferred for the orange, blue, and yellow line.

Need more trains at rush hour

Once daily commuting begins again, 30 minutes is too infrequent, especially during weekday rush hours.

With fewer trains, and having to get to the station at a precise time or risk having to wait another half hour, it is likely I would ride metro less.

It seems like ridership would increase by then. Wouldn't trains be packed? Would all trains be 8 car trains?

Trains during rush hour are frequently crowded, so while I believe this would be for me, for others waiting 30 to 45 minutes for a train with space would be unacceptable. I wonder if the decline in ridership would outweigh the cost savings.

Want trains to operate later on weekends

During rush hour, it will be very important to have red line trains at greater frequency than just every 15 minutes. That will result in tremendous crowding.

Proposal to operate Metrorail service every 30 minutes

If the quantity of people who need to make rush hour trains increases over time, which is expected as more people go back to work, the metro system will become unusable for most people. It was previously common that at busy times, trains would be too full to board as they get closer to DC. Such a low frequency of trains would risk making trains too too packed to board.

Rush hour needs to have more frequent trains.

Having trains every 30 minutes will force more commuters to leave the system which is bad for everyone. By January 2022, most people will be back in the office and need the public transit system to get there.

This is bad but workable. I would stop using metro for random, short trips

I commute from NW DC to Mclean, especially including timing bus travel to the silver line station, trains every 30 minutes will increase my commute time incredibly. It would be enough to make me reconsider my current employment.

Actually, if you ran the trains every twenty minutes through Saturday night, and every half hour on Sunday there would be minimal impact.

Using Metro Rail for my commute already results in a total increase in my commute time of 30 minutes per day. This change could double that time if I dont time my arrival at the stations perfectly.

I think rush hour times should be the same as they currently, as in the same frequency of trains as they currently are. As long as one doesnt have to wait for a train 30 min during rush hour it works for me.

Would there be enough space in each train carriage for rush hour?

Trains were already unreasonably crowded when they were running closer to every 5-10 minutes. Especially post-pandemic, Im not looking forward to things being even more packed.

Quicker trains during rush hours - al least in the morning.

I would stop using Metrorail if I had to wait 30 minutes between trains.

Rush hour service would be inadequate. Trains would be too crowded and if one couldn't get on, the wait between trains would be too long and with no guarantee that the next train would have capacity.

12-15 minutes between trains seems like too much time. It is very hard to plan a schedule around that, and missing a train could easily make you very late to your destination. I think a wait time of maximum 10 minutes is ideal.

This would prevent me from ever using the metro. I use the train m-f for work. This change would make my commute 1.5 hours each way. Vs the 1 hour it is right now. This change is unacceptable service.

trains will be too packed, dangerous!

I prefer that no one should wait more than 10 minutes for a train.

Assuming most of us are back in the office then, crowding during rush hours would not make this feasible.

With the return to work in federal buildings downtown (Foggy Bottom), I would like to see more frequent rush hour service for the blue, orange, and silver lines.

I use the Grosvenor Strathmore station for my daily commutes when not in Covid quarantine and working remotely. Trains arriving only every 30 minutes would make commuting much more difficult as trains get full during rush hour. Not only will this add to commuting time but it will require even longer wait times at a station that requires waiting outdoors. This station is conveniently placed for so many people and is the only metro in the area with built in parking. This seems ill advised and will significantly adverse the community and commuters.

Need shorter wait times in rush hour.

concern of crowding in stations during rush hourconcern of having to allow considerable extra time for commute

I commute home from Ballston and the time I leave work is variable. Up to 30 mins is a long time to wait.

It depends. If workplaces are open again as they were pre-Covid, then every 30 minutes would not be sufficient.

I agree with making wait times equal across time of day and day of the week, but I dont agree with 30 minute wait times. That is too long. 15 minutes is acceptable across the board.

Remain the same for weekday commute

I would think it would be crucial to have more frequent service during rush hour

Proposal to operate Metrorail service every 30 minutes

Any thoughts of eliminating metro service is a foolish plan. And I do mean foolish, in strongest sense of the word. It is ill conceived and a reflection of short-term transportation planning that has plagued the DC-Metro area. You are serving many the wealthiest suburbs in commuter unfriendly areas in America. The auto commute gets more expensive and the mass transit options diminish or are eliminated. That is a reflection of poor civic leadership and lack of support for economically disadvantaged communities and disregard for the environment.

While it might accommodate morning and evening commute (with considerable pre-planning) it would not be feasible for getting back and forth across town all day for meetings.

It could work if the buses were synchronized enough with the train schedule but they are typically not (I often see my bus/train leave as I make a connection), Otherwise it is not useful at all.

It would not be ideal. Please consider increasing the frequency of the Yellow and Green lines, because unlike the Blue, Orange, and Silver lines, they don't combine three different lines on the same track for the most popular stations, and they don't have increased frequency like the Red line.

I would increase the amount of trains that run on the weekend a little bit as in maybe instead of running trains every 30 minutes run trains every 20 minutes to supply the needs of people who may need to get around town during the weekends to see friends family or go to events. I would also add more trains on the green/yellow lines between fort totten and lefant plaza to help people who any need to transfer lines from neighborhood or apartment areas onto the blue/orang/silver/red lines to help them get out of DC to get to jobs that may be out of the city.

Its not ideal, but could function as a budget saving method. I used to not plan my timing leaving for the metro, but would have to start doing so with more time between trains.

cutting service will hurt lower income people and exacerbate traffic congestion, please don't

I use metro to commute to work. This is not a reasonable time table for a city transit system.

I rely on Metro to get me to work in DC, and the trains on the Silver and Orange will be cut back too much during rush hour.

I would rather have less frequent trains than the closure of stations

While less convenient, this is not unworkable. However, I have the benefit of living close to DC and near a stop serviced by more than one line. This would likely be prohibitive for those who live near the ends of the metro lines.

I would like to have more frequent service to grovesnor metro

15 minutes is a very long time to wait for trains in the heart of the city, especially for visitors as we start opening up our tourist economy again.

That's 15 to 20 minutes added to travel time

How do you expect people to get to and from work in a timely manner during rush hour? People could lose their jobs due to this change. Do you honestly expect people to continue using Metro and increase ridership if one has to wait 30 minutes for a train? How do you propose to socially distance with these long wait times?

With changes to schedule due to telework, my metro use will decline from 5-6 days a week to just one. I realize that decreased ridership should result in decreased funding and schedules should be changed.

I ride the metro extensively to get to work and for other purposes, through out the day and on weekends. I do not have a car.

At regular usage there are trains for which capacity in the cars is regularly insufficient for the number of riders wishing to enter the train from the platform. Assuming this happens once, that means an individual may well be standing on the platform for close to an hour before boarding a train, and I expect this capacity is an optimistic estimate. Considering the jostling that would likely result based on where the doors open/close I would expect considerable difficulty for regular riders and heightened difficulty for riders with an applicable disability.

I would hope this might only be temporary but am willing to live with it if it eventually strengthens metro.

I am usually not in a hurry, so a little longer ride would not be a big problem.

This plan would work for me. But it seems rush hour trains would become severely overcrowded if the COVID-19 pandemic was resolved by January 2022. This should have been implemented in the summer of 2020, not in January of 2022.

Not ideal

If the volume of riders increases the stations will be packed. During the track work on the orange line they were packed to dangerous levels.

After the COVID vaccine is more common, many employees (particularly Federal employees) will begin commuting to work again via metro rail. 30 minutes between trains does not make the metro a desirable method to commute. Trains will likely be crowded. Also, if I was going to just miss the train, I would skip it all together and Uber to work instead.

Too early to know what 2022 will bring. Hope to be back on metro regularly

This will severely negatively impact rush hour riders commuting for work.

Proposal to operate Metrorail service every 30 minutes

It would mean more packing of trains. Pre-pandemic I regularly had to wait for several red line trains at downtown stations (metro center and verizon ctr) before squeezing into one. This will make people like me give up metro as a commuting option even with the federal employee subsidy. It will just put cars back on the road.

Increasing the time to 30 minutes would cause long wait lines and reduce the space available inside trains for passengers to board. It would cause an inconvenience with arriving to a destination on time (cause delays) so passengers would opt to drive instead

This feels reasonable, and not unlike 35 years ago.

This would push me to consider driving, which I would really prefer not to do.

Less frequent trains seems like it may only lead to more people deciding that other forms of transit are more convenient, thus dropping ridership on metro even further.

Perhaps it would work if there was a specific time table ... so one didnt arrive 5 minutes after the train left and have to wait for 25 minutes to get to work.

Would not be ideal during rush hour., but would be tolerable. Metro would need to hold itself to this minimum level of service, however, and not routinely let 30 minutes become 45 minutes, etc.

So long as the metro rides throughout the late evening I am fine with the metro operating the same times everyday

12-15 min ok during non-peak times but would be crippling during rush hour. Trains were already over-crowded running every 5-7 min.

as it were, pre-pandemic, trains were extremely crowded. Having fewer trains will not solve that issue. Besides, waiting 30 minutes for a train in the winter months with outside temps in low 30s or upper 20s is not healthy. i would go back to driving my personal car, with in turn, would just add to the pollution already existing in the metro district. How about cutting some of those high salaries and looking into more rider friendly solutions.

30 minute intervals between trains are too long be useful. If I have to build in an extra 30 minutes just in case I time the trains wrong, I would probably just stop taking Metro altogether.

Every 30 minutes is a great deal of delay for public transit.

I think Rush Hour service is essential if Metro is going to get on a path back to normal.

Restrictions would cause pile ups during rush hour and close contact with others that may not be comfortable given how recent the current pandemic would be

I am planning being back in the office by then. This would make it less likely for me to use metro and metro bus, and I would drive instead.

This sounds feasible, if changes have to be made.

Thirty minutes is too long rush hour

I still have to go to work physically and do not own a car, but live at Virginia Square and travel to Courthouse, so if trains were every 12-15 minutes, that would be ok. Every 30 minutes would be problematic.

It is hard to predict how much DC will return to pre-COVID levels - ie people working at offices every day. Im guessing it may return to levels like Fridays before the pandemic. Obviously, rush hours would be very tough with fewer trains, but otherwise, this seems reasonable.

Need trains to arrive more frequently like every 10 mins for Orange, Silver and Blue line

trains should arrive 12-15 minutes at all times with a return to rush hour service once work life resumes to normal after pandemic.

It works only BECAUSE my stations are served by 2 lines. Otherwise 30 minutes with full miserable trains will make me drive.

My primary reasons for taking the metro are to commute to/from work. I am a federal worker and have been working 100% remotely during the pandemic. My agency currently does not have information on when we will go back to the office, and I dont know of any federal agency that has made plans for the workforce to go back to the office (outside of those that have been open for continuity of government purposes). I also dont know of many private companies who have made decisions yet on when people will go back to the office. If we are not back to the office next year, this proposed cut is fine. If we do all go back to the office next year, this cut will make the commute more difficult for people (crowded trains, not as much flexibility in timing, increased traffic on the roadways, etc).

The longer wait periods would create more crowded conditions during rush hour, the trains pre-covid were already crowded and uncomfortable during rush hours

Rush hour should be more frquent and possibly when there are sporting events served by metro

Instead of Grosvenor, Rockville station

If I have to wait 30minutes for a train I would never take metro which is shame be cause I,love metro but to add 30 minutes to a trip it would always be quicker to take the car

It only works because I do not currently use the metro for work. When I rode in from north virginia orange, blue, or silver lines, every 12-15 minutes would be a disaster with too many people, having to wait for two or three trains to find one not full to capacity, and would make the commute unbareable in length

Proposal to operate Metrorail service every 30 minutes

Would a schedule be available at each Station with the 30-minute trains and will the train have the capacity to take all those waiting at the 30 minute Stations - even during rush hour traffic? If both answers are yes, then the plan would meet my expected travel plans in 2022.

Firstly how long would such closures (e.g. of Clarendon and Va Square) be likely to continue? If just a few months (until ridership recovered to a level according with viability) then it might be acceptable. But for longer periods there is a serious risk that this would be a false economy. It would reduce the attractiveness of the area to residents, businesses, and visitors, thus increasing office vacancy rates, lowering home values, and discouraging visitor - thereby reducing property, sales and other local taxes. In the longer term 1) the economy of the RB corridor has been built to a significant degree on the back of convenient and rapid metro links to/from DC; b) the current extensive development proposals for Clarendon, and other areas, might become financially unviable if the metro was not available, putting back development by many years; c) the impact of Amazon HQ2 is likely to significantly boost demand for the services of the metro within Arlington, and closures could slow down the construction of the HQ2 complex.

The distance I have to travel to just get to the metro station is an obstacle now you are trying to make the commute even longer.

I have to make a line transfer so I am concerned that the increased time between trains could increase my travel time by more than 50%.

This would result in excessively crowded trains and dangerous crowding on platforms. It is utter nonsense

Would need a good app with real time schedule information

This would increase commuting time to the point that I would not use metro rail.

I understand why but for people trying to get to work, every 30 minutes would cause folks to have to really alter their schedules, should the pandemic increase, which could cause more traffic on the roads.

We live at 10101 Grosvenor Lane. We bought our unit because of the proximity to Grosvenor Lane. We count on the Metro to attend work at Walter Reed, working both day shifts and night shifts. Please do not change this. It will decrease value of our property and increase cost of living.

It doesnt make sense to have all the frequencies the same. Some lines get more crowded on certain days, at certain times. Frequency should be adaptive. During pandemic times, less trains! During peak times, more trains!

Of course this is a terrible option

30 minutes is far too long to wait in-between trains. If its the only option, people will ne forced to wait. Also means more people on the train, which is not appealing or safe.

Rush hour and non-rush hour has different needs. By January of 2022, its likely most of the workforce will be going back. If youre going to cut service to 30% of pre-pandemic levels, now would be the time, while heavy restrictions are still in place. But January of 2022, service should be closer to pre-pandemic levels.

There should be more trains during the week than on the weekend. Ridership will increase once people start going back to work. Cuts should be made now since not many people are riding and should increase when people start going back.

Since there will be no difference in arrival time between rush and no rush; therefore the fair should not change as well

Ensure they are all 8 car trains

There should be more trains during rush hours since this is a residential area where many people walk to the station to take the train into DC, to Tysons, or Fairfax.

Stations get backed up enough as it is and overloaded when trains are 8 minutes apart. By 2022, everyone will be returning to work. I live close to metro for a reason - the quick commute. If you make service cuts like this people will switch to VRE where they will find similar travel times at a cheaper cost of living.

This rate of trains will not sustain rush hour traffic on weekdays and the infrequency of trains will cause additional delays for commuters AND force commuters to cram into trains together, violating health practices learned from the COVID-19 pandemic.

This is not ideal, and would represent a hardship. But having some service is preferable to no service.

Grosvenor-Strathmore sits at the center of multiple apartment complexes and neighborhoods and is closest to my home. But it is also one of the only stops on the redline that is outdoors. Having to wait 30 minutes for a train potentially would not be convenient. I would most likely not take Metro anymore.

arrival time range should be narrower (i.e., 8-10 minutes) due to how many passengers use these lines. it will also help reduce traffic at platforms and on trains or else they will tend to be overpacked with people, which will not be very public health-minded.

when people go back to work this will not be manageable. Prior to covid with the old schedule trains were already over crowded at rush hour..

A lot depends on the pandemic but if people are going back to work by then (which seems likely if vaccines work) then there's no way this will work for dc rush hour transit.

Evening and Night shift workers wouldnt be able to get work if there were extreme changes to the metro operating times.

I can only hope that this plan is temporary while we are still fighting the pandemic.

A 15 min window in rush hour feels chaotic. Perhaps a 8-10min window in rush hour.

Proposal to operate Metrorail service every 30 minutes

I usually take the metro to commute for work. If the trains pass every 15 mins it would be very crowded and delayed.

Im not 100% sure with this, because I believe most employers arent sure of their plans to return to the office past the end of 2021. As my employer has not given guidance I will be unsure, but if my employer decides that I will need to travel to the office/client site and other employers do the same it seems as though trains every 30 minutes or 12-15 at busier stations would lead to very crowded cars.

30 minutes is too long to wait during weekdays and may lead to overcrowding of platforms

this is a joke, right? at rush hour with trains running regularly you can barely get on non-covid and you are proposing every half hour?

This seems reasonable ASSUMING that the trains would not be so packed that there is no room to get on when the trains arrive. In other words, if the service cuts are in line with lower levels of ridership this makes sense, otherwise it does not - with trains arriving only every 15 minutes, people heading to work cannot just wait for the next train or until a train pulls in that has room.

This will likely be insufficient to accommodate rising rush hour rates as vaccinations roll out and return to work commences.

This is harsh for folks who just miss a train and has the potential to create incredible rush hour crowding, which will further hurt ridership and revenue as people find alternatives.

30 minutes headways are unacceptable for an urban transit system. Even for commuter train systems like NJ Transit that do have 30-60 minute headway during certain periods, service is increased for peak travel periods, and reliably follow timetables for predictability. At a minimum, if headways are going to be as long as 30 minutes, there needs to be a published timetable, AND Metro needs to improve its on-time performance to resemble anything like a functioning transportation system.

The morning is a very busy time. Trains arriving every 10-15 minutes is appropriate. With 15 min as the longest interval. High school aged kids use the grosvenor-Strathmore stop for Academy of the Holy Cross and Georgetown Prep. This is huge to working parents. The train times should also be increased in the afternoon end of school times and rush hour.

Trains arriving every 15 minutes on the Red Line during rush hour feels like it would not be manageable. That frequency during non-rush hour times seems perfectly fine to me. And a smaller reduction in frequency even during rush hour seems fine.

Metro should avoid all cuts thanks to the new federal emergency funding of \$30.5 billion nationwide. Any other shortfall should be met by the states of VA, MD, DC and local jurisdictions. Post-pandemic, with increased telecommuting might allow for shift of some peak hour rail and bus service to off peak, evening and weekend which would help workers who dont have 9 to 5 office and help car free and car light households.

Im highly skeptical that this would work, and I imagine it would be worst for the people who would be hardest hit by this change. Recalling my morning commute during rush hour and needing to get between places for meetings quickly throughout the day, I cant imagine this would work for anyone who couldnt drive/park in the city due to access and affordability issues.

we will be back to normal by then. 30 minutes will kill metrorail

My METRO commute (Virginia Square to Union Station) has me changing trains at METRO Center when traveling either to or from home. The wait time has the potential to add 30 minutes to my commute (normally 26 minutes) in each direction. Since the pandemic, I have been riding my bicycle to/from work where the entire commute each way is approximately 26 minutes. METRO would not be viable given the time and uncertainty of arrival.

This absolutely would not work for me. I depend on the metro to get to work.

Headways this long are a massive time waster - I might as well drive, bike, or walk. Doubly so if theres a transfer involved - that can be 40 extra minutes of wasting time in metro stations! In all that wasted time, Id already be at my destination by any other mode.

It would work for me (Im retired), but it is unrealistic for working people needing to use rail service during rush hours -- and by 2022, rush hours WILL return.

As more business reopen downtown, things still need to be safe and more trains will be needed at peak rush hour.

Non rush hour should be every 15 minutes also

Increased frequency during rush hour is essential to avoid overcrowded trains.

For anyone with regular commutes into the city (including gig workers/hourly workers with work on the weekend) this schedule is infeasible. There is no difference in arrival between 1 and multi-line trains. This will cause congestion and (unless you are anticipating full vaccination by January) this is also a public health hazard

There should be more trains at rush hour - both to help people get where they need to go in a timely manner and make sure those needing to travel fit into the cars without excess crowding or being left behind and very late for work.

This is a transit death spiral. More service equals more riders. Its been shown time and time again.

We all should be back in the office by then so that level of service will be woefully inadequate.

Would not work during rush hour

Proposal to operate Metrorail service every 30 minutes

15 minutes is a crazy interval. Rush hour trains are packed as it is with intervals around 5 minutes.

I don't have a standard schedule

In January 2022, I expect to be once again commuting to my office downtown. If Metro is not a reliable option for commuting to work and to home, I will likely switch to driving, which is not my preferred option. Trains at the proposed interval are not sufficient to encourage use.

That's absurd, given all the money in taxes I pay to subsidize Metro. Cut the budget by firing EVERYBODY who devised, developed or endorsed/authorized this plan. All of that staff gone, first.

This plan is not realistic if there is a return to work on offices. Before COVID, trains were often overcrowded, with commutes worsened by delays,

While this would not make it impossible for me to get to work, it would make my commute far more inconvenient. I travel from Rosslyn to Takoma for work, which takes about an hour including walking to/from the Metro stations, my apartment and my place of employment. I feel like this proposal could make my travel times longer. If I just miss a train now, I can count on another one arriving in a few minutes. If I just miss a train under this proposal, I could end up waiting another 10-15 minutes, which would increase my commute time.

This makes using the metro significantly more inconvenient, almost to the point of unusable. It would lead to way more crowding on trains and would create so many situations in which taking the metro would take nearly triple the time of other transportation methods.

This proposal would ensure I no longer ride metrorail as 30 minutes between arrivals does not meet my transit needs.

Those would be shockingly crowded trains.

We specifically moved to the housing complex near Van Dorn and sold our car so that we could be at a close proximity to the metro. The service frequency is critical to our ability to commute to work..At this time our workplace is not allowing us to be at the office but that WILL change as soon as COVID vaccines become available to us. The proposed closure will have a HUGE impact on our livelihood. We can't afford to move to the areas that are closer to work and rely on the metro as our sole source of transportation to work. Please consider other means than the proposed closure. We reside next to the Van Dorn Eisenhower Metro.

Depending upon ridership after mass vaccination and opening I would hope for some changes. Could there be a possibility of shorting rush hour and non-rush hour periods for a time being in hopes that it can still supply distancing if needed.

Increased waiting may make my transit trip too long pushing me to drive instead.

Every 30 minutes is excessive, where I would have to spend twice as long to plan....I would end up taking uber or lyft with a 30 minute frequency. Silver line is adding the extension where I plan to use metro daily

Only if the trains are not crowded due to lower train frequencies.

Not ideal of course, but workable for me. Would require work from metro station at times or other accommodations, and would be ideal to have more accurate mobile solutions to show when trains are arriving so I could plan my trip starting at home better in order to not miss the train that comes less frequently.

This is a schedule which may benefit those only commuting for 9-5 shifts, but for people who use the metro at all hours to get around for shopping, work, and entertainment, this would be a large inconvenience. Especially if use of metro picks up with this service adjustment in place, it could result in overcrowding on the platform and train due to infrequency.

We hope that this plan will be piloted for six months and if ridership shows resumption of 2019 levels in the same period that additional trains could be added back in.

With the gradual re-opening after the pandemic, Metrorail should decrease the time between train arrivals, not increase them! The increased ridership post-pandemic should also alleviate budgetary concerns.

Rush hour trains should be more frequent, like they used to be. This summer when almost all the population would be vaccinated everybody will start using metro again.

It's very important to have more trains at rush hour for many reasons, including safety on crowded platforms.

The Orange Line was often crowded when coming through Northern Virginia during rush hour and I occasionally had to wait for the next train because the current one was full. If there was any chance of that happening and trains came every 30 minutes, then I would find another commuting option.

Would these be 4-, 6- or 8-car trains? Could 4-car trains be run every 20m? That would give better service when things are working well, and would reduce the pain in case a train goes offline. In fact, with 4-car trains the following train could hook up with a disabled train and push it to the end of the line, eliminating need to single-track until bad train is dragged out.

I wouldn't mind waiting for a train if it benefits the system overall

This is too infrequent to the point I would not use metro at all as it would no longer be a reliable and timely mode of transit

I will likely be taking the metro to work everyday by Jan 2022. I live at a stop that has a green and a yellow line and work at a stop with a yellow and blue line, so it would come every 12-15min. That would really hinder the convenience I love about metro. It used to be so convenient that whenever I got to the metro that I would never have to wait more than 5-7min.

Proposal to operate Metrorail service every 30 minutes

That is a very long time to wait for a train especially if we are ever able to start regularly commuting again.

If required to come to the office, this metro schedule change will add 50-60 minutes to my commute.

This would cause extreme crowding during peak times when ridership is back to full capacity.

At 30 minutes between trains most of us would need to find other services to get back and forth from work and other places.

Trains should run every five minutes during morning and evening rush hours.

Currently working from home but plan on using metro once it opens back up. That wait time seems incredibly long!!!

I travel from Greenbelt to NIH at Medical Center for work. I use multiple lines (Green, Yellow when available, and Red). A 30-minute interval between trains not on the heavily used part of the Red Line could be very problematic for me in terms of arriving on time for work. Even a 15-minute interval on the Grosvenor-Silver Spring portion of the Red Line is too long and could lead (along with 30-minutes on the Green/Yellow Lines) to late arrivals at work on a frequent basis.

30 minute headways are unacceptable for Metro to be a relevant transportation option

I use metro very infrequently and (so far) only for travel between home (on Westpark Drive between International Drive and Park Run Drive in Tysons) and the airport, so the schedule proposed here should not be a major inconvenience for me.

I use Wheaton metro and have to get into work by 7:30 in a building on 18th and G

In January 2022, I would anticipate ridership on metro to return to a more pre-covid number and every 30 minutes would be a mess on weekdays.

As a commuter, this is not ideal, especially for the evening commute where the end of my workday is harder to prescribe. I have a bus ride between my office and Metro to contend with, so I assume that would be aligned.

This would require longer trains, or there would be excessive onboard crowding and unsafe crowding on platforms at certain times.

By this time it is likely that I, and many others will be back to working in offices at least some days of the week. 30 minute headways are not conducive to anyone getting around the city at any time, but certainly not if you're looking to get back business hour commuters. It would actively deter people from the system, making the revenue problem worse.

The possibility of a 30-minute wait time when my trips within the district usually take 20 minutes or less would lead me to forego metro use altogether. This would not be acceptable and would cost metrorail a customer. I strongly suspect others would feel the same as me, and this plan would prevent metrorail from ever recovering from its deficit.

Half hour between trains makes it very difficult to plan for commuting, but if better than not being able to get to a station because it has closed.

My kids go to school in DC. Missing one train would make us miss the bus from Union Station and make them late for school. I don't drive, so that's not an option as backup.

It would make sense, both in terms of convenience and crowding, to have trains run somewhat more often than every 30 minutes during peak rush hours.

Riders could feasibly make this proposal work. Consider the second and third order effects of platform congestion and rush hour train congestion. Ridership is likely to increase as the year goes on. The jump from rush hour trains every 8 minutes to 30 minutes is pretty big. Staying at 15 or getting back to 15 minutes per departure is preferred.

During non-pandemic times, the trains are regularly full during rush hour at Rosslyn metro. If one had to wait for multiple trains with this schedule, that's an unacceptable amount of lost time just waiting.

This would be acceptable for stations between East Falls Church and Rosslyn because there would be both Orange and Silver Line service.

Waiting to catch a train simply takes up too much time each day, increasing commuting time. I would mostly likely resort to driving.

works for me as a retiree, but would not work for most working folks.

I mostly use Metro on nights and weekends - this would be great for me and make me more likely to choose to commute by Metro on the weekend.

Every 15 minutes on the Red Line could be frequent enough during rush hour; I just worry the trains may be too crowded if people start going back to work.

30 minutes is too long to wait

I recently moved to Wheaton, with plans to ride starting in Wheaton once we're okay to go back to work. With this plan, I'd like stop taking Metro altogether and drive since it wouldn't eliminate the need for a second car (commuting to Silver Spring) and 30 min is a long wait time when trying to schedule around morning meetings and taking children to school, etc.

Metro overall efficiency seems to be so low that no amount of restructuring is going to save it and of course their non-efficient approach is to close stations and curtail services. Maybe a concentrated effort to streamline management and provide more effective, safe service at lower prices would be a good place to start - and that doesn't mean laying off the maintenance techs and cleaning teams.

Metro is not consistent enough with its arrival and leaving times from station to station for this to work. One day I can make a connection between trains and the next I cannot, waiting 30 minutes for the next one would make me severely late.

I think this is just an inefficient use of resources. If trains currently come faster, why stop providing that same level of service. It will only work to discourage transit ridership

| |
|--|
| Proposal to operate Metrorail service every 30 minutes |
| I will be late and will be penalized |
| The arrival times would be too far between to accommodate my schedule |
| 30 minutes is a long time to wait if you've just missed a train. |
| 30 minutes between trains is just NOT acceptable. If this plan was implemented, it would make more sense for me to buy a car and stop taking public transit altogether. |
| Should vary service at least somewhat based on time of day |
| 30 minutes between trains seems very long if passengers don't time their arrivals at the station well. Waiting on outdoor platforms, especially in cold or wet weather would dissuade me from using Metrorail. |
| trains every 15 minutes is not frequent enough |
| with the longer times between trains, if you have to take two or more trains the trip becomes untenable. |
| I use public transportation to commute to and from work this is an unacceptable time frame to have to wait for a train and would cause major delays and disruption to mine and other people's commutes who rely on this service, especially those who commute in from the suburbs and live near a station with only one line. It would also decimate small businesses along the metro line/near single line stations because of lack of foot traffic and convenient ways to access them. This kind of change will only further complicate metros financial woes because less people will use trains to commute thus causing even more significant drops in ridership because of its lack of promptness and unreliability |
| If demand increases once vaccination is widespread, would the schedule be reassessed to ensure density is controlled? |
| I suspect that riders who travel from the most outlying areas of the Metro system would drive to work or find other ways to commute rather than wait 30 minutes for a train. I would seriously consider other options since I take the train in from Glenmont. |
| Weekend reduction service is reasonable. 15 minutes between trains during weekdays is not workable. By gutting service to this level, public transit will become unworkable for commuters. This will push people to cars and other forms of transit, further dropping ridership. |
| trains need to be available when people need it i.e. rush hour, sporting events, concerts, etc. if they only run every 30 mins. ridership will decrease resulting in less revenue |
| I have to transfer at Rosslyn for my work commute, so I'd love to have a few more blue line trains. I'd hate to be stuck waiting 30 minutes if I just miss it |
| It makes you early, or late, but not on time to work because the trains have no established schedule. For example, do not depart from Vienna at a set time. |
| This is not feasible for most riders, especially when needing to take Metro with little notice. This will severely decrease ridership and is an extremely ridership. Any change greater than the current 7 minutes between trains is unacceptable. |
| As long as it is temporary until regular ridership resumes |
| If trains are only running every 30 minutes, a missed train means I will drive to work, not wait for the next train. If there were to be a posted schedule for each station that would make planning easier for a commute by train. Of course, trains would have to stay on schedule (not depart a station earlier than scheduled) |
| Not thrilled with the changes but I get it. While I do not take METRO to commute to work, I do use METRO for a variety of purposes (going to Amtrak, going to airports, going to sporting events and concerts, going to meet friends, go to museums, etc.). The proposed schedule will make it more difficult for me to plan and execute these commutes, I will work it out. |
| Way way too long between trains. Ridiculous. |
| This will never work. People will have to drive if service is this unreliable. People will have to wait hours to commute during rush hour, and distancing will be nonexistent. |
| I think this plan would work ok for me if there was accurate arrival time information available through an app so I could plan when to arrive at a station to get the train. I do not know yet what my expected travel needs will be in January 2022 so it is hard to know for sure. |
| This reduction in service would likely dissuade casual Metro users from using Metro at all, thus making ridership shortfalls greater, not smaller. Metro must compete with the convenience of ridesharing and taxi service at a time when users will be increasing their movement around the city. |
| You would be kneecapping the public transit in one of the few US cities with halfway decent public transit. |
| I use the red line to commute. This proposal would be very problematic because: 1) rush hour trains would be extremely crowded - they were full as of before the pandemic with that regular schedule! And 2) adding another 10-12 min to my commute if I missed the train would be difficult, as my commute is already 1 hr 40 min each way. But it probably wouldn't be just 10-12 min, as it would be so crowded that people would have to wait for multiple trains. I could see this proposal making people wait an hour to get on a train during rush hour! |

Proposal to operate Metrorail service every 30 minutes

This question horrified me into taking this survey. This would be a nightmare. The entire DC area would grind to a halt. The roads are already overcrowded with many people taking Metrorail to get to work. No one would be able to reliably get to work if trains ran this far apart. I know no one is taking the trains right now due to COVID but they are going to send us all back before 2022. The trains were always packed. I often ended up having to stand for the entire commute. It already takes me an hour and a half to get to work at Union Station from Shady Grove including driving to the station and parking. It would take up to two hours if this schedule were implemented. That is 4 hours of commuting each day. This proposal would destroy peoples lives.

I would not use the train if it only came every 30 minutes. I would just take an uber/lyft instead of walk. If the service is that slow its not worth using.

Would be really unhappy about it and would likely use metro less because of it. Would it work? Maybe.

I need to take the metro to get to work and this could possibly lengthen my already 50 min long commute buy 29 mins :(

If people return to offices in Winter 2022, the lack of differentiation between rush hour and no rush hour times could prove difficult and increase chances of crowding. If things are similar to February 2021 than the changes might not be so consequential.

You would know when trains come. I would use it with this type of scheduling.

This service is insufficient

I believe rush hour request a higher frequency

Trains arriving every 30 minutes is unacceptable. My usage of the metrorail would cease completely.

Consistency is the key as long as we have trains doing the transport. Every 15 is consistent.

I need improved service

This change would affect me and family tremendously. Trains running less frequent will make our family late for work, school, etc.

There are a lot of people on the green line we need 15 min service too

I prefer more frequent service during rush hour

Red line Shady Grove needs trains to be more frequent than 30 minutes. the trains would be filled and packed by the time they would get to Grovesnor.

Id prefer more trains during rush hour and less trains during non rush hour

If the federal government continues to telework, this would be ok. However, if the government resumes working in the office, this will not work.

I can't imagine that with trains arriving every 12-15 minutes during rush hour that this would be safe. there would not be space on the trains and it would be a safety issue. It would also likely decrease ridership as more would look to other forms of transportation.

As a frequent user of both Red and Silver/Orange/Blue line trains, both of these changes would heavily affect my ability to commute. Notably, decreased service in the Red line would lengthen my commutes, and Silver line decreases would severely impact trips I have to make towards Wiehle-Reston.

I care less about headways than being able to reliably get somewhere at a stated time.

Given the circumstances, this is a reasonable proposal.

15 minutes intervals seem reasonable as ridership may not go back to pre-covid levels since many employers/employees may continue with some modified work from home once we have the pandemic under control. This seems like a fair amount of wait time.

Service every 30 minutes is too infrequent on work days and especially during rush hours. We rely on Metro to get to work and missing a train by 1-2 minutes could result in late arrival by half an hour. Also the trains will be too crowded, with potential to spread disease and obscure unlawful/unsuitable behavior.

As a former regular daily commuter to downtown DC this would work

It is safe to expect that everyone will be back to work by January 2020 and that most people will be vaccinated, so ridership should be the same as before. Even 8 min on red line between trains was bad as it became impossible to get into trains after first several stops. With 15-30 min it may be impossible to use it. I am afriad people will just opt to drive.

30 minutes is way too long and it takes up too much time

prefer more frequent rush hr

Its hard to tell right now, because the vaccine can/cannot change things later.

I currently ride the Red Line from Silver Spring a few days a week early morning 6 - 7 am to Metro Center and switch to Foggy Bottom. Given the pandemic it is nerve-wracking to see how crowded the trains are. There is often no way to be 6 feet away from others and still always a few people without masks or not using them correctly. I don't object to the schedule change once there is widespread vaccination but for now wish there could be perhaps 8 or 10 minutes. between trains. 15 seems excessive.

Difficult to arrive in timely way for appointments with 1 30-minute schedule. More frequent arrival times in morning and evenings would help.

Proposal to operate Metrorail service every 30 minutes

If the Metro is to serve as commuter alternative from the DC area, all trains need to be every 20 minutes.

Every 30 minutes is insufficient for rush hour

I dont understand why this would be desirable. Lowering service (especially at rush hour) will disincentivize ridership.

I would likely need to get used to the new schedule. Even so, I am not a commuter; I come some days to shop or sight see.

Every 15 minutes is too long to wait for a train during rush hour.

The current 8 minute schedule allows me some leeway in when I leave home. Taking care of a family in the morning and getting kids out to school does not always fit into a perfectly timed schedule. If the trains are increased to 30 minutes, that flexibility will be entirely lost.

I ride the Orange or Silver line trains from Ballston to Farragut West. This option would result in severe crowding, particularly in the evening rush hour (assuming that ridership comes back to pre-pandemic levels).

It would work as long as there are no station closures between Rosslyn and West Falls Church

Workable pertaining to travel needs.

30 minutes between trains is too long

Upon returning to the office- this would make commuting in to the office in DC very difficult and force some hard decisions

Concerned about travel time from red to green during baseball season.

My commute currently is White Flint -Bethesda. I could practically walk the distance in the same time if I just miss a train!

If we have all returned to in-office work following the COVID-19 pandemic, then I think this plan will result in serious overcrowding of the trains.

The trains already come far too infrequently during non-peak hours. I cannot rely on metro for unplanned travel already and lack of consistency makes time sensitive travel problematic as well. These changes would exacerbate this reality.

this is too much time between trains to be useful

I understand cuts of some type are needed. When you slow down trains on the Blue/Orange/Silver line during rush hour, what will happen to the already overflowing platforms downtown heading westbound, such as at McPherson Square & Farragut North? Without slowing down trains, I've been injured in the large crowd backups that occurred in the past.

The trains could be extraordinarily crowded if they only came every 12-15 minutes.

This train frequency is unacceptable for a rapid transit system.

We need to cover the cost of public transportation through taxes. Why is it not the same as with highways and other road ways? They are not pay as you go, yet public transportation is. Unfair and bad for everyone.

Please do not close the Grosvenor Station. There is a big neighborhood here that use this line. We all work in DC and this station needs to stay open.

Monday - Friday schedules must be different from weekend schedules. M-F trains must come more frequently & run to midnight. Too many people work 2 & 3 jobs.

I hope to be out later when things open and would like to be able to use metro later on weekends.

When DC is in a non-remote work environment, the trains are insanely packed during rush hour. I dont believe the trains are well-equipped for the level of riders per car during rush hour periods under this current time and furthermore, the long wait times do not offer the option to wait for the next train

Need more frequent service on Red Line at White Flint station.

It sounds like rush hour would be too crowded

I think that this will depend on how much rush hour travel increases as the area recovers from the health emergency.

Assuming ridership rebounds, these intervals would mean enormous crowds, which would make me less inclined to ride.

30 mins is too long. Faster to drive or Uber.

The lack of rush hour periods would my already hour plus commute closer to an hour and a half at the very least. This would potentially make driving a better option than metro since the cost of metro is already so high.

It would be better if there was more frequent service during rush hour. Otherwise a commuter that missed one train would wait, connect to another line, wait again and could add at least 30 minutes to their commute assuming no delays.

Rush hour will be too crowded when we get back to regular commuting from the suburbs to downtown in the red lines. Please consider more frequent rush hour trains.

the number of riders during rush hour would force waiting for the subsequent trains since there would be too many people to fit on the trains at this interval. especially for popular stations such as metro center

Proposal to operate Metrorail service every 30 minutes

Why does the red line always get shafted? 15 minutes between trains is unrealistic. It should be 8-10.

I use Metro red line for travel to work. A train every 15 minutes is not sufficient.

People aren't going to want to ride the Metro if it only comes every 15 or 30 minutes. Missing a train may mean not getting to work on time. The trains will be too packed and will add to spreading any illness.

Need rush hour periods to help move lots of people. Most federal agencies will likely have people back in the offices daily.

During peak commute (core 9-5 M-Fr) and DCPS school days the train spacing would be difficult. Modulating for peak demand times seem to make more sense for efficiency.

30 minute headway is far too long. To actually work, the trains must run more frequently

Please keep Strathmore-Grosvenor station OPEN

Train cars would be way too crowded if they only ran every 30 minutes. Every 15 minutes would be a better alternative.

Trains should arrive every 3-5 minutes like in most European cities

Rush hour trains will be even more packed. Commuting for people who need to switch lines will take even longer, forcing more people to commute by car.

Need more frequent train times rush hours am and pm. I can't be late to work...

That is too long to potentially wait for a train if I just miss one. I would consider switching to walking or bus.

When normal, our bus is packed during rush hour. If there are less buses going back and forth, there wouldn't be enough room for riders.

Waiting 30 minutes for a train at a single service stop, especially at night, is too long.

Rush hour would become very crowded in NW DC where a majority of workers and children need the bus to get to and from work and home. It was already crowded before COVID-19

This feels somewhat similar to pre-pandemic service, and while not ideal, would be sufficient for my primary travel needs.

Ridership on the Orange and Blue lines is already at or above capacity in non-pandemic times. To offset the damaging effects of commuting via car, Metro needs to remain a primary commuting option. The addition of the Silver line had negative effects to riders who live on a Blue line and rely on it for commuting into the city.

Seems reasonable as long as customers have accurate visibility into arrival times so that they can plan their travel to the station to work with train arrival.

Metro cars would get too crowded during rush hour

Missing a train adds on 30 minutes of wait time, which is just unacceptable. Having to plan commutes, especially when you utilize busses, so carefully leaves zero time for wiggle room.

The trains should run at Grosvenor station at the same frequency as other popular stops. Many people in apartment next to the metro stop and rely on trains frequently in and out of the station

Is metro planning on using a 6 car train? Under normal circumstances trains are already at full capacity at Grosvenor during rush hour. Having a 15 minutes wait would make the commute even harder and much longer.

Trains are crowded after COVID ends. Reduced schedules would increase crowds.

Having trains arrive every 30 minutes would make metro more or less unusable for me and I probably would stop riding the metro entirely if this happened.

There should be more frequent trains during rush hour to maximize the possibility of social distancing on the trains

Long time to wait between trains.

Rush hour commuting would be dangerously crowded if only running every 30 minutes. Metro platforms would be overcrowded, fed by escalators and people rushing to jam themselves on to the one train that will get them to work on time.

With the longer wait times, efforts to keep the doors open to allow everyone to enter is even more important. .

This is a sure way to kill the downtown and thus the metro itself.

I feel like we would still need a rush hour during commuting hours.

Sounds good as a temporary fix.

Rush hour would be more crowded at stations and on trains with people wondering if they would have to wait another 30 minutes if they missed a train. There would be more running through stations by people trying to catch a train.

Commuting from Grosvenor Strathmore to Downtown DC would not be possible under this plan. In March 2020, I rarely could sit on the metro and sometimes had to miss trains because they were already full at this station at Rush Hour. This would not be possible for me to easily get to work

Proposal to operate Metrorail service every 30 minutes

There must be faster train service during rush hour (every 5 min) - assuming metro commuting picks up to pre-2020 levels.

Regular service is important, riders can adjust to timing changes

Two long intervals even in the rush hour.

This reduction in service is not compatible with the level of congestion experienced during peak travel times on weekdays or weekends.

Every 30 minutes during rush hour is not tenable. Ridership will likely bounce back as more of the population gets vaccinated and business open. Deciding to make a drastic cut based on circumstances today is shortsighted.

Once more people are commuting to work again, trains running that infrequently would be incredibly crowded.

With thoughtful timing for morning commute service on the Orange Line. I dont have a car and based my living arrangement around Metro service so this is critical. Thank you

Could you provide a lot more seating to wait, please?

1. A schedule in which only one Red Line train would arrive at most stations every 12-15 minutes could not possibly accommodate the numbers of commuters and tourists who need public transit to enter, leave, and move around within the city and the larger metro area.2. I dont know what the data are on pre-pandemic usage of METRO on the weekends, but it doesnt seem that METRO needs to run as much on the weekends as it does during the week when there will be greater demand for METRO use.

Not having rush hour (increased) variance makes metro less convenient and a lot more crowded. It already is very crowded during peak rush hour times downtown (pre-covid)

Because my children rely on the metro to get to school, this schedule could mean that they would miss the start of school in the morning. It could result in a normally 45 minute trip being 1:15 mins if they have to wait 30 mins for a train.

If this were the case, I would use other transportation options

I live on Orange/Silver line. It's possible in 2022, I'll continue to telecommute often, but I would still rely on the Metro train. A half-hour wait is extensive especially in difficult weather. It might help if it was precisely on the half hour and if early, waited til the half hour. And more might taxi/Uber though we want more public transportation. This can only be a very temporary situation to make up for the pandemic. We must actually increase Metro.

Being jam packed into a set of wagons every half hour to get to work isn't conducive to a pleasurable ride. Worse, and knowing from past experience with wmata, being late often under such situationsWill force many to find alternatives and stop using wmata totally.

You would need to decide whether Metrorail is a local train service or a metro. If the former, with few stations far apart, you would need more cars to accommodate passengers. You would also palm for parking or adequate bus routes as few riders would be able to walk or bike to the stations. If the later, stations would need to remain as is and schedule more frequent

Metro is supposed to be RAPID TRANSIT! That schedule is not Rapid!

30 minutes is too long between trains, especially for rush hour commuters!

Trains 30 minutes apart during the workweek is not often enough. 15 minutes would be manageable. If trains needs to be 30 min apart, please only run this schedule on the weekends when passengers often have more flexibility with their time.

Post-Covid will see an influx of traffic that could make it more difficult during working hours to get the correct train. It could massively increase travel time for many and create a lot more instability. Especially if some train times dont line up well.

Packed trains, long waits, and recently increased fares will continue to drive metro customers away. To increase ridership metro has to be a better alternative, not the last resort.

These plans should be based on the ridership volume at specific periods of time during the day. Surely volume is not the same throughout the day and on weekends.

Assuming everyone returns to work in 2022, there isnt enough platform room to accommodate the number of passengers that would accumulate during a 30 minute wait. Additionally, from past experience riding metro, even though you say that stations with more than one line would have trains arrive every 12-15 minutes, somehow that never is the case. An orange line train will be immediately followed by a silver line train rather than the silver line train arriving 15 minutes later so that there is always an orange or silver train every 15 minutes. The stated goal in this proposal has eluded Metro in the past so I dont have high hopes that it would suddenly be achieved now.

Whoever thought of this proposal should have been laughed out of the building. This would destroy Metro and make it virtually unusable, hike climate emissions, and cause people to seek jobs elsewhere as they will be unable to commute.

This works only because I live near station with 3 lines. Otherwise I would take bus.

There should be more frequent rush hour trains (not less frequent than about every 6 to 8 minutes).

i will need orange blue and silver lines frequently from virginia square to rosslyn, eastern market, metro center, etc.

The reason is people have to get on the train fast to their destination for jobs in Washington metropolitan area quickly on time and need more service on hours to perform better.

Proposal to operate Metrorail service every 30 minutes

I only use the red line, from Takoma to White Flint and back and would not be interested in waiting that long.

I need trains to run every 3-5 minutes when I return back to work and I need Eisenhower metro station to remain open so that I am able to travel once I return to work

Difficult to know how much I'll be traveling in January 2022. If it's anything close to my routines pre-COVID, this plan would have a significant negative effect on my ability to get around the city in a timely way.

This will drive people away from using metro and lead to even lower revenue

With pandemic and work from home mode for majority of commuters making future plans doesn't make a lot of sense. Shutting/reducing down the service right now makes more sense

If ridership were to resume at pre-pandemic levels, the train(s) that I would need would be full before they even got to my station.

Common commute times (rush hour) need more trains

As a regular commuter I would be very concerned about overcrowding on platforms and trains during rush hour.

Would this schedule change during rush hour?

It's not ideal since many places of work will reopen before then but if there must be a reduction in service, this seems manageable.

Would this be flexible to account for gradual growth in ridership as the year goes on? With vaccines ramping up in 2021 I believe there will be a gradual increase in 2022 of people willing to ride the Metro.

Metro would need to carefully monitor and anticipate changes in ridership to ensure enough cars for the level of traveler- if customers are left behind this will create too much friction.

With ridership so much lower on weekends, why not have reduced service on weekends only? Consider weekend closures of underutilized stations.

The time between trains means that every train will be very crowded, leading to COVID transmission and waits for subsequent trains. The time interval should be 5-10 minutes.

Just this: I love Metrorail and love the Grosvenor Metro Station; it is the best and most beautiful system in the world!

Once the pandemic is over, having trains run that infrequently would make more people decide to drive instead of taking Metro to work.

This would make it really difficult to make bus-to-rail transfers. We know the buses don't always run on time!

If, given the declining rate of Covid infections and the vaccines, we go back to a normal work environment, commuting will return and these changes would be disastrous.

The red line - and especially Grosvenor station is a lifeline. I use it frequently and indeed, I chose to live near the station precisely bc of its wide service area and frequency of trains. I even intend to purchase a home near this station for this purpose

30 minute waits when train arrivals and departures are not reliable are untenable. It would complicate, lengthen, and congest commutes, particularly for people like myself who live on the further reaches of a line.

It works for me because I am retired now, but you will need trains at more frequent intervals at rush hour to prevent dangerous platform overcrowding

I don't ride the red line very often, but I am sure that this would be a huge problem for the ones that do. 2022 is 10 months from now. Things will change, people will start riding the metro again, and I think that the proposed schedule won't work at all.

Depending on timings for transfers, this could add up to an extra 30 minutes to my commute each way

I think it's a bad idea but it doesn't directly affect me.

Every 30 min during rush hour is not acceptable. Trains will overcrowd even more than pre-pandemic levels.

Need rush hour service

Pre pandemic, orange and silver line trains were not staggered, so they came one right after the other. I fear this would be the case under this plan as well, despite what is stated, making the wait 30 minutes.

You're budgeting for a long period of time but you're acting based on a short period of time. With a vaccine here, traffic is likely to start going up during this period. You seem to suggest you're making permanent changes, however. Long-term, rush hour needs more cars. Long-term, more people need to ride Metro as we finally seem to be heading toward doing something about climate change. Short-term thinking got us into this mess. It won't get you out of it.

Closing Metrorail at 9 would render it useless as my commute is long

If I'm going to have to wait that long for trains (e.g. I get to the station and a train just left so now I have 25 minutes before the next one comes) and I have to change trains to get to my destination, you're adding over an hour to my travel time - it'll be better to just drive to where I'm going or if I was thinking of doing something in Washington DC (I live in Maryland) to find a Maryland option instead and forget about going into Washington. Maybe explore entertainment venues in Baltimore.

30 minutes is too long. Will cause further passenger and revenue loss.

| |
|---|
| Proposal to operate Metrorail service every 30 minutes |
| More frequent trains |
| I think managing frequency of service is a far better solution than closing any stations. |
| Given the frustration that riders face when just missing a train, and the prospect of having to wait 30 minutes for a train, I think it would be better to stagger service for rush hour service (12-15 minutes) or simply closing the Metro stop - although I am against several of the proposed closures of Metro stops. |
| Absolutely way too long between trains. Can you imagine someone just missing a train and having to wait 30 minutes for the next one? That would make it impossible for anyone to adequately plan their commute times. |
| This is okay with me because I am retired. If I were still working, it would make using Metro for commuting to and from a job much more difficult. |
| As long as no stations are closed this schedule would work |
| This would adversely affect the thousands of people living outside the Beltway who use the Wheaton and Glenmont stations. It would serve as a barrier to Metro use |
| While I recognize that ridership is down due to COVID-19, public faith in WMATA has been sub-zero for several years now. The Back 2 Good campaign was a clear indication of this. If WMATA is ever going to gain and more importantly maintain public trust again, it must stop looking for ways to cut service and offer MORE options to residents. DC is the most gentrified city in the country and the influx of new residents demands that MORE transportation options are available. If WMATA does not fulfill its role as the public transportation options, you will continue to see ridership decline as more residents buy and use their cars to move around. This damages the environment and increases traffic on the roads. Trains arriving every 30 minutes i.e. TWICE AN HOUR is unconscionable. Not only does this explicitly prevent any social distancing for COVID-19, it sends a clear message that folks looking to move around should pursue other more efficient options. No other major city in the country is running trains on its rail system TWICE AN HOUR. This is the capital of the US and the system is an embarrassment. Trains need to run at least four times an hour and ideally every ten minutes. |
| I would consider an additional train or two just after the first train and before the last. |
| During weekdays rush hours the frequency should be less than 10 mins not 15 mins |
| Seems challenging for rush hour demand |
| When people want to resume weekday commuting as the pandemic winds down, this proposal would seem to discourage it. It would make commuting more difficult and time consuming. |
| There needs to remain a rush hour difference. Trains (pre covid at least) were already jammed at rush hour. Better yo have more trains then. Slowing the schedule at other times seems ok. |
| Many people rely on the Metro to get to work on time. Reducing the number of trains scheduled to arrive would severely impact the ability to get to work on time. |
| I expect to be back at work and this train schedule would make it so that the trains are full during rush hour times. |
| A wait time of 15-30 minutes will extend the length of my commute and force me to look for alternative options, like the bus or ride sharing services. |
| We cant assume that there would be no difference between demand at rush hour and non-rush hour, like this proposal suggests. Historically, that has not been the case. |
| This works for not rush hour, but rush hour needs more trains so they arent too crowded. We dont know yet how safe it will be for crowded trains. Metro will lose riders. |
| I can afford a vehicle but choose not to own one. The proposed 2022 reductions will directly impact me in a negative way. I am someone who lives in Arlington and travels to DC for work. I feel like you are basing this budget off of a pandemic timeline when down the line we aren't going to stay this isolated. |
| Its possible that Metrorail Proposal 1 would work for me given my expected travel needs in January 2022. My concern is the timing of the trains if/when I need to switch Lines. However, it sounds like stations with service from more than one line would require a wait no more than 15 minutes. based on this proposal. |
| 12-15 mins is too long during rush hour. |
| Prioritizing rush hour and weekday work travel keeps more commuters off the roads. Potential for crowding and crime with people gathering up to 30 minutes at a time on platforms seems like a problem. |
| Need more frequent trains! |
| This would drastically effect riders commuting for work. Weekdays and weekends shouldnt be the same.Maybe reduced times during the non-rush hour periods. Weekends service should be different and reduced and separate from weekdays. |
| I dont use the Metro for commuting purposes so I am not sure how that effects those people. I am fine with that schedule. |
| I only use the grosvenor-strathmore metro stop when taking the metro. |
| If work returns to in person this will NOT work for my needs |

Proposal to operate Metrorail service every 30 minutes

Once the world opens up again, Im going to be using the metro station pretty much everyday and the sudden jump in between two trains arriving can be detrimental to my job. I might have to head to a client site or to my home office and 15 minutes between trains means Im opening myself up to getting in trouble at work.

even 15 minutes between trains is too infrequent

If you need to be some place, and the WMATA site or the transit tracking app doesn't work perfectly, then you would be stuck waiting for half an hour (!?!?) before the next train on a work day. For a transportation system that's completely ineffective for transporting people around the area.

Rush hour service would hopefully be necessary in 2022. This seems the fastest among the proposals though.

That's a long time to wait between trains, especially of making connections to other forms of public transport (Metra, airport, etc)

It delays my arrival to and from work. I would prefer to have the old schedule of trains every 8 minutes

If workers return to offices in downtown DC by Jan 2022, some cuts may be necessary based on changes in ridership. This proposal would allow the DC area to continue to be served by Metro during the majority of the day and night.

I will drive or take MARC rather than take Metrorail if service is cut to this extent

As long as times are clearly communicated this would work for me.

The way to make metro convenient for me would be more frequent trains. My commute ride is only 12 minutes. If I have to wait 12+ minutes for a train, you just doubled the ride time. I'd be more likely to jump in an uber or bike share at that point.

Given that many people will continue to work remotely, demand should not be as high as it was previously.

I expect to return to work in the office by January 2022, and will need to commute on 2 lines (Red and Green/Yellow) each day. The reduction in service will make this commute more difficult.

I would expect peak fares to be eliminated

If I were still commuting each day, I'd answer differently

Since Im not likely to take metro much no matter how often it runs since I just dont need to go anywhere it goes on a regular basis, its fine with me, but waiting 30 minutes for a train means that anyone who has another option will use it, including me - I can drive the whole way from my house to just about anywhere in DC in 30 minutes. You might as well just build more parking garages downtown.

weekdays that works fine, not sure of the total riders for the weekend to have the same frequency

I use the red line to commute weekdays and Saturdays. There is no indication when trains start service at each station, which could negatively impact my ability to get to work on time. Likewise, fewer trains could mean significantly more crowded trains, making the commute more hazardous from a COVID-19 perspective, potentially.

This depends on how much of the workforce returns to commuting heavily via Metro. If ridership is back up to anywhere near what it was pre-pandemic, these trains will be packed.

The wait would be too long between trains, if you just missed a train. You would have to leave so early to be assured you could make your meetings.

One train every half hour from Reston is too infrequent once I return to the office later this office. Especially if I have a meeting on Capitol Hill.

It does not make sense to me to run trains at the same frequency during rush hour and outside rush hour unless the workforce is still largely working from home. If they are not, we need more frequent service than every 30 minutes.

Well during Rush hour it could be challenging

I use the Grosvenor Strathmore metro station, and once the pandemic is done, the trains will be packed if they come every 12-15 minutes. I suspect it will be difficult to get on the first or even second train that comes, and the conditions will be extremely uncomfortable due to overcrowding.

Living on the Red Line, this schedule would work, but I cant imagine how crowded it could potentially be, given the number of people who typically took it during rush hour

I work in an office four days a week and rely on Metrorail part of the time. 30 minutes is a long time to wait in between trains, and this schedule would be inconvenient for me.

Once life returns to normal, continue running Metro at pre-pandemic intervals at all stations.

This would be useful only for office commuting.

By January 2022 I anticipate being back in the office. As such, in order to make sure I am able to get to work on time, I would ideally prefer trains to be running more often than every 12-30 minutes.

Too infrequent to be of use if I have to go in the office

Trains arriving every 15 minutes is not sustainable for rush hour. Pre-pandemic, trains were crowded enough and this change would further exacerbate the problem. Additionally, what happens when the trains have problems and there are delays? It would be too overcrowded and at this rate why take metro at all?

Proposal to operate Metrorail service every 30 minutes

As someone who actually will ride metro during this time, 30 minute headway's are unacceptable and would make me seriously consider driving. This would be a problem for me and I would like to not have to drive, but I cannot live with knowing that missing a train means 30 minutes until the next one.

Every 30 minutes is not at all convenient for those who have to commute

30mins is entirely too long to wait for a train during the day Monday-Friday

Not ideal obviously, but workable. I dont use Metro as much anymore, so I could live with it, but I would be incentivized to take other forms of transportation if I knew I may have to wait half an hour for a train.

I find it preposterous that I would have to wait 15 minutes in the best scenario to catch the Metro - so many people per train! Crowded.

15 min frequency is ok with me

I do not ride the Red line.

This would result in severe congestion during rush hour and would negatively impact the commutes of many riders in the suburbs.

Seems like a dependable schedule so trips can be planned and waits are not too long

This would cause a significant delay in people's time tables and will definitely cause crammed carts. I have been taking the metro's redline religiously since 2009. Metro carts were always full, especially during rush hour. If there is metro downtime, which is frequent, how would people go about to manage an added delay/time to their schedules? Metro has to work on being more reliable and cater to the people. Even when there was a decent budget allocation, I experienced delays, sat on dirty chairs, and was exposed to verbal and sexual harassment in broad daylight. We don't deserve this.

I am not sure how Metro will control the rush hour crowd in downtown DC (specifically Stations between McPherson Sq and Rosslyn) if the train comes only every 12-15 minutes even during rush hour. But it is still a better option than not having metro accessibility at all.

This would lead to more crowded platforms and trains, and add to commuter transit times due to longer waits.

It is highly likely with the current pace of vaccination that people will be commuting to and from their workplaces during the week in much higher numbers by next year, if not before.

But if people go back to the office then I think it would leave people stranded

My concern is over crowding at the stations. Some stations can handle crowds (the above-ground stations) but others cannot (not just the downtown stations but especially those with opposite platforms). It can get terribly dangerous during overcrowding situation. I can adjust to the schedule delays but its the crowding that Im more concerned with.

I understand the potential shortfall for FY 2022, but I wouldnt ride Metrorail if I had to wait half an hour between trains. I used to be a regular metro rider before the pandemic, and plan to resume my ridership by Fall 2021 when most people are vaccinated.

Running trains every 12-30 minutes during peak travel times will lead to overcrowding on trains, which increases the likelihood of door malfunctions and offloading, causing further delays.

Every 30 minutes would be a disaster before the pandemic the trains where massively overcrowded on the red line, and if a train was skipped for whatever reason as it sometimes happens it would be a disaster.

Obviously, more frequent service would be preferable. Customer traffic will be increasing with the advent of vaccine herd immunity.

Waiting 30 minutes and then not being able to board an overcrowded train is going to anger a lot of people and ultimately discourage use

Its been hard enough in the past to have huge wait times between trains on the weekend. If that happens during the week and during rush hour, it will make taking the metro the least effective/likely option for commuting.

By 2022 people will be back working on a more regular schedule and the trains would be too crowded and waits would be extremely inconvenient

if I miss a train by a minute I have to wait 30 minutes I will be late to work everyday! nothing more that 15-20 is acceptable

If/when I go back to work in person there isnt a start time for my work. So if I arrive late it would just mean I stay a bit longer on the other end. Works with me.

I work in a Federal Emergency Operation Center I will Need to get to work on Time

Just missing a train and waiting 30 minutes for the next would make riding metro impossible for a commute. People need something much more reliable.

Every 15 minutes is absurd. Assuming regular rush hour traffic come Jan22 and people would be PACKED on trains. Trains should every every 3-4 minutes.

This would be better than closing the station altogether, but it will make platforms more crowded during rush hour as more government agencies open back up.

By then travel will back to normal. There should only be max a 5 min wait fir the next train. Plus, tat will keep the cars from getting to packed/ spreading germs/ aerosols more easily.

I expect to be back at work in-person by January 2022, and train arrivals every 30 minutes would severely impact my commute, especially given that I would expect the fewer trains to be unworkably crowded.

Proposal to operate Metrorail service every 30 minutes

That is an unworkable plan. 30 minutes during a morning or evening commute can make all the difference in being on time or late to obligations whether work or family-related. Even now with 12 minutes between trains, the wait after just missing a departing train is lost time. This will definitely lead to people running on the platforms, more accidents on the platforms and generally rude behavior as riders jostle to get to trains before they depart. Furthermore, this will lead to much crowding, which even after the pandemic has abated, will be dangerous and uncomfortable.

Having trains every 30 minutes would mean I would either be late or show up to the office extremely early, as I would no longer have the flexibility of more frequent trains to get me there in a timely manner.

30 minutes is too long to wait during rush hours and could lead to dangerous overcrowding on many platforms, which may result in liability issues. I for one avoid the metro on weekends because of the long intervals between trains

Ridership will increase once more people have been vaccinated. I would not make a decision about changing the frequency of the service for 2022 at this time.

Aside from convenience, the amount of crowding experienced with delayed departures is not pandemic-friendly, not to mention horrible for older people and patrons with physical disabilities.

we use the metro from clarendon into the city and back, every weekday at rush hour. trains generally used to run every 6-8 minutes, and they were often very crowded, to the point that i'd have to skip a train and wait for the next one. now you want to send half as many trains? i don't understand how you could even propose that.

Doesn't make any sense not to differentiate between times of day, given that Metro was empty during non-rush periods even before the pandemic.

15 minutes leaves the schedule too volatile during rush hour. Your trains aren't on time enough to do it

There shouldn't be an increased fare for rush hour periods if there won't be an increase in train frequency.

I am employed and to discontinue the V-14 to Deanwood and Penn Mar would create a hardship for me and many other riders that use this service weekly.

When I was in Moscow in the 90s their subway trains ran EVERY 3 minutes during non-rush hour and EVERY 1 minute during rush hour. It was fast and everyone took the subway. By cutting the service down to incredibly long wait times fewer people will take the Metro which will put more cars on the road and EXACERBATE the Metro budget problems. Add to the fact that we have MORE people moving into MDUs in the proposed budget cut areas which will further exacerbate the already crowded streets and lower all of our property values. Metro should never TRY to turn a profit - this is an economic development issue much like schools, roads, bridges, etc. We would never charge a toll to drive down the street to get to my house... I hope...

As someone who will commute on the Yellow/Green line in 2022, trains running every 30 minutes would have a devastating effect on my ability to reach my job in a reasonable amount of time.

Trains should be more frequent during rush hours - especially for those with proposed 30 minute wait times.

As long as train times are reasonably reliable, this would allow planning. And trains could be more frequent when demand increases.

Every 30 min is fine during non rush hours, but all stations (maybe even particularly the last station on each line b/c of people driving from even further out & parking) should have more frequent trains during rush hours on week days.

You must accommodate rush hour volumes in your scheduling to avoid unsafe crowding on the platform, shoving, injury, and further abandonment of ridership

The frequency is too low. If we need to change trains and just missed one, we would have to wait another 30 minutes before the next one comes. If we just missed a train at the starting station and missed one at the connecting station, that would mean total waiting time of about 60 minutes.

Would prefer 15 mins apart trains from 7:30 to 9am and 4:30-6pm.

Your schedule doesn't account for issues of catching other trains. You did this during restoration projects and wait times were horrible because you didn't account for making it from one line to another. This would make it horrible if u missed a train by 30 seconds.

This plan will continue to lower metro ridership. Hopefully the pandemic will have ended by 2022, meaning more people going in and out of DC. If these changes were to take place, more people will look for alternatives to metro, potentially leading to increased pollution with more cars on the road.

Train capacity on busy commuter routes I expect to need will likely become incredibly high with 30 minute headways.

I am worried that I won't be able to get to work on time as well as getting home.

Given the higher density closer to beltway higher frequency of trains should be allotted for stations further from the proposed stations

Proposal to operate Metrorail service every 30 minutes

In theory, a lot of people will have returned to in-person work by January 2022. If trains only come every half hour, they will be crowded, and if people can't get on they will have to wait half an hour for the next train. This also means that commute times will be dramatically longer and for people who need to transfer trains to get to work their commutes could be several times longer. Instead you should consider the stations that matter most to commuters and that serve as key transfer points and create express trains that only serve those stations while switching to the half hour system for other stations.

While not optimal this is like commuter rail schedules and, as long as schedules are adhered to, this could be do-able.

The whole purpose of Metro is to get people to work efficiently to cut down on traffic going into the district. #0 minutes between trains is not workable during workdays. Monday to Friday keep trains every 12 minutes (or 6 minutes at stations served by multiple lines) in order to get people to work. Weekends and off hours trains should be no more than 20 minutes or so apart. otherwise you defeat the whole purpose of Metro.

Decisions about need in 2022 after the COVID pandemic has hopefully ended should not be based on ridership during the pandemic. The two could be completely different.

assuming ridership goes back to even close to pre-pandemic levels there is no way that a train arriving every half-hour or even every 15 minutes would work at the stations that I use, Grosvenor. During peak commuter hours it can be so crowded that it would be impossible to get on a train if the number of trains in service was cut so drastically.

Knowing the train regularity is very helpful. I am not a commuter, but I try to use public transit, biking or walking whenever I go shopping, visiting family, etc.

It would add about 20 minutes each way to my commute, but I guess I could live with it.

This will result in either significant congestion on platforms or such long transit times that people will not use metro.

30 minute intervals at White Flint would make Metro a difficult and undesirable option for commuting. Pre-COVID I rode Metro to work for 20 years.

This would best serve residents dependent on Red Line in Ward 4

I need trains more frequently. Also, keep in mind, train conductors often let departing passengers off and then quickly close the doors making it difficult for people to get onto the train during busy periods. If this were to continue on lesser run lines, a lot of people waiting for a train will miss the ability to get on, and then will need to wait another 15-30 minutes. Metro needs to have policies that force conductors to allow more time for onboarding passengers to get onto the train. This was always a problem with the red line pre-Covid, during rush-hour.

This may work for me as an Orange/Silver line user, however, I can see this being a major problem for people outside of the designated segments of the Red and other lines and would likely lead to a surge in private car usage.

I like that all stations would be open and operating with this proposal, though the delays between trains is not attractive. However, if I had to choose between all stations operable and less trains per hour, I would choose less trains per hour (and hope that finding would increase to allow more trains in time).

Weekdays should have more frequent service than weekends. Weekday commuters should be treated as a priority.

Would need greater frequency for distal orange line stations.

I could live with weekend and weekday schedules being the same. However, I am concerned about no rush hour train service increases. With fewer trains running, the volume per train of riders may exceed capacity, resulting in people waiting long periods to commute in the morning to be able to board a train

Rush hour would have too many people on the platforms waiting for trains which may result in accidents.

longer wait times would be inconvenient

This works if pandemic patterns continue. But what about opening the economy with increased vaccination rates? 30 minutes waiting time will turn people off metro permanently.

This could work for me, but ONLY if Metro publishes a timetable for stations (and adheres to it) and synchronizes with busses.

I believe Train service needs to be more frequent. Red training coming every 15 mins is not frequent enough and is causing inconvenience. Train should come every 5-10 min and more frequently during rush hours.

Please keep the strathmore station open completely! Its the most convenient for many commuters right off the beltway!

30 minute headways would mean I'd have to use Uber or another ride sharing service. This would force me to abandon Metro service completely.

Why is Metro planning this change just as ridership would be expected to increase again?

Active duty military need to commute to Walter Reed National Military Medical Center. As healthcare providers, many do not have the option to telework. They are not guaranteed parking at work. Many are being dropped off at work by household members, but many will not have anyone to drop them off once these individuals cease telework.

I am concerned how this would align with bus schedules. I currently have to take a bus to the metro and would not to constantly be waiting half an hour to transfer if they did not align closely, especially if it happened both directions.

It will depend on the number of people who actually return to work and would need this service.

Proposal to operate Metrorail service every 30 minutes

Waiting a maximum of 15 minutes for trains would double my current commute and make ridership less appealing due to crowd size

This would work for me because I am retired. However, if I were traveling during rush hours, the cars and stations might be very crowded.

Metro should plan to support more frequent arrivals as more people are immunized and ridership increases.

What accommodations will be made for crowded trains? Will they all be long trains or do you anticipate a steep decline in ridership?

Trains will be too crowded during rush hour.

Not differentiating btw weekdays when most people need to get to work or other time sensitive appointments (as opposed to weekends) is a misguided and useless idea.

This is basically turning metro into a commuter rail, and much more attention would have to be paid to arrival and departure times and could lead to extended crowding on platforms.

While not convenient, it would work.

How is it Chicago and NYC can operate much longer hours than DC and at a lower cost? DC Metro manager makes a very high salary yet our service is always being cut. DC needs a new manager for Metro

I change lines frequently in my commute and this could potentially lengthen wait times to more than an hour.

Every 15 minutes in rush hour can be a huge problem in the red line.

This would not be effective for my commute. Trains need to run more frequently, and especially during rush hour.

My ability to get to work relies on the metro, and running service in 30 minute intervals would not only lengthen an already long commute, but impact how and when I get to work and home. It would also increase numbers on the trains, and even with the implementation of vaccine distribution, disregards the fact that we're seeing mutations of the virus. It's already difficult enough trying to socially distance on the trains and buses at the moment.

Rush hour need Quicker service while non-rush can come every half hour.

If I miss a train for any reason, it would be unreasonable for me to wait for 30 minutes for the next one. Even a 12-15 minute wait during office commute would be very bad for me -- because of crowding and how every few minutes count during any rush hour commute. It would have a chilling effect on my use of public transport -- that I rely on heavily -- and have a negative effect on my finances as an immigrant woman of color. I love living and travelling in the DC region and did not even own a private vehicle until the pandemic hit. I am proud of my heavy reliance on public transport as it makes me a more conscious citizen leaving a lower carbon footprint. Please reconsider this plan.

I don't take metrorail every day, though, even in normal times.

Trains are too often crowded during rush hour on the Red Line even with extra trains during those times. Even with 8 car trains running every 15 minutes, it's hard to believe demand would be met. However, if this proposal is adopted it should be adopted in keeping with having Metro open from 5 a.m. to 12:30 a.m. so as to serve those who need it most.

I use metro to go to university every day.

The pandemic will either kill us all by January 2022 or it will be over. People will be returning to work, tourists will return to our city. You should be taking proactive steps to plan for this not cutting services. Shame on you for not adapting one year ago to the pandemic states and the feds should be stepping in to help you financially maintain this public service until it passes.

As conditions stabilize during and after covid changes, if we are to expect ridership levels to begin to rise again, then 1 train every 30 minutes would eventually lead to overpacked trains. Also, on certain lines (yellow and green), there were frequent delayed arrivals, so 1 train every 30 minutes could result in an easily derailed schedule. However, the schedules remaining the same all days of the week would be beneficial.

would increase travel time to the point would make travel by metro rail not do-able for work, commercial and personal business, as well as leave people exposed to weather and increased exposure to non-daylight time, and make childcare drop off and pick up not possible

after this pandemic, things will be back to normal. Metro will have to add cars to each train and not to have a rush hour 6 min frequency would impact my commute.

Yes I think this might work but there are so many people living in this area whose daily commute to work is via metro, and I am not sure if having longer intervals between train would lead more people to accumulate at the station at the same time waiting for train.

It will cause considerable congestion on the platforms increasing likely declines in ridership because of increased likelihood of Covid exposure.

Metro doesn't do us any good if trains arrive only every 30 minutes. It will deter people from taking Metro and the trains will be dangerously full.

I believe having weekend scheduling the same as weekday would be very inconvenient

Proposal to operate Metrorail service every 30 minutes

Although not ideal, if reliability was maintained and Metro could consistently provide 30 minute arrival times that allow for riders to plan out their commute. This could work given there is an assumed drop in ridership even after pandemic due to more people working from home from now on. If unable to maintain consistent 30 minute arrival times, which is possible due to single tracking and incidents, its unlikely anyone would wait longer than 30 minutes for a train.

I am less likely to use metro if the trains are less frequent. If the timing was totally reliable, meaning less time waiting on the platform and less risk of missing a train and being 30 minutes late, then I might still ride metro.

Not having a difference in schedule on weekends may affect ridership to Music Center events at Strathmore. Some potential riders might not use Metro if the trains wont coincide easily with performance times.

Rush hour trains are incredibly full. Once covid is under control, they will be incredibly full again. Also, the morning and evening, when time is of the essence and meetings need to be attended and children picked up, missing a train by 10 seconds can be very problematic if the next train isn't for another 15 minutes.

This could be manageable but not if the train cars are jammed and causing people to wait an additional half hour to catch the next one..

Pre-pandemic, trains coming every few minutes were very crowded and would cause backups for long periods of time. If trains only arrived every 30 minutes, this would halt any movement of people through the city and cause massive delays.

Service too slow and probably too crowded and would add about 30 minutes to my round trip. I would instead choose to drive to town to work.

Fine as long as trains do not reach capacity such that passengers cannot get on

No, I would need more trains during peak times (rush hour).

30 minutes between trains is a very long time to wait.

Infrequent trains would be pretty soul crushing, especially if you show up right after a train leaves the station.

For me this plan works well with my schedule as long as all metro stops remain open

I would prefer 10-12 minutes, but 7 minutes which is what I think is the current gap isnt needed.

The pandemic is not forever, however adopting drastic changes will impact the traffic, movement of people and overall hardship 1000000x!

This is not customer friendly especially during business and school days. If Metro would go this route it would cause me to find other alternative transportation since Metro will not be reliable. At current travel times, there are numerous times trains are delayed, pulled from service, broken or there are issues with stations. This will only make those problems that much worse for travelers.

Having the trains run less often is a good idea if it can save money and keep fares lower. Riders can get used to checking times on when the trains come instead of just showing up and expecting a train soon. The only hesitation would be with rush hour. Volume during rush hour would need to be monitored to make sure there is enough room on the trains to fit everyone.

This is very infrequent service, particularly at rush hour. Trains could become extremely crowded. This isnt as bad as the station closures but it is the second-worst option.

It already takes a long time as it is plus add in the delays that always happen it would not work for my schedule

I travel mid-day. Will ride again once COVID is done

It is important to have rush- hour periods.

This is great because I use the metro to get to work and my daughter uses the metro to get to class.

It is impossible to answer this without knowing if the trains would actually have space when they arrived at the station. Pre-COVID, when trains became less frequent (construction, emergencies, delays, etc.), by the time the trains reached stations later in the route, the trains were full and it was not uncommon for passengers to have to wait multiple trains. If the lower frequency would create a similar dynamic in 2022, then having less frequent trains will essentially mean passengers later in the route have no room to get on, effectively making those stations unserved.

As the pandemic slowly gets under control, train crowding will be an issue - before the pandemic, crowding was common, especially during peak times. I would be more in favor of this if I knew a flat rate was charged throughout the day - depends on how much. By cutting service so drastically, Metro may never recover ridership lost during the pandemic. This is for everyone - think of people who have no alternative means of travel.

Depends on additional bus service

Weekday rush hour trains should be more frequent than weekend trains. By January 2022 we will likely be back to working in the office and less at home than we are now and trains on the weekdays need to be frequent to accommodate riders.

I think there should be a difference between rush hour and non-rush hour service.

Proposal to operate Metrorail service every 30 minutes

Train should arrive more frequently than every 30 minutes. At least every 10-15 minutes.

To be a reliable commuter option, metrorail trains need to run no more than 10 minutes apart from 7-9 am and 5-7 pm weekdays, no exceptions

The interval between arrival of 15 minutes for the red line is too long and will not meet the demand during rush hour and will likely result in loss of ridership for the metro.

Trains every thirty minutes would make metro almost unusable for daily commuting.

Frequency is freedom, and is one of the most important metrics for transit to be practical and reliable for a variety of trip types. Making a change like this, especially if it is not accompanied by the imposition of set timetable schedules like with bus routes that run at this frequency, will discourage the ability, the freedom, to use the system spontaneously. Transfers will be nearly impossible, and the public will lose even more of the trust they have in WMATA as a public good which can be trusted when needed--which is often, and for a variety of trips!

It is doubtful that I would be a regular Metro rider in January 2022. But I dont know for sure.

the congestion created at the stations, especially during rush-hour periods will worsen if there will not be an increase on trains during rush hour.

I am retired and no longer ride Metro downtown. I would need to drive to the Grosvenor Garage and park to go to Strathmore.

It would be very difficult to time my commute (from Columbia Heights Station to Ballston Station) if trains are only every 12-15 minutes.

I think it would spend on what the post-Covid workplace looks like. If, as I believe, there are many people who have been working from home during the pandemic who will continue to spend the greater part of their working day at home., there will be less need for "rush hour" schedules.

This does not take into account bus arrival times, and the need for a rush hour support.

This does not make much sense. Understandably ridership is currently down due to Covid but the anticipated needs by January of 2022 should show a significant increase in people taking metro. Weekday rush hour ridership was congested prior to Covid and we anticipate that once we return to the office this will again be the case. If service is significantly less than it was, I will not be able to get back and forth to work using public transportation.

Trains are extremely crowded during a typical workday on my line (orange/silver). Even at the prior regular arrival times, I would often have to let trains pass and wait for another to be able to find room to enter. I would likely never again ride the metro if trains were so infrequent that wait times and crowding increased.

Given my responsibilities in the morning (including getting kids ready for school and transporting them there) and the need to get to work by a specific time, this plan is entirely too inflexible. It will result in me either driving to work (adding more traffic on our roads and more air pollution) or teleworking more. In any case, I will stop using Metro entirely. I have been riding the Red Line for 21 years. This would be a mistake and a net loss for our community and our environment.

This could potentially add an hour my commute times if timed poorly. If a train is too crowded, like they often were during rush hour, this would automatically tack half an hour onto a commute.

Im generally okay with this but it seems confusing. I feel that rush hour schedules should be kept because the more frequent train service would match the more frequent demands of my commute. I usually go to work at 8am and come home around 4pm, so I appreciate the frequency of rush hour availability.

Keeps the trains running consistently and easier to keep up with the schedule

It makes more sense to develop a schedule based on need and volume of travelers

I work in DC and it already took me 1.5 hours to commute. With the change, will take even longer.

I get the impression that 30 minutes, here, 30 there, and IF the trains bunch up like the buses do you would be talking a seriously longer commute time. I would have to weigh the costs in dollars, but as time is money, I would probably decide not to have dead time waiting and would drive or carpool

This would be more preferable than shutting down the EFC Metro.

30 minutes is too long a wait time, especially during the day.

New Carrollton trains running every 30 minutes isnt frequent enough during the weekday.

Every 30 minutes all day is too infrequent. It should especially be closer together during rush hour, people wouldn't fit on the train if it came every 30 minutes.

It would work if I could count on a train to be at the station at every half hour, and that the volume of riders was such that I could be confident that I'd be able to get on any train that arrives.

This would be amazing. With COVID vaccines and workers returning to work and the commute for most people into DC from Vienna station this would be amazing

I take more than one train to get to work and home and this will affect a lot my schedules

Have always thought difference between weekend- weekday made sense for most commuters.

Proposal to operate Metrorail service every 30 minutes

It wouldn't help during rush hour travel. My company will start requiring employees to report to the office buildings in March 2021. That trend will continue into 2022. Having fewer trains during rush hour will make it more difficult for employees to report to work on time.

Trains will be over capacity during rush hour. Could take an extra hour to 1.5 hours to commute each way if you can't get in your next train. I won't take Metro at all during the week for work if this is the service level

This will make my commute unworkable, and I'll get in a car instead, ending 30+ years of daily ridership during the week. I rode Metro every weekday from EFC to various stations in DC for work, and I expect to do so again as soon as my team returns to the office. I take the Orange/Silver lines from EFC to Foggy Bottom, and the trains were overcrowded already. Reducing service to every 15 minutes during rush hour will mean not getting on a train for an hour or more as they'll all be filled past capacity by the time they arrive. This entire proposal is insane, and I don't understand why you expect ridership to remain as low as it's been during the pandemic.

Some times your train operators arrive late or leave earlier than presented on electronic signs. Furthermore, the constant stopping trains for scheduled time adjustments would need to end for this to work.

The more you can run on the red line the better..10 mins is better than 15 and so on. Rush hour. Should be more frequent

I like that it keeps a lot of service while reducing the strain on the Metro system and staff.

Getting to work would take even longer during weekday rush hours and rush hour travel times are already too long. Driving would become more of an option which would crowd the roads further.

We need service on the Silver Line past WFC station. If I have to drive into work, my commute will be a nightmare. This is worse than Safe Track

Sounds like a good plan. Except you don't state what the current operating procedures are especially for rush hours. There are times during rush hour where the current capacity barely accommodates everyone. So decreasing that would be bad.

When Wilson HS & Deal MS reopen, I'm very concerned about even more overcrowding on the Red Line.

only concern is how crowded the trains will get. some trains at rush hour were already at full capacity, so the longer intervals would often mean waiting closer to an hour for a train

It makes me concerned that anyone changing stations would avoid using metro.

This is an awful idea. By January 2022, most people will be back in their offices and one train every 15-30 minutes is absolute insanity. Trains were already packed and by this time, more people will be riding the metro.

That will be not enough of trains. People will not be able to count on metro when they get back to work.

30 min between trains during rush hours seems too long.

30 minute wait times on weekdays after the pandemic will lead to overcrowded trains and long waits for commuters, likely further driving down ridership, which will return when the pandemic abates. Work from home will likely be more prevalent, however the majority of federal employees and Amazon Web Services support will be required to work in the office multiple times a week. Likely these riders would use metro if service was not so infrequent.

30 minutes between trains would make it MUCH less likely that I'd use Metrorail.

Metro is my main form of transportation, I've been late to work many times because of trains that were taking 6+ minutes during rush hour. The trains become so full that you can never get on as they arrive full at the stations. 12-15 minutes during rush hour would be absurd

I frequent a station with multiple trains (Blue and Yellow) so this is a workable plan for me. I would hope that the timing would be consistent, i.e. fewer delays with fewer trains in the system. In that case I could plan more easily for the large delay in train times.

Seems irresponsible to have no difference between rush hour and non rush hour traffic

Every 15 minutes means that there will be excessive crowding - and there may still be reasons for social distancing in early 2022.

Any transit system that has a frequency of service of 15 or 30 minutes apart fails to meet the travel needs of users. The system will bleed users at an alarming rate--and especially among those commuting to work.

If trains are scheduled only every 30 minutes that means they are going to be overcrowded and if you physically can't get onboard that means waiting another 30 minutes. That's extremely hard to predict and makes me more inclined to want to drive to work.

This is probably one of the most acceptable of a bad set of options. But if you're going to do this, you have to do better at making sure the trains are spaced apart on lines that multiple colors share. You also need to make sure you're not running anything but 8-car trains. This also implies, to me, that you won't charge rush hour fares, which is likely to eat into your revenue loss further, so is this really going to save that much?

This should be a last resort if no Federal support arrives and ridership stays low.

Proposal to operate Metrorail service every 30 minutes

It is very important that the Grosvenor station remain in regular operation. It is crucial to the continuity of the Federal government to ensure employees can get to DC on time during the week.

I expect that offices now closed will be open in January 2022 and that if Metro trains are reduced the train cars will be so packed that I will not be able to get on in Rosslyn. I think Metro needs to be more nimble. Cut stations by closing now. Then reopen them as the pandemic situation changes and more folks return to work. Metro could set some targets for the amount of ridership at each certain stations to trigger a change and divert resources accordingly. If this would be difficult with personnel, at least more cars could be added according to preset ridership numbers. In the meantime, maintenance work should be ramped up during the pandemic time so that when riders return with the opening of government and businesses, Metro won't stymie ridership with ongoing repairs that could be avoided with repairs made over the next 6 months.

As long as all metro stations remain open, this seems like a reasonable approach. I would take a look at modifying the times a bit for the weekend, either extending them out greater than 30 and 15 throughout the entire day or extending them during non-peak times on the weekends. priority for metro hours should be for M-F riders going to/from work

15 minute during rush hour?? Just shut it down at that point theres no use. Im going to need to get downtown and Im not tryna die squeezing into a metro car. DURING RUSH HOUR??

The trains are already packed at peak hours when they come every 5 minutes, this is completely untenable.

Frequent trains are necessary during rush hours in all directions.

I rely on the metro and Fairfax connector busses to get to work. After the pandemic, ridership will certainly return to normal levels and will require a level of service that can meet the high demand.

This doesn't work well for me because trains only coming every 30 minutes makes taking the metro even worse than it was before.

This change would happen when I expect to be going back to working in person and would make commuting via metro a nightmare. I would probably stop using the metro if this plan were to be enacted.

As someone who takes the Silver line from McLean to McPherson Square, I would need to alter my schedule so that I am at the station at least 45mins earlier than now in order to be at work on time by 9a. How is this fair to families with kids that attend school and need to follow the school schedule? With your proposal, we would always be late to work since we wouldn't be able to count on a train coming in a reasonable amount of time.

If ridership revives as the pandemic fades, trains during rush hour will need to arrive much more often than every 30 minutes. Such intervals would leave stations overly jammed with people waiting, and the trains would be overly jammed. And sooner or later the pandemic will fade, maybe by January 2022 or by mid-2022.

I believe if Metro has problems running trains, the current 12-15 minute train service would be much more effective. As an example I commute from Anacostia Metro Station, which is a single line (green) station. Having to wait 30 minutes for train arrivals would severely hurt my morning commute to work.

Under this plan, it could be extremely difficult to get on the train during rush hour

Once covid restrictions are over, trains will be crowded. I used to have to wait for a train or two to be able to fit on a train in the past- this would just make the problem worse. I don't want to spend my mornings or evenings in a metro station waiting for a train

It's ridiculous to run the same # of trains on weekends as weekdays and during rush hours vs. non-rush hours.

The train schedules are never dependable so limiting them to every 30 minutes would make commuting on time in the morning would be nearly impossible!

Keep the pre-pandemic schedule.

Severely restricted headways increases chances of crowded trains. Due to COVID, I am not sure I will be comfortable riding at all if trains are full.

I will be a student at UMD, making trips into DC regularly, but 30 minute time intervals will not cause a problem

Need service on orange line clarendon metro

This schedule at rush hour is a recipe for disaster.

Not having later weekend run times would continue to hurt the already devastated food and beverage industry.

Thanks If trains kept to schedule this may work for me, but if there is a problem (train out of service, single tracks etc) this greater delay would be problematic.

30 minutes is a long time between trains, what if the train is full because of crowding on Shady Grove station?

Trains at least every 20 minutes

You milked away at taxpayer money and fates for YEARS. You all are expensive! And inconvenient! It takes me almost 2 hours round-trip to go 4 miles on you! And costs me \$10!!

Where is all that money now, when times are slim?

Too limited between Grosvenor and Shady Grove for we without bus frequency improved.

Proposal to operate Metrorail service every 30 minutes

This would severely impact my commuting time. I would end up being too early or too late to work. Also, there would be massive congestion on the trains. How do you guarantee me a place on the train? If I don't make it, then I am guaranteed to be at least a half hour late.

My office is planning to reopen in fall 2021. This is too long of a wait on a workday and will result in overcrowding on trains and platforms. I'm fine waiting longer on weekends when I'm not in a rush but a lot of service industry staff that work on weekends rely on more frequent trains.

Fewer trains will mean fewer people will choose to ride the metro. Given that I have to transfer to most places I go, waiting 30 minutes will make my trips hell and I will choose other modes of transit. Wait times should be no more than 10 minutes during regular hours

30 minute gaps during weekday rush hour would lead to many overcrowded trains. Prefer less weekend service.

30 minutes is a long wait between trains. How about every 20 minutes?

Having trains arrive every 30 minutes, regardless of the exceptions, is unacceptable. My main form of travel would be greatly affected, resulting in up to 2+ hours of waiting time/travel time should I accidentally miss a train

It seems like a long spacing between trains but I think it would be fine.

Just going to lead to more reduced ridership. You might as well shut it down completely.

If the trains are scheduled to run every 12-15 minutes, then when there is a delay for any reason, of which there will be many, the time between trains will stretch to 20 minutes and I will often be late for work.

Having trains arrive every 30 mins would increase wait times and the possibility that so many people will be waiting for the train that people will be unsure they will make the next one due to crowding. This will only make for tension and aggravation.

While reducing weekend service and evening would be reasonable, it is unfathomable how metro could expect the system to be usable at all during rush hour. I cannot understand the logic of thinking that 15 minutes or less on weekends would still be needed but that it would be sufficient for rush hour, when typically even a slight delay in the lines at six minute headways causes the entire system to be unusable. Even with reduced future use following the pandemic that just means that there would be slightly more margin for error with normal headways. How would anyone who lives within the beltway be expected to ever even get a spot on a train to get to work? There would be hundreds of people waiting at every stop.

Shouldn't the trains run more often during rush hour?

I will plan my travel around the new schedule. I understand that metro cannot keep running trains when the demand is low.

It seems like trains would be more crowded because of the greater number of people on the platform waiting. 30 minutes is a long wait time. I would end up figuring out another mode of transportation

Rush hour would be a complete nightmare

financial considerations seem to be more important than the accessibility to Metro for working people!

As long as the first am train was no later than 5:30 am or earlier.

30 minutes interval is a very long waiting time. On the unexpected days where one may be delayed it would mean the difference between being 30min-1 hr late

this is crazy idea. we live in USA not in Third world country

All stations on Red Line are important so 15 minute intervals would be fine knowing that these stations will remain.

Every 30 min is the difference between having to plan the trip down to the min and arriving at the station and knowing a train will be coming soon. Those who can afford to do so will leave Metro.

Metro is important when I have to travel to downtown DC

I like that it is a 7-day a week schedule

But not desirable. platforms will be too crowded at commute and special event times. Causing more agitation anxiety and quality of life. More cars on road would be bad for environment.

How long does WMATA envision having to make these drastic changes? Presumably if ridership increases back to close to pre-pandemic levels, there would also be a return to pre-pandemic service.

Probably will need more trains at rush hour, depending on the pandemic

So we have to wait for 30 minutes if we miss the train? That's ridiculous! One of the main advantages of the metro is how fast one can get around and this option takes that away. That's going to increase commute time and increase the number of people in a train - which is not healthy given that we will be recovering from a pandemic

Proposal to operate Metrorail service every 30 minutes

I am extremely against closing the East Falls Church Station. It has a parking area that would be wasted as well. Plus, look at all the other closures in Arlington, it seems to be hit far harder than others. Additionally, I appose the Federal Triangle closure. It is a huge station for federal workers who make up a large share of your riders.

Why are you cutting service in 2022 when people will be going back to the office? You should cut service now instead and plan to increase service once offices open back up. I like increased service between grosvenor and silver spring but trains need to run more frequently than every 15 min.

Once things return to normal and ridership returns 12 min train separation would lead to trains that are so over crowded that riders would be waiting far longer to get aboard. Cars stuffed with that many people are unsafe and unhealthy

This would definitely not work for me. I commute everyday and cannot time my arrival to the stations precisely. Having to wait potentially 30 minutes for a train will severely impact my ability to commute via metro, and may force me to find an alternative mode of transportation

Rush or peak periods need more service than non-peak

As long as the Yellow line isnt curtailed, and thus the upper Green Line stations get a train every fifteen, this is doable if unpleasant. If, on the other hand, the train that takes me to work only arrives very half hour, that is miserable. I already bike to the station rather than taking the bus because the bus only leaves every hour.

More frequent trains during morning and evening rush hour.

You should not close the other stations either. Just because a station has low ridership doesnt mean someone doesnt use it.

We need to be investing in public transport. I fully plan to take metro once things reopen, but the long waits will result in packed trains AND drive down ridership - this is not a sustainable plan!!

30 minutes is far too long a wait between trains. Already as is, some have nearly 15 minute waits. Missing a train shouldn't put those who use public transit at a disadvantage to those who use vehicles especially when fares are still the same and commute times are about as long if not longer already

This will be an absolute disaster when people are allowed to leave the houses again. Everyone is not going to work from home forever once we are no longer forced to, and this proposed schedule will make the return the daily work commute is a nightmare every single day. This will overwhelmingly hurt poor and working class people who have little alternatives for transportation

This schedule is fine during the weekend, but as I expect the pandemic to end soon, I want to be able to go to work during the rush hour without the 15 minute wait times.

Lowering the frequency of service would certainly be very inconvenient, but acceptable.

More trains more often encourages more people to turn to trains for transportation, thereby reducing traffic on our streets and helping DC meet its necessary carbon emissions reduction goals

Before COVID, trains were already packed at rush hour times, even when coming every 5/10 minutes. If trains are only coming every 30 minutes, it is unlikely that riders will even be able to fit on the trains. In the past when you werent able to squeeze onto a train it wasnt a huge deal because another one would come in less than 10 minutes usually. If they only come every 30 minutes, people will be aggressively trying to squeeze on in order to avoid waiting another 30 minutes for the next train. This is completely unworkable for most people operating on a schedule.

As a consultant, I do not know where my next client will be. However, if I were working downtown as I was before the pandemic, this would basically make Metro so crowded and infrequent that it would be useless. In my view, you might as well shut down metro if this is the plan, pave over the rails, and make it a bike path.

Consistent arrival times all day would make using Metrorail much easier.

30 minutes is too long between trains

A 30-minute wait for a train essentially cancels out the convenience of taking a train. In a major city, that wait time is totally unacceptable.

I take the train every day to/from work. Do you understand what it means to wait THIRTY MINUTES for a train to come in order for people to get to work on time? I understand people should plan accordingly to catch the train at the right time in order to get to work on time. However, life is not perfect. Things come up, people run late. Lets say someone has to be at work at 9am and needs to catch the 830am train to do so. If that person misses the train by one minute, you expect them to wait another THIRTY MINUTES for another train?! (Whereas normal schedule would afford the ability to catch the 837am train (which is what the wait should be) or the 842am train (btw, 12 minutes between trains is also ridiculous) and allow the person the ability to make it to work on time. Public transportation is for the public. Its for people to use to live their lives and get around town easily without using a car. WMATA is proposing a public transportation schedule that is not conducive to how the public needs to access it in order to live our lives. Public transportation is supposed to make our lives easier, not harder.

Additionally, do you understand that fewer trains means more people riding in the train cars and could potentially eliminate the possibility of social distancing. Eliminating the possibility of social distancing could/would result in an increase in COVID cases. I know thats not what the Mayor, nor anyone else in the DMV, wants to see in terms of metrics. I urge you not to make these proposed changes. You will be making our lives even harder (during an already difficult time (read: pandemic)).

Proposal to operate Metrorail service every 30 minutes

Foolish to make transit more inconvenient for the people you most need to ride it -- work-week commuters. This would ensure that revenues stay down indefinitely AND add lots of traffic/pollution.

By January 2022, ridership will likely be at a heavier level than now. I expect to be going to work with thousands of other Washingtonians. A train every 12-15 min would make it impossible to ride. People would be crammed --- and being that well still be protecting ourselves from COVID, packed trains will only hurt your ridership more.

During this time of extremely limited commuting, this seems entirely reasonable.

Long headways defeat the purpose of a subway system

The trains would be far too crowded, especially during rush hour. You may have to wait for multiple trains in order to board. And if one train is a minute early, you may have to wait 30 minutes for the next one.

This would be horrible for commuting. Trains would be overcrowded and I would not feel safe, especially given the probably need to social distance.

That will no coordinate well with Bus schedules and the unpredictability of street transit

This would technically work for me but the decreased train frequency is undesirable.

I plan to use the metro to get to work and the lower frequency during peak hours would be very detrimental

I would really expect rush hours to start picking up by then

The train can already get

I appreciate that this plan has been informed by low ridership in the midst of the pandemic, and there is a need to balance the budget. However, in thinking of past experiences riding the Metro, this sounds potentially disastrous, even if ridership remains a fraction of pre-COVID levels. Im concerned that commuters like myself who will need and want to ride the Metro again after getting vaccinated will be dissuaded by the long wait times and high likelihood of crowding. Ive ridden the Metro for many years, and am purposefully living close to a Metro station to ensure I can rely on public transit. Under this proposal, my commute (requiring a transfer from the Orange to the Red line) will be so long to the point of making Metro an option of last resort, rather than my go-to. Instead of incentivizing reliable riders who can help to re-invigorate Metros budget, Im afraid this will push those with options away from Metro, and put further pressure on the most economically marginalized.

This plan is unworkable at rush hour. Platforms would crowd to dangerous levels in the 12-15 minute gaps between trains at the busiest stations. It is unsafe and would cost the metro far more over time in lawsuits.

Once the pandemic is tamed, most of us who had commuted are likely to resume commuting--but less so if trains are less frequent at rush hour.

Need shorter waits between trains.

My total destination time by car is < 30minutes

Acceptable option -- we just need to plan. The real problem is that Metro is an antiquated concept.

So long as the schedule is very predictable and followed. And, so long as there is sufficient capacity on the train. I cant arrive at the station at 8:55 for a 9:00 train only to find it (a) already gone or (b) the station and train backed up with people.

Prefer to keep services running in more areas than cut whole neighborhoods.

This will severely negatively impact use of metro for work commutes.

It would work if the government continues to allow telework. Otherwise will not work as my commute would be too long and the trains would be crowded so I wouldn't feel comfortable taking metro.

30 minutes between trains is too long.

I am hopeful that a year from now people will be going into offices again, so Id like more rush hour trains so there will be fewer single occupancy car drivers.

For the working days it will affect our time and work and home life.

It's interferes with everyday commuters schedules and pre-existing daily routines.

This doesnt specify how many train cars will be attached to the trains that are arriving at longer intervals. Trains arriving at extended periods tend to accumulate a large amount of passengers that are usually not sufficient seating for all passengers (or enough room for passengers to stand and safely social distance). I believe that the proposed 30 minutes should be reduced to 20 minutes.

I am planning to travel from Ashburn to Clarendon and the change would significantly restrict when I travel to/from home.

Thats not frequent enough, if we miss train, we could potentially be waiting half an hour til the next train.

Proposal to operate Metrorail service every 30 minutes

Having to wait up to 30 minutes for the metro train will cause me to wake up for work up to 30 mins before I would normally and have me home 30 minutes later than normally. That is an additional hour of my day spent waiting for a train to arrive at the metro station. At peak hours during the weekday, it would be unacceptably busy and I would not choose to ride the metro at all, causing me to put more miles on my car and spend more on gas. Not to mention the cost of parking. This solution would cause even less ridership and would cause the metro system to be useless.

Rush hour needs more frequent trains.

30 minutes between most trains would be untenable, especially for those who need to make multiple transfers. Even 15 minutes is somewhat long given that most major metropolitan areas, especially outside the US, have trains that run every 5 minutes or less at peak hours.

This will increase my commute by over an hour and will increase my childcare costs tremendously. I cannot afford the additional costs. This is unacceptable

15 minutes is a very long time during rush hour - trains will be packed and may occasionally have too many passengers to enable others to board. Every 10 minutes would be better. 30 minutes is too long to wait at any time of the day - should be no more than 15 minutes, 20 minutes tops.

It would not. As a metro rider of over a decade, myself and everyone else who rides the red line knows during rush hour you need more trains. Having one every 12-15 minutes is a very good way to basically collapse the system. Knowing that trains are so far away and I would have to wait I would basically find another way to work.

Although transfers need to be timed and coordinated. Additionally, 15 is a bit arbitrary and times such as 10 minutes should be considered as well if trying to minimize trains

This depends so much on whether people have been vaccinated, the ventilation on Metro, etc. you could be setting yourself up for dangerously crowded conditions at rush hour.

Every thirty minutes is too big a gap for a workable and convenient metro system. Even with careful planning, trains will never be completely on time and will arrive late or early, and this will cause significant 30+ minute delays for commuters on a regular basis. You cant go without a car and plan to casually take the metro when it requires more than thirty minutes to plan your arrival.

To get to work, I have to transfer lines. Trains arriving every 15-30 minutes would double or triple my commute time, which is kind of ridiculous. Additionally, during rush hour times, trains may be incredibly full since they would only come every 30 minutes, meaning there may not be room for you to get on the train. Again, tripling commute time would not be good at all (I should note that post-COVID, I expect to be making my regular, daily commute into the office)

If ridership returns to somewhat normal, the trains during rush hour are so full, you cannot even get on the cars despite the frequency of service today. Having a less frequent service at rush hour will make it impossible to ride the train during rush hours.

I am expecting to need to use the Metro more frequently as the year goes on, and having no rush hour would add a burden to my (projected to be) daily commute. Also, once public transportation drops below a certain level of service, it is difficult to keep riders or get riders back. I am concerned this level of decrease makes the Metro too infrequent to be convenient, and will cause more riders to leave or fail to return.

When I need to change lines, as I often do, these wait times could significantly lengthen my trip in both directions. If my total trip time can reasonably be cleared to be over an hour, or I have difficulty consistently estimating my trip time, I will not take Metro rail.

Trains should be coming more often, especially during peak times

In normal times rush hour trains are PACKED at least on Red Line both am and pm. Fewer trains = more waiting to get on. I wish it didnt have to be this way - and even if on a Blue/Orange shared line there are more frequent trains - doesnt mean I can get from Capitol South to Ballston or Courthouse ... if a Blue Line is avail.

This seems like a good plan.

This is absurd. Trains are always at capacity during rush hour with trains every 5 minutes at Silver Spring. This would make Metro a daily hell.

Every 30 minutes was unacceptable before and is still unacceptable. It means crowded virus-filled cars, uncomfortable waits on platforms with insufficient lighting to read, not enough benches and people forced to the platform edge. If a train malfunctions we'll wait an hour in the hope we can cram on board.

Businesses and schools will be open and 30 minute waiting will make me late for work and trains extra crowded.

It would work for my weekend need but it would make me far less likely to use metro in the mornings to commute which I was planning to do when I return to working in office.

I take a bus to Pentagon Station and the time I arrive there varies. If mis-timed, I could end up waiting half an hour at the station, which is too long in the morning.

Reduced frequency will lead to further decline in ridership. If one scheduled metro is missed that would lead to an hour delay to work! Will have to add burden to existing personal budget as will have to buy personal car/vehicle to commute! Higher frequency is a must for effective use of public transportation.

There are a lot of commuters from Shady Grove to downtown, trains running only every 30 minutes between Grosvenor/Strathmore would be inconvenient for them. Additionally there is substantial new residential construction planned for Grosvenor/Strathmore and around White Flint Station.

I would end up paying for an UBER or driving when I need to go that far if this is how the train worked.

Proposal to operate Metrorail service every 30 minutes

If I understand correctly, if you miss a train that has just left the station, you have 30 minutes to wait for the next train? At that point I might as well walk home and drive. 30 minutes is too long a wait between trains. You don't have enough benches to sit. The stations are too dark to feel safe. By the time the trains arrive at Clarendon or Courthouse they will be packed and we won't get a space to stand on the cars.

There should be a difference between rush and non rush hours

This would not likely be appealing to people who plan to use metro to get to work.

No difference between peak and non-peak gives me pause depending upon ridership numbers.

Too few trains. Platforms and trains would be too crowded. Service far too slow for people to use.

If for some reason I miss my train, I have to wait 30 for the next one to get to work? That tardiness due to life just happening (traffic on the way to the metro, forgot a badge, etc.) will not be acceptable for most supervisors. Do every 10 minutes from extreme stations (Huntington, Franconia-Springfield, etc.) and then the 15 from stations serving more than one is fine.

If the trains aren't overcrowded, it would work. But due to need for physical distancing, I don't see how fewer trains would work. Fewer trains will mean more people waiting for next train, and therefore more crowded trains. One of the main reasons I purchased property at Grosvenor Strathmore station was due to the fact that every other train in the mornings was empty. Thus, the number of people waiting was fewer and you could get a seat or not be crowded for long ride into city.

Keep the frequency in arrival as it is in current rush hour

Quickly moving through a city is a key benefit of transit; at intervals like these other modalities become more efficient and we shouldn't be encouraging use of cars.

Increasing times between trains makes it less useful to take Metro. I used to take Metro to the Kennedy center but have stopped because it is so much faster to drive than use Metro after 9:30 PM.

My office in DC expects to be fully-operational by September 2021. As a daily commuter, trains every 30/15 minutes for a 20-minute ride is too long. And at such infrequent intervals, trains will be more crowded and will make me think twice about using Metro at all. More frequent trains will result in fewer passengers who can spread out. And would make me feel comfortable in using it.

30-minute headways is too infrequent, especially during peak hours. Also, travel times could really get dragged out on trips requiring a transfer between lines.

The arrival times during rush hour should be more frequent. At least every 6-8 minutes.

I think this disproportionately affects working class essential workers who rely on public transportation by making their daily travel disproportionately longer.

I understand pandemic-related travel issues. However, one reason people don't take Metro is because of the time you have to wait for your train.

If you need to do 15 minutes for every red line station from Grosvenor to Silver Spring, then it should be mandatory to give 8 car trains. Anything less than 8 cars would be a big problem.

Whether this would work or not is largely dependent on how common telework is in 2022.

Limits getting to and from work at Stadiums and Arena

I think the proposal is reasonable and adequate.

You should definitely provide more frequent trains during morning and end of workday hours

Trains running every 30 minutes would lead to such a high level of crowding that they would be essentially not useable. .

This is too long to wait for a daily commute

I would drive my car before having to risk waiting 30 minutes at each stop to catch the next available train.

This proposal would not be feasible unless all offices continue telework into 2022. While I imagine some businesses will remain telework, many businesses anticipate reopening before the new year. Employees such as myself who rely on Metro to travel to work will be forced to avoid Metro altogether if we cannot rely on the system to get to work on time.

It seems like a good plan, but it'd be better if it ran every 10 minutes.

This is contingent on reliability. In my experience, 30 minutes can mean 24, 30, 45, or even 0 minutes. The arrival board is not reliable, and often isn't even on or listing anything at all. But if it showed reliable and routine times, commuting could be planned around a 30min delay.

DO NOT TURN BACK AT SILVER SPRING.

This doesn't seem to take into account the trains that tend to be overflowing during rush hour. If I miss a train because it is simply too full, I could be late to work.

Not often enough from 9 a.m. to 5 p.m.

It will take a significantly longer time to commute to work in the even one misses a train. Also, trains will be really packed.

Proposal to operate Metrorail service every 30 minutes

The proposal would discourage riders and further exacerbate Metros funding shortfall.

Too little service to make a commute possible

Metro Service is very important for my family

It would be inconvenient but would not prevent me from commuting via Metro (once I stop working from home).

I travel around the area all day long in several routes. Train frequency is vital. It is also vital in providing space as we will be dealing with viruses and pandemics for years to come.

More frequent scheduling during rush hours would depend on the number of passengers who would be commuting post-COVID. This is an unknown, of course, but increased post-COVID ridership projections should be included in the overall planning for 2022.

At longest it's not every half hour . I'll run late to work then .

The proposal is ok as long as Metro does not close any subway stations on Orange and Silver lines.

That is ridiculous. By the fall 2021 I will be dependent on metro to commute to DC from Arlington more than ever.

Many offices plan to reopen later this year, so I and many riders will resume using metro to commute to and from work every morning and evening. There should be more trains at rush hour and fewer trains on off-peak times and weekends.

I feel like the train service and bus service should improve, and not go backwards. We need the late night weekend hours back as well .Thank youSean Harris

Frequency is crucial during rush hour times. I believe that once the federal government moves to bring workers back into the office, there will be a major surge in demand for the train and if the trains are 30 mins apart that would make it almost untenable for the working public. You could be creating a situation where people have a way higher likelihood of being late and creating distrust in the train system.

I strongly oppose cutting late night weekend service. It provides not only a safer way for people to get home from bars, it also provides a way for more customers to access said bars. It would be a horrible blow to clubs in DC after an already terrible year.

Perhaps you can schedule the weekday trains to arrive every 15 minutes from opening until 10pm and then each half an hour until closing. For the weekend, it can be every half hour. If the time between becomes too long, the belief in and credibility of the Metro system will decline even more, resulting in even less use and promote a financial and operational death spiral.

This is not practical for commuting to work once we can go back

I think there is room for reduced service on the weekends and any additional reserve should go the Mon - Fri schedule.

To make Metro use appealing and practical (so that its not only convenient but safe--not a crush of people on the platform trying to squeeze in), it needs to run frequently, especially during peak hours.

I use the red line frequently and mostly off peak, ie. during the day and on the weekends. A 15-minute delay between stations would pose a hardship and may result in my driving more.

in early 2022 my government agency will be moving from 1200 K St NW to 455 12 St SW. The proposed changes would significantly increase my commute time to the office and make me seriously consider driving to/from the office every day b/c it shorten my commute even though it would increase my out of pocket expense.

Por el horario de trabajo era más conveniente cuando la frecuencia de trenes era mayor durante horas pico

This plan means I would rarely use Metro and would be forced to seek other transport services. Frequency of service is one of the keys to rider use. Infrequency significantly deters ridership.

Please keep open the Grosvenor-Strathmore station for continued service on this schedule.

More likely to use other modes with limited headway's

It will work for me because I will be retired by then and have more flexibility and can plan better. If I were still working, it would be very challenging.

My employer plans to return to normal office procedures. Rush hour was always cramped and we would often have to wait for the next train because the one that came was too full. This plan would require me to arrive at the station excessively early. I would stop using Metro entirely under those circumstances.

Need to have more frequent trains to Grosvenor-Strathmore and the stations beyond.

Is more frequent arrivals and departures the real problem?

I think this would be very inconvenient.

Every 30 minutes is too inconvenient to commute.

I am a retired non-driver and moved near Metro (Grosvenor-Strathmore) for access to transportation! I usually travel mid-day, when the trains run about 12-15 minutes anyway.

Proposal to operate Metrorail service every 30 minutes

When I use Metro Rail I rely on Metros schedules to plan trips.

Rail rate has gotten so expensive. I pay extra money to save time. Waiting half hour for train is too long for extra fees

Waiting 30 minutes for a train is unacceptable and would make my commute much, much longer. I hope that Metro can get the funding that it needs.

Week-end travel to theater and sports events is essential and should be available. For access to much of the city culture Metro is the only option,

If I have to commute to work in the morning via metro, I would be worried that even if I got up earlier to ensure I had ample time to get on a train and get to work, I still might not be able to get on a train in time to get to work on time because so many passengers will be waiting for the trains that only come every 30 minutes. For people who rely on the metro, it makes the metro less reliable and I think it could actually hurt ridership as people seek other more frequent services, such as buses, rider share services, etc. I think you need to have increased services during rush hour to accommodate everyone who relies on the metro.

Crowding would be outrageous if trains are so far apart during regular workdays, and it would be awful to just barely miss a train and then have to wait HALF AN HOUR for the next one. Thats a huge difference if youre trying to get to work, or to meet someone at a set time, or if you value your time period.

If the trains were to arrive every 15 minutes, this may result in crowded platforms during rush hour, particularly on the Red Line, which has the most ridership.

I do not depend on Metrorail to get to work. I am commenting as an occasional rider.

15 minutes during rush hour is way too long resulting in packed trains during Covid-19

In this case, rush hour fares should be eliminated.

Cutting service this drastically is functionally eliminating the metro as a usable commuting solution. Total nightmare.

Way too infrequent. This totally gets rid of the meaning of Metro-level service which is a minimum of every 15 minutes, but ideally closer to every 6 minutes.

I believe that ridership post COVID will drop permanently by between 30 and 50 percent compared to prepandemic period. This reflects permanent shift towards online work and exodus from downtown DC by many businesses and households that no longer depend on being there. Arlington should plan for this new reality.

I am presuming the metro relies on commuters for the majority of its revenue in normal times. If that presumption is incorrect please disregard the rest. Increasing commuting time via metro at the same time that overall congestion is dropping due to increased teleworking, which will likely have lasting effect beyond the official reopening, will simply drive people with the means to afford it to commute via car. Overall revenues will not recover and those people without means will be disadvantaged through longer wait times.

Prior to the pandemic, service changes on the Red Line caused significant crowding on trains during rush hours. By all credible estimates, the pandemic will have subsided and Metro ridership should recover by January 2022. Further service cuts would only exacerbate pre-pandemic issues for commuters.

This proposal turns Metro into a commuter rail service, not an intercity mass transit system. It renders it largely unusable for people who depend on it for commuting, school, and other needs.

Every 30 minutes is not frequent enough. There will be 1,000s waiting on platforms during the morning and evening rush. This would be a complete failure if implemented.

Too long of a waiting period

Currently during my primary daily (M-F) usage, trains arrive approximately every 6-7 minutes. 30 minute intervals -- especially if Metro cannot provide regular predictability on arrival/departure time -- would potentially quadruple my commute time to and from work each day. This potential quadrupling of my commute via Metro would likely lead to my exploring alternative commuting options.

That is a horrible idea. During the weekday, there should be more train frequency (shorter wait times between trains) during rush hour, and that should apply to all stops (not just between Grosvenor and Silver Spring). Everyone will be back in the office by January 2022!

that is ridiculous considering the fact that I need to take metros more frequently. I do not live in the center of the city

During mostly full-time telework this would fit my needs. Once we are able to start going back in to the office regularly I expect wed need more frequency so would hope to go back to that.

I live next to a Red Line train and it is VITAL that the station remain open because that is the only way that I can get to work. I think that by making the train schedule longer (i.e., every 30 minutes) is a reasonable change. People are getting vaccines now and will have to resume their commutes to work on Metro.

It would work but it would be inconvenient. I think possibly waiting 30 minutes for a train during peak hours on a work day is a bit ridiculous. I at least think the frequency during weekday peak hours must be more common.

Seems like trains would be crowded during rush hour, but maybe people will be flexing their schedules more post-pandemic.

This proposal would add significant time and congestion to travel at peak rush hour times. If this plan were adopted, I would seek alternative travel arrangements.

I think trains should be more frequent during rush hour

Proposal to operate Metrorail service every 30 minutes

Do you think that Tokyo or London or Paris would chop so much service? World class cities dont behave this way.

This will likely not significantly impact me beyond a slight inconvenience.

The interval between trains is too long. This will make rush hours worse (we will return to normal rush hours). It will make it harder for me to get to my medical appointments on this section of the line

Rush hour downtown on the red line was already over-crowded pre-COVID. Post-COVID surely there should be some thought toward the suitability of cramming people in cheek to cheek in a metro car.

By Jan 2022, I assume many people will be back to work and there will be a crowd at rush hour.

If service becomes this infrequent, Metro will not get back the ridership it lost during the pandemic. Public transit becomes a viable alternative to cars when you do not have to plan to catch a specific train or bus but can leave your house when you want and know that there will be a service you can use. Honestly, in London tube trains arrive every two or three minutes. This country is so much richer than the UK. Why cant we have transit service that efficient?

There are events on the weekends that are not going on the weekdays. It makes it difficult for those of use who would like to go to events especially if they are later in the evening. Trains can get crowded at different times and it doesnt make since to have a similar schedule for weekdays and weekends.

This would not work with rush hour commuting. The trains would get too crowded and it would be difficult to plan on getting to work or other places on time.

With lack of fare box revenues and federal funding, no doubt service cuts will need to be made. If headways between trains are consistent and timely, riders can plan appropriately for 30 minute headways and alter their commuting times as needed to accommodate those changes. This plan would work for my personal commute.

I still use the metro for committing to work. I would strongly recommend trains run more frequently on week days during normal commuting hours.

It would be great if there was a train every 6 - 8 minutes. It is also unclear what the schedule will be if there are no differences between weekdays and weekend days.

This seems like a good way to make sure that no one rides the metro ever again. Increasing ridership will obviously hinge on increasing usability, this seems like it strongly decreases usability. Coming from West Falls Church I thought the trains should come MORE frequently because the wait time is long if you miss a train. This would make the wait time unbearable if you miss a train, from almost anywhere on the orange line to the west it would be quicker to bike into dc than take public transportation at that point.

Consider how changing trains could mean an otherwise 25 minute ride could potentially be 80 minutes or more!

I depended on these trains coming every five - ten minutes during rush hour to go to work and to get back from school, where I commuted from Medical Center on the Red line to Dupont Circle every day at 6 PM after sports practice during high school. Sometimes it was dark when I got there and there were very few people on the platform. As a 14-18 y/o girl, it made me feel really unsafe waiting alone and I also depended on timely service to get back home before night (it would often be around 7-7:30 when I got back - I took the D6 back to Foxhall) so I could do school work, eat dinner, and sleep. So many of my lower income classmates depended on prompt service on the red line - myself included. I have a single mom who had to travel frequently for business and we couldn't afford to have someone drive me home. This was absolutely necessary for me.

(Pre-pandemic) I took the metro regularly to McLean, which is only on the Silver Line. If trains arrived every 30 minutes, I would likely need to use a car (which I dont currently have), so I am not sure how I would get to work in a reliable manner.

The red line is heavily used and gets very crowded. After a train departs the platform is full of passengers waiting to board after 5 minutes. If trains arrived every 15 minutes the number of passengers waiting on the platform would build up. Imagine that the platform at every Metro stop is full of passengers waiting to board. By the time the train gets to Van Ness, Cleveland Park and Woodley Park, the trains are so full, no one will be able to board.

At this time it is expected that the region will return to more normal commuting patterns by January 2022. 30 minute headways will reduce ridership and induce more driving. The reduced ridership will drive more people away from riding metro ensuring its further failure in future years.

this plan will ONLY work if metro runs on a RELIABLE and PUBLISHED timetable with a memory pattern form for each route and station. Thirty minute headways are more like a commuter railroad than an urban metro but could work as a temporary solution to budget shortfall. People MUST know in advance when the trains on their route will depart.

My morning commute is from Arlington to Reston. With my local stop shut down for the year (Clarendon) and the silver line operating every 30 minutes, it no longer makes sense to take metrorail, and I will need to drive to work every day. Given the goal of WMATA is to get people out of cars and on to transit, this plan is counterproductive for mobility in the region and extremely inconvenient for a resident such as myself. If Congress' budgetary reconciliation measure passes in the coming weeks, which will close the financial gap for Metro, I sincerely hope this budgetary measure is scrapped entirely with levels of service increasing as the region gets back to work.

Commute time to/from work would be unacceptable.

Absolutely and totally unacceptable plan for people commuting to and from work. It's a shame this is even a proposal in the capitol city!

Proposal to operate Metrorail service every 30 minutes

It is inconceivable that trains only run every half hour in a major metropolitan area. Makes no sense and will increase crowding and probably deter a lot of people from taking Metro at all.

This plan makes it necessary to plan all travel/activities based on the trains frequencies; whereas before with more frequent arrivals of trains, one could guess at a narrow range of time communicating would take and usually not be waiting at a platform for 20-30 minutes (though even before the pandemic, that was possible...). The weekend schedule is extremely hard to utilize and I have no idea I would get to work or get back at reasonable times, and I feel like this change will force me to invest resources in uber or a care instead.

The reason I take the metro is the frequency of service and knowing I can get to my destination in a timely manner. These changes in frequency would make me consider alternative methods of travel

Because of the pandemic, I am not now using Metro (and have not ridden in the past year). I have received the first of two shots and expect to resume normal activities after the second shot (and waiting period), which should be in early April. I expect that many other riders will return and expect the same service we were used to pre-pandemic.

We need more trains in rush hour

Im unsure of my Metro requirements for January 2022, but I suspect that it will look like my needing to commute to work 3-4 times/week. Pre-pandemic, waiting for one or two packed trains at Rosslyn or Court House to pass in the morning wasnt too bad, since the next train would come shortly thereafter. Waiting 12-15 minutes for the next train (or 24-30 minutes, if I had to let two trains pass) to arrive so I could get a spot inside may make taking metro unfeasible as a transportation option.

This change will make it even more challenging to commute to work when my office is back in person starting in the spring. With trains often running late and now coming even more infrequently, my long commute will be made that much longer due to accommodating the new train schedule, and I'll be more likely to be late to work frequently

as vaccination is completed I expect to go back to my office for at least 3 days per week with traveling by Metro as my preferred mode choice

I hope to buy a home in 2021 near a Metro line. Service every 15 minutes would be reasonable to help me get to work.

During weekday rush hours I get on the train at Farragut West. That platform isn't big enough to handle the amount of people who would have to wait 30 minutes for a train. There are other similar platforms that aren't big enough.

Ridership will return after the pandemic. Every 12-15 minutes will make the trains too full to get on.

Given the possibility we will be back to normal rush hour traffic, this will lead to even more overcrowded trains than we had pre-COVID. Especially if 6-car trains are going to be used instead of 8-car ones.

If Covid restrictions are lifted and rider ship goes back to a similar pattern, I don't think there would be enough trains to deal with the capacity of riders during rush hour or on weekends.

More frequency will be important during rush peak hours

I think metro is a crucial step towards the better environment and reducing the usage of cars which will lead to environmental protection. Also, metro delivers better options avoiding traffic and feeling more safe and comfort.

My daily commute requires a change in lines. Until I can work out the connection at Rosslyn, this proposal could greatly extend my commute to the point that it might not be workable. Weekend schedules (under the old system) were always a problem for my commute and it resulted in the decision not to commute on weekends (workable for me). Not commuting on weekdays is not really an option. The biggest sticking point is the elimination of rush-hour frequency.

This plan favors people who live along the Redline (mostly affluent, white people) over other areas of the city. Further 30 minutes between trains is too long. 15-18 minutes would be preferable

The trains need to arrive more frequently. If not then the trains will be overcrowded and people will be pushing and shoving them get on. Also the station platforms will be overcrowded which is dangerous.

SHOULD BE EVERY 15 weekdays, 30 tough but OK weekends. Info. boards outside every station, NEXT TRAIN TO *** AT __:__.

Concerned about briefing on platforms during rush hour. What would be fine to manage crushing, especially in stations with narrow platforms.

Not ideal, but I do understand budget constraints

This would absolutely not work. I'll be back in my office using metro to get to work; if this were implemented I would have to find another way to get to work. The weekend schedule is too unreliable for me to use as my primary mode of transportation at those times, and would be even worse with rush hour on a weekday.

Not preferable from current status, but workable.

As pandemic conditions improve and customers return to metro, this plan would result in overcrowded stations and unsafe conditions.

Proposal to operate Metrorail service every 30 minutes

There would likely be insufficient capacity and longer wait times if not staggered on common lines.

I can manage with this plan. I would have to time my arrival with the train. I only catch one train Green line so this would be manageable for me.

how would those who need quicker access to the services

It would work as long as the train times were available on an App so that we could plan to catch the train at a certain time

Rush Hour should remain the same for all lines.

Rush hour service should be more frequent.

Need more frequent from Wiehle-Reston

Too long to wait. Need to be in the stations for shorter period of time.

I need later times and more intervals, as the 15 mins can cause me a delay to work or other important events

When I would go to work during rush hour there might be a packed train when trains were coming every 6-8 minutes. I cant imagine what it will be like if trains came every 30 minutes. I would worry about being late to work every week day.

I'm not sure what my commute situation would look like in 2021/2022. But if we all end up going back in the office. 12-15 min frequency would NOT work. Is this plan temporary due to COVID?

I HAVE NO PROBLEM

Depends on ridership and COVID restrictions that are in place.

30 minute headways are unacceptable, even 15 minutes is pushing it. I would not ride a system where missing a train means waiting half an hour for the next one. In many cases, the headway would be almost as much as the ride time. Mass transit must be convenient to be useful. Telling folks they might spend an hour a day (assuming roundtrip) waiting on trains or having to making them schedule their life around the trains schedule is non workable. We need MORE FREQUENT trains, not less. Yes, this predominantly impacts the stations at the end of the lines which are single service but these are folks who are just going to switch to cars. A non-convenient service is one I would not use (which of course amplified by many others creates the death-spiral of further ridership/revenue loss)

Every 30 minutes between trains is too long. Every 15 minutes at all times would be better or 20 at most

The trains should run every 15 minutes at all stations. 30 minutes is not often enough for people who need to rely on Metrorail for their transportation needs.

As a rider of the blue line to and from Pentagon City to Rosslyn, my experience has been that there is a train that arrives every 8 minutes. Im a pretty patient person, but I do think that there should be a higher frequency of trains during rush hour in the mornings and afternoons instead of standardizing it across the board.

Infrequent service, but not much worse than at present.

Makes service outbound bound on both lines from Rosslyn greater than 30 minutes.

I appreciate the implied predictability of the frequency propose across days and times. This could increase commute times significantly, especially for riders who use Metrorail for part of their commute and metrobus for another - the times might not align too well

Having consistency of trains is extremely important for riders -- though understandably there is a case for more trains during rush hour. That said, the plan presented here would work for me.

Trains arriving every 12-15 minute during NON rush hours and weekends is fine. Trains can arrive every 30 minutes after 7:30 PM, when the ridership is low.

As you well know, the transit system is vital to the economy of the DMV. The DMV in many parts of the city operates with employees required 24 hours a day. i.e. Shipping, loading platforms, hospitality, healthcare, Housekeeping staff within healthcare such as hospitals. Most of these employees can not afford the daily costs of Uber/Lyft from the affordable housing areas into the city. We also need to be prepared for the return of ridership. The best way to cut costs without harming employment, especially to that of low income riders/workers is just to reduce the frequency of the trains. The transit system as a whole should remain a 7 day a week operating system.

30 minutes is entirely too long between trains. I am fine with not having a weekday/end difference. I leave from vienna and those trains are already crowded (pre COVID). When a train is missed and they do run every 30 minutes, there is often no room to sit and standing becomes too crowded by the 2 stop on the line. Most people are traveling to DC or further, so limiting the number of trains means more overcrowding. When I have had to wait 30 minutes before, I normally end up waiting another 12-15 for the next train because of the crowding. Running every 30 minutes also means I now have to leave an hour before I need to be somewhere in case I miss a train or one is running late. And then I am waiting on the other end as well if I would catch my train and be there early.

Proposal to operate Metrorail service every 30 minutes

While I certainly understand if cuts are required to balance the budget, the overall approach could cause a death spiral right when activities are projected to start to return to more normal in January 2022. Running trains every 30 minutes would discourage many prior riders from returning. Likewise, closing stations like Smithsonian which are key to enabling tourism or other industries to fully come back, seems extreme. Other cost cutting alternatives should be explored - like maybe having private companies bid to sponsor or adopt one or more station(s) in exchange for advertising in the station or displaying some of their items on display (similar to selling naming rights to stadiums). For instance, Greenbelt station sponsored by Ikea. Those companies perhaps could help pay for the operating costs of the station(s) that they sponsor. And of course, take a second look at labor, administrative, and other fixed costs wherever possible.

30-minute headway is ludicrous for a subway system. You will lose riders to cars.

30 minute headways are not appropriate for a capital area transit system. Even 12-15 is pushing it and should only be considered for very off peak hours.

With the reduced schedule of trains, it is essential that trains are on time.

Decreasing train frequency to every 30 minutes might work for some leisure trips, but would not work for commuting to work, especially if changing trains is required like it is for me..

Life will return to normal in 2022. Your plan will crest massive back up crowds on the platform with 30 minute waits. And as full trains arrive and all the passengers can't get in, it backs up more. We've seen this happen again and again at rush hour and 30 minute wait times will compound this. This is a horrible idea that doesn't take the rider experience or needs in mind.

NOTE: the same every day and no differences cannot also cite exceptions. You do know how language works---right?

I would rather have increased service during rush hour, even if it meant cutting back on weekend service.

Trains must run more than every 30 minutes!! No one will ride metro if it is not run on a frequent basis.

I like coming in DC during weekends using metro. I miss that.

15-30 mins wait between trains will not work for many commuters. Greater frequency (max 10 mins between trains) will be needed once people start getting to work again post-pandemic. Greater wait times will just lead to lower ridership, as commuters will choose to drive, take trains and bikes etc.

Metro as it is is not known for trains arriving on time - trains are routinely listed as arriving and then the scheduled time for a train arrival comes and BAM no train. This is bad enough when there is no rush hour but during rush hour this is untenable. At the same time, given the current decreased travel due to the pandemic, I understand why rush hours trains are not financially tenable right now. This proposal should be altered such that every 2 months the times are revisited with the understanding that rush hour trains will return once there is an X% increase in ridership so that Metro is able to respond faster to people returning to a more normal workflow and coming into the office as the pandemic is addressed

One train every 30 minutes could not possibly keep up with demand, particularly on week days. One train every 3 minutes during rush hour is barely enough to contain all riders any given day. This would also make the commutes of many who work far outside the city extremely precarious, relying on forcing their way onto the one train they need to get to work on time.

I like the idea of less difference between peak and off peak but would rather see more trains overall. Every 15 minutes at most

Rush hour service should not exceed 15 minutes per line.

Train arrival every 15 minutes at stations with multiple lines does not seem like enough.

It's called Rush Hour for a reason! Reducing rush hour service is nuts!

Having the trains and buses come every 30 mins is not efficient because of the long wait time and increasing chance of crowded trains and buses.

Most of Metro riders are day-commuters. We need Rush Hour service.

I think ridership will go back to pre-pandemic levels. If you handicap the system it will not come back because the service levels are not up to par with peoples needs.

If ridership returns to near pre/pandemic levels by January 2022, this plan does not seem to provide for enough trains during rush hours to avoid long waits and terrible overcrowding.

There is not enough frequency, especially if one needs to transfer to other metro lines or buses.

By January 2022, I will be able to go back to the office and, with so few trains during rush hour (7:30-9 am) the trains will be packed and unsafe with people being in such proximity.

Would double my commute

Because of the pandemic I am teleworking, and Im not sure when I will be expected to return to the office. But I assume that around January 2022 I will be transitioning back to work and will need the metro to run at its pre-pandemic rush hour times.

I take the green line, and would like more flexibility when it comes to me leaving work, and arriving at work.

Proposal to operate Metrorail service every 30 minutes

I would assume that addition trains either by length or frequency if ridership increased as COVID become less of a concern

30 minutes is too long to wait between trains. Would settle for 20 minutes during non rush hour.

After I have to return to work, waiting 30 minutes for a train is not acceptable. Has metro considered how crowded the trains will be during rush hour? With COVID 19 still in existence no one will wait to be like sardines on a train. Rush hour needs to remain.

If demand picks up, this would not work. Metro is always one door jam away from chaos.

This would work for me personally but only because I live within walking distance to my office and do not rely on metro for my commute.

If traffic patterns resume along the lines of pre-COVID, passengers during rush hour will have to wait for several trains to pass before they will be able to board. Even with trains running on a rush hour schedule previously, it has often been necessary to wait for a third train with enough room to board.

Thirty minutes between trains makes Metro virtually unusable for commuting to and from work due to overcrowding. DC residents, particularly those that live closer to the National Mall, would not be able to squeeze on overpacked trains.

This would not work if I'm back to working from the office at that point. However, it's difficult to predict if that will be the case.

Start the rush hour again, every train every 15 minutes, period.

This is much more preferable to any shutting down

Suggest that doors remain open longer than they usually do now so that people have more time to exit and enter the trains without having to rush.

not enough weekday trains; see no reason why weekend and weekday schedules must be the same

Crowding and wait times would be extreme if additional trains are not running during rush hour.

Train service needs to be more frequent than the proposed schedule otherwise rush hour becomes a torture. The proposed frequency is absurd. It would make more sense to close the entire system than to proceed with a plan that would not even guarantee space for boarding passengers, whose alternatives would then be to wait up to 30 minutes or find an alternate means of transport.

There are far less riders on weekends. Please don't reduce trains on weekdays.

Reduced frequency would be far preferable to any proposal that reduced active stations or lines. It would further allow a more gradual return to pre-pandemic service once revenue streams return, as train frequency can be slowly increased, as financially plausible.

I very seldom use Metrorail and cannot predict what my needs will be in 2022.

My employer has not given us clear plans for so far in the future. But if I do have to start commuting to work at that time, this plan would hinder my commuting options.

If operating a 30 minute headway operation, a specific published schedule for all stations (not just headway guidelines) will be needed to use the system. This will change the experience in using metro rail from a subway system, to a commuter rail system.

This sounds like way too infrequent service for the Red Line

I require your service on a weekday, rush hour schedule. Close metro on the weekends and keep it open during the week. Trains every 30 minutes isn't rush hour....nor is it even service.

Not sure how this is an acceptable form of public transportation from the capital of the US.

This would largely depend on if the federal government resumes pre-Covid workplace levels. If the government continues to use maximum telework, this would be fine and feasible. If most government workers returned back to the workplace, this would cause even more overcrowding and make it more difficult for those commuting using other connections such as MARC trains. 12-15 minutes can make or break a commuter trying to connect to a train or a commuter bus, this 15 minutes could make a commuter journey 30 minutes or longer depending on schedule times.

I know some work places will remain virtual, but I suspect that a good amount of the Federal workforce will be back in the office if not full-time then at least half-time. Given that the amount of Federal employees taking Metro is quite high, I think the proposed timings of trains won't work for the rush-hour time period. Trains will be crowded and those people waiting at either end of the downtown stops will not be able to get on a train (i.e. DuPont Circle heading towards Grosvenor and Union Station heading towards Silver Spring). You may need to do adapt the rush hour timings to accommodate.

By January 2022 I fully expect to be commuting again with everyone as before. This is when we will need full service operations again as it was in 2019. We can't have less trains and have it be incredibly packed- it was already too packed during rush hour commutes in 2019.

You should not have to wait 30 minutes for the next train to reach a station that takes 45 minutes to travel (example: Union Station to Wiehle-Reston East). This adds additional service disruptions and makes the service less appealing. Why not consider every 15-20 min. Consider turning Silver Line trains before Largo to add more service past McLean.

There's nothing more frustrating than waiting a long time for trains and buses. If this happened, I would probably abandon metro completely.

Proposal to operate Metrorail service every 30 minutes

Im not sure how they would be be fair to run the red line more frequently than the other rail lines. Do they pay increased fares for this? They should if you are going to cut the service for other lines, but keep they more or less the same in one swath. If that swath is busier than others, then they should pay extra.

This will cause much more crowded trains in a time when people will be trying to go back into offices (myself included) and I will feel unsafe.

We are lcoated near East Falls Church and use the Metro mostly to reach Rosslyn or points in DC, so service every 15 minutes would work well for us.

The effectiveness and efficiency to use metro will be greatly diminished. Use a vehicle will become the better permanent choice.

In theory this works, its not hard to remember to be at the station on the hour or half hour, but it is hard to know the impact of everyone returning to work and how impacted the trains would be as a result. If the change to service could be conditional, as in reviewed and reevaluated on a quarterly basis, that would be preferable.

This doesnt make sense during rush hour and will lead to overcrowding on trains. Ridership likely will go down due to extensive wait times.

I am an essential employee who is required to show up in person and cannot telework. This schedule would seriously impact my ability to get to work on time and lenghten an already long commute.

I expect to commute from Arlington into DC on weekdays and waiting 15 - 30 minutes would make it more difficult to arrive on time. I don't hate this, but it wouldn't be great or my first choice.

I think this would work if there was a very easy and accurate way to check when the next train is arriving to plan accordingly. For example an app that had up to date (delays, early arrivals, any changes to schedule) schedule of when the next trains (for up to an hour in advance) were arriving

Why would I wait 30 minutes for a train when I could drive from my house to downtown in 30 minutes. Under the pre-pandemic schedule, it took me 1 hour to get downtown. Thats bad enough. Why add another 15-20 minutes to that, each way?

Having trains come so infrequently during rush hour will make commuting almost impossible. When Metro trains were delayed during rush hour pre-pandemic, trains would be packed with people and it could take over an hour to make a 25 minute journey. This is not a sustainable way to improve ridership next year. Most people with any flexibility in their work will choose to take another form of transport or work from home instead.

This would be ok, but is obviously less than ideal. I would have to check schedules before going to the metro station.

by having train intervals increased - only will cause more people to be crowded on the platforms. trains will be packed. then people will need to wait for a long period of time especially since trains may be already packed by the time they arrive at the Pentagon or Pentagon City. during rush hour - trains should come as often as possible. the proposal works fine for non-rush hour -since people can plan ahead

It will work but I would prefer more frequent trains as before

This would not be workable if ridership returns to pre-pandemic levels--trains would be extremely overcrowded, resulting in passengers not being able to get on trains at some stations because they would be at capacity, and then individuals having to wait 30 minutes for another train to arrive, which could also be full. Also, for riders such as myself who live out in the suburbs who have an hour commute into DC, if we missed our train, wed have to wait 30 minutes for the next train, making us unacceptably late for work. This is an absolutely unacceptable proposal and is very poorly thought out.

This proposal would render Metro largely unusable for myself and likely most individuals who rely on it to get to work and school as well as for running errands.

It will be crowded and lengthen commute , but I'd be willing to make sacrifices to help metro survive

Pre-COVID, the trains ran every 5-10 minutes at Grosvenor during rush hour. I think the 30 minute delay would affect workers arriving at their destination on time and transferring at downtown stations.

If ridership suddenly increases because of mass vaccinations, this proposal would be a nightmare for riders hoping to catch the next train.

30 minute intervals would make planning my commute and being on time very difficult

My main concern would be, upon return to in-person work at my office downtown, commuting via metro would not be a viable option, even on the red line where trains would arrive every 15min. While I dont think we will return to 100% of the commuter population that existed pre-pandemic, I do recall trains sometimes becoming extremely packed when there was a delay as little as 6-7min between trains (rather than, say 3-4min). If trains only arrived every 15 min, I imagine most people would try to catch one or two specific trains during rush hour to make it to work on time. Otherwise, if they cant get on those, they have to plan to arrive to work much earlier than needed via an earlier train, or late.

We need to get one driver cars off the road. They waste precious fuel and increase pollution

Every half hour during rush hour is too far apart. People would be lingering longer in the stations waiting for trains and spreading germs. Also unless you run on a perfect time schedule, riders could be left waiting 30 minutes for a train, having missed one that left a minute early. Or miss a connecting train if their train is a few minutes late.

Every 20 minutes would be better.

Proposal to operate Metrorail service every 30 minutes

30 minutes is not frequent enough to reliably support train access for all riders, although I agree that there should be no difference between rush hour and non-rush hour services.

This is not adequate for getting the entire city to work and moving around the city.

As an avid public transport user I was disappointed in pre-pandemic times at the unreliability and infrequency of WMATAs service schedule- it is not reflective of being the capital city's transportation network. It trailed far behind New York, Berlin, London etc. To now consider even poorer reliability of service and frequency is incredibly disappointing and concerning.

The wait time should be shorter during the rush hour, at least by half.

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

No, this will not work for me as a young person who is very much planning on using the metro as my primary source of transportation in 2022 because I do not have a car, nor can I afford to buy one. At that point, I largely expect to feel safe enough to go about the city, which includes going to work, going to dinner, fueling the local economy, etc.

While this proposal may be considered equitable given riders access the vast majority of riders use the Metro during the weekdays for work. I work downtown and even with a plan/advanced schedule for getting an Orange or Blue train, the schedule would deter me from using the train or bus.

I largely use the orange and silver lines to go from East D.C. to West Arlington.

This would drive people with options away from Metro and into private automobiles.

So much time btwn trains is inconvenient.

Thinking back to before COVID, when everyone was commuting into the office, even trains that arrived every 3-5 minutes were overpacked and crowded. People frequently had to wait for another train. Delaying all trains with up to 15 minutes between them would only increase how packed the cars would get - and during a time when we are all now more cautious of not standing too close to others. Even once we are all vaccinated from COVID, we are now much more wary and concerned about the spread of viruses. The last thing we should do is force people to breathe on each other in a confined indoor space. More cars at a more frequent pace mean less people on the cars - which is better for everyone's health and safety. Please consider health and safety. Please consider that this will make people late for work. This could cost people their jobs when so many rely on public transportation. Now is not the time to cut this back.

Trains should run at least every 15 mins for stations with higher ridership. Schools are expected to open in some capacity starting next school year and teachers and students will need the train to get to and from school on time.

This sounds absolutely terrible making metro harder to operate and more inaccessible completely would ruin metro experience making it harder to go to work also if this would be implemented I would expect a decrease in fares to go hand in hand with decrease service

I believe this would be a misguided approach and make Metrorail almost completely unusable while still incurring operating costs because of the complete lack of convenience with regard to train availability.

This is not frequent enough to be reliably used and counted upon. This is more like a commuter rail service than a metro system.

If you expect the DMV economy to be up-and-running in January 2022, I don't understand how you expect people to commute while waiting 30 minutes for a train.

Off peak head ways of 15+ minutes on a rapid transit system are unacceptable.

Too much reduction. Other than late evenings service frequencies should not be any more than 15 minutes.

Concerned that trains would be too crowded while the pandemic is still an issue.

A train once per half-hour during Rush Hour is unacceptable for a public transit system ANYwhere, post-COVID or not.

If the times were consistent every half hour while inconvenient but could work if the times were well publicized.

I ride Metro from Shady Grove station to Farragut North station several times per month for doctors appointments. 30 minute intervals from Shady Grove would render Metro useless to me. At 30 minute intervals, I would definitely consider driving and paying high parking fees in downtown DC. Driving to downtown DC from my home is convoluted; therefore, I'd rather take Metro. I'm committed to public transit, but as mentioned above, I'd have to abandon Metro as being useless for my travels.

There should be a difference in arrival between rush hour and non rush hour periods to prevent overcrowding. 30 minutes is too long of a wait, 15-20 minutes sounds more reasonable and prevents overcrowding, and can prevent customer dissatisfaction.

By January 2022, hopefully we will be back to working in the office. Rush hour will be crowded and unsafe with this schedule.

Too much time to wait if you just miss a train. Furthermore, this will potentially make for very crowded trains. I believe some level of social distancing will need to remain, for quite some time.

Are you serious? This is going to make so many people late for work constantly. Each train will also be more crowded.

Proposal to operate Metrorail service every 30 minutes

30 minute headways do not provide a mass transit service. It is a commuter rail level of service, but with transit-sized vehicles. There would be no point in offering this service at all. I understand that there is uncertainty about demand looking forward, but by January 2022 commuting activity is likely to return to near-normal levels. WMATA should be basing 2022 projections based on 2019 data, not 2020 data. Using 2019 ridership levels, 30-minute headways would not provide sufficient rush hour capacity.

Weekend travel has been very unreliable. Train arrivals vary between a few minutes to more than 20 minutes. Having a consistent schedule will be great. I would prefer a more frequent schedule but I can live with 15 minutes.

Realistically, the trains are going to be overcrowded at rush hour, even if you run all 8 car trains. Moreover, i need to transfer from the red line to another line to get to Lenfant Plaza each day. This really burdens the transfers and will make me much less likely to use Metro.

During rush hour I can imagine station platforms becoming unbearably full. Its very difficult to guess what ridership will be like as the pandemic subsides.

In this scenario, I would continue riding metro as my primary means of transportation, but it would be frustrating, particularly given that I usually have to switch lines..

We already wait for long times when there are delays on metro lines

This would not be good for rush hour service.

My prediction is in January 2022 life will return to normal. Metro needs to be reliable.

This timetable would cause further crowding inside metro cars. I would consider a plan which included more trains during peak transit times with the 30 minute timetable during other times.

Every 7-9 minutes would be better for commuters

Too limiting and prolongs travel time; this will further decrease ridership!

I expect that the pandemic restrictions will have been lifted and morning and afternoon/evening rush hours need more frequent train service.

Thirty minute headways wont get anybody to work on time. Theyre not even appropriate for the weekend. Why take metro at all if it will take you an hour to get anywhere.

With train operating every 12-15 minutes many people will most likely become late for work. A lot of metro rider catch train and bus.

These wait times are very long. Considering that on weekends there are always issues and the wait times are even longer.

With this frequency of arrivals, trains will be more crowded and trips will take longer - especially if I have to transfer from one line to another.

Love the fact that we can hop on the silver line at East falls church to go to Tyson's corner and Reston

I am lucky enough not to need to travel at rush hour, but friends and neighbors do, and I would worry about overcrowding on platforms and trains. Apart from the health and safety implications, the more unpleasant the Metro experience is, the more likely people who can will find a different way to get where they're going.

The trains are not reliably on time enough to count on getting anywhere on time with 20 minute headway. Additionally, even if half of previous commuters work from home or find alternate transportation, trains will be twice as crowded as they were before the pandemic.

Does this include opening time being the same? Weekday or weekend? What would that time be?

So long as service is provided at every station along the Orange and Silver lines, this plan would be acceptable.

The morning rush hour dc inbound trains are already completely full when they arrive at Twinbrook (back in non-Covid times). So you are saying if a full train arrives, you need to wait another 30 mins for the next train, which will also most likely be full. No one in Rockville would ever get to work on time.

With well published time tables, i think this proposal is adequate to bridge the gap in allowing people to use metro while we wait for ridership to increase.

With the increased vaccination efforts by the government, I expect to be back in the office by 2022, and I similarly expect a high number of other companies/commuters will be back to commuting daily. Dropping the increased operation during rush hour will result in a lot of delay to those of us trying to commute on crowded trains and drive ridership down as people who would commute via metro are forced to find alternate means of transportation in order to ensure they can consistently arrive to work in a timely manner.

That is far too much wait time if you miss your train.

We are talking about the nations capital metro system and not a suburban train line.

My wife and I are not willing to wait up to 30 minutes for a train.

Trains arriving every 30 minutes will make travel more difficult to people who use it to go to work as they may use other types of transportation to get to the metro and they might find themselves waiting for as long as 30 min in a train station (something that will be not desirable at all during specific times of the year, like when its raining or snowing). Also, this new proposal means that trains will be more crowded and people would not feel comfortable taking the metro during COVID-19, thus considering other types of transportation which may lead to even less ridership for the metro.

If this materializes, you will need to ensure the live schedule is well distributed to Google Maps, and transit planning Apps.

Proposal to operate Metrorail service every 30 minutes

Horrible for commuters that need to get to work on time. We need more frequency of train service.

This would clearly be incredibly unworkable for anyone who needs to get to work at a certain time

In general, I would be far less likely to commute regularly using metro if headways were increased during rush hour. Schedule reliability would be of the utmost importance in my consideration, but even superior schedule reliability is less desirable than frequent trains.

This is a disastrous idea that will put commuters in horrible jeopardy. This is going to increase crowding within the stations, especially during rush hours. Nobody will respond well to this.

I bought this condo because I would have the Metro right at my door.

If there is any kind of regular return to the office, trains running every 15 minutes would be woefully over-crowded and insufficient.

Waiting on an open platform in all weather is onerous. Adding so much time to a trip makes it more enticing to drive to my destination, even though I prefer to support Metro and reduce vehicle miles. I have bad knees and find standing on a platform very painful. You should be shortening the wait times between trains, not lengthening them. How about more frequent trains that have fewer cars?

This would make it more difficult to get to work on time and would extend my workday (thus impacting my dependants care). It would also make it more difficult to take time from work to get to doctors appointments etc.

I cant imagine doing rush hour 2x/day with this schedule.

Im dependent on a single line (Silver), and trains running only every 30 minutes means very little forgiveness from a commute perspective.

Waiting 30 minutes for a train is absolutely unreasonable. I believe this will cause more people to stop using metro all together and opt to drive if permissible.

30 minutes would be too long for rush hour times of normal workday hours. However if trains are on time and the time interval is set for each station, then it is doable. However this is contingent on proper communication over when trains will arrive/depart at each station.

I take a bus from a park and ride lot to the Pentagon bus station, then transfer to Metro. With service cut, I would spend up to 30mins waiting for the metro if my bus is delayed and missing the connection. This could be as much as 60 additional just from the Metro each way, each day.

I think we do still need rush vs non-rush service. I am unsure how much an effect coronavirus and teleworking will have by 2022, but I know my workplace is eager to have people be physically in the office. Pre-pandemic, rush trains were often full at the schedule they were operating at before so I dont think this plan is sustainable. Off rush I think every 15-30 is fine.

Its not ideal, but this proposal is workable, and would still mean I could get to work and around the city.

There needs to be more frequent arrivals during rush hours of weekdays. The proposal is fine for weekends and holidays.

During winter months itll be cold to wait at the train station if the interval id 30 minutes

Every 15-20 would be preferable

It would take a lot more time to commute because I have to transfer onto the red line.

I'd prefer having more frequent trains. Running every 30 minutes could mean missing picking up my kids in time before daycare closes. I've always been grateful trains ran more frequently because if their schedule was a little off I knew I'd only have to wait a maximum of 10 minutes or so and another would arrive. Running every 30 minutes could also mean more crowded trains so if you wait 30 minutes for a train, can't board it because it's overcrowded, and then have to wait another 30 minutes that would definitely not work.

If you do this, you turn Metro into a commuter rail for anyone outside the city center. In that case, there needs to be a schedule thats followed ... people need to be able to say Im going to take the 7:30 train downtown, arrive at 7:25 and get right on the train. You need a timetable thats adhered to. Thats the only positive that could balance out the negative of cutting service back so much.

The schedule should be determined based on volume. Once more people start commuting again, the schedule should reflect load. If every train is full after the first few stops and there isn't another one coming people will have to find alternate transportation. This would doom the system and metro's closure would become a self-fulfilling prophecy.

This is ridiculous for those using metro to commute to work, especially with your awful track record of arriving on time.

Reduced times will result in crowding at stations

Will the trains adhere to a published schedule, and will the schedules be coordinated to allow convenient transfers between lines? If so, maybe this would be OK. But if not, this is unacceptable. Nobody wants to wonder whether theyll be standing around waiting for 29 minutes for the next train.

Delays on this schedule would make it impossible to get anywhere on time. Populations who have no options outside of public transportation to get to work and/or school will be severely affected.

Proposal to operate Metrorail service every 30 minutes

I primarily use the buses to get around the city.

Less convenient. More care would be needed to plan commute, but workable.

No, I expect to be using Metro much more in January 2022. I want to use Metro to cut down on my personal carbon footprint and to travel to work, restaurants and other landmarks.

I need metro and bus service. I ride the metro and bus to get to and from work. I cannot afford a vehicle. Full metro and bus service is crucial to me being able to provide for myself.

Cold waiting in the winter plus if I miss a train I would be late to work

30 minute intervals will lead to excessive crowding at peak times; full trains will mean a wait time of up to an hour, likely causing commuters to abandon metrorail as a transportation source and further driving down revenue

You have consider. Us. The seniors Disable. &. Low income people. that leave from the public transportation. To go to various needed places. Like. Going to Drs. , work. So before you make decisions off this nature you need to survey this people before you do this changes.

One train per 15 minutes does not seem feasible during commuting time once more people go back into the office, or during sporting events / special events

Nobody is riding right now because of the pandemic. Running 80% schedules right now is wasteful. To run 80% schedule now and then drop to 30 minute headways when people are returning to work from the pandemic is incredibly foolish and shortsighted. It will only ensure that people do not return to riding metro and serve to further destroy the network. To hit a balanced budget, cut service drastically now and then bring it back gradually when people are returning to work. Should have been done six months ago.

Seems reasonable, although the delta might get a bit long. Seems workable.

30 minutes is a long time to wait for the next train!

I believe it is unnecessary for trains to arrive every 15 minutes between Grosvenor-Strathmore and Silver Spring stations during NON-rush hour periods.

I would like to have a train running every 10 min on red line.

My commute requires two train changes: Orange to Blue and Blue to Yellow. The additional wait time between trains is added disincentive to Metro use.

It look like you plan on dismantling most rail and bus service. Do you know when you are shutting down the whole system to be replaced by self driving vehicles which will pick up each rider at their house and transport them to where they want to go.

Orange, yellow and blue lines end in different areas. Without guaranteed shorter intervals metro becomes a commuter train, ensuring loss of timing flexibility it provides. Convenience and reliability to get to work on time is lost.

15 minutes I think is a long waiting time.

Worried about Crowded stations during rush hour. What do you do when a train is at capacity? Can you limit the # of passengers waiting on platforms?

It would take me too long to get to work. I would need to purchase a car.

peak times important

Metro Rail is vitally important to me accessing all that DC has to offer and it allows me to keep my car out of the city.

I am ok with a longer wait time for train service if it means metro will save money and not close stations I need in order to commute.

If it's possible to maintain running every 10-20 minutes it would be better than 30.

Closing Arlington Cemetery is like closing the Smithsonian or National Airport stop. It should not be cut but have trains stop there maybe once an hour.

My work is beyond Grosvenor-Strathmore, and trains only every 30 minutes will make my commute much more difficult, and lead me to perhaps purchasing a car. This plan will also severely negatively impact the travel I do around the city with my toddler. The idea of waiting up to 30 minutes in a station with a toddler is entirely unappealing.

30 min apart would not work I'd miss my transfer to my Ride On bus

I would only accept this if Metro was able to guarantee, or at least within a reasonable limit, the 30 min arrival times. For instance, if I hustle to a Metro station to make a 8:30 am train, to only find out that its arriving early or 15 minutes late, this adds an unfair extra commute time.

I live on the green line and if I arrived just a couple minutes late to the station, having to wait 30 minutes for the next train would make me seriously late to work

This would have a huge impact on ability to get to doctors appointments and other important errands

This is completely inflexible. People will be late to work and lose their jobs. Underserved populations rely on public transit.

Most DMV residents will be vaccinated by June 2021. Workplaces will reopen and work commutes will resume. This plan will result in ultra-crowded trains during rush hour.

The proposal would substantially increase overall travel time, waiting time on platforms and crowding. On a trip that involves a transfer, it wouldnt be feasible to use Metro. Terrible idea.

Proposal to operate Metrorail service every 30 minutes

Having to wait 30 minutes between trains would be a severe inconvenience as I have multiple mobility issues that waiting that long of a period would cause additional physical problems

I used the Blue, Orange, and Silver lines extensively - when I was employed (Fed-downtown DC). I am now retired. Questions: Are these changes to be considered temporary or permanent? If life post-Covid-19 returns to closer to normal, will Metro and Metrobuses resume a more normal schedule?

This would work much better with increased communication/availability of information on train arrival and departure times. For example, with times updated on apps easily accessible on phones or posted video boards outside stations.

Work for you is an odd way of phrasing it, but certainly lengthening the wait between trains would increase travel time and complicate logistics in switching from one line to the next. In terms of getting to appointments timely, much more lead time and margin for error would need to be added, so it seems like an extended commute would be the norm, rather than the exception, and would make using metro more time-consuming and complicated. This, in turn, might reduce ridership. If, for instance, I needed to get to an airport to catch a plane, something I have regularly used metro for in the past, I might very well choose to take an Uber or taxi, rather than risk being late because of the possibility of delays, missed connections, and an earlier start time.

I live in Virginia, I need buses to go to work. I take silver line unless if I am let from work

This makes metro comparable to the bus system.

Although we are currently under COVID restrictions and therefore offices, when NOT under COVID restrictions my husband and I both use metro daily, including on weekends.

That plan is not ideal but workable. What I don't understand is why the plan is to have these changes go into effect a year from now when business is going to pretty much go back to usual levels of travel before covid. This plan should go into effect right now and then add more service when the metro gets busier in 2022.

I would likely continue to use metro under these circumstances as long as the nexttrain information on the wmata website (and on a number of apps) was consistently accurate. If it became hard to predict when trains would actually arrive, I may have to consider alternative transportation.

This is a practical change, although once in the boundaries of The District it does seem a little sparse.

Too long of a wait time for commuting to work.

30 minute intervals is far too long. If you expect people to wait 30 mins for a train you are mistaken. They will leave and catch a uber or Lyft.

By January 2022, hopefully most offices will have reopened. Trains every 30 minutes will be impossible to get on because of overcrowding. Decisions for 2022 cannot be made based on ridership during the pandemic.

If you want ridership to rebound post-covid, then you cannot run trains so infrequently. They will be crowded and people will miss connections, lengthening the areas already long commutes.

I think during rush hour times we should get trains every 10 minutes

That is far too long to wait for a train in the morning. The cars would be overflowing to an absurd degree

It would be inconvenient and challenging but we would still take Metro. You would need to increase security in stations if people have to wait there longer-much more time for riders to be harassed or threatened while waiting.

Trains every 30 minutes is certainly not ideal

As trips become longer due to increased intervals, I may have to choose other options to arrive at my destination on time.

My evening commute involves a transfer from the Red Line to the Yellow Line. Under this proposal, if I just missed the Yellow train at Gallery Place, I could potentially wait up to 30 minutes for the next train. That would more than double the duration of my rail trip.

Weekday service is more important than weekend service for people getting to work.

Given the circumstances, it would make sense to run Metro more like a regional rail service than a subway service. In addition to 30 minute headways, Metro should publish a schedule and run the trains on time.

I am upset that the only 15 min headways are on the red line - a line that serves the wealthiest and the whitest in our area. I am fine with the same schedule every day. And while I understand the need to meet a budget .. but reducing service to 30 min headways means metro will not be a viable transit option for too many trips. You will not be serving our community with this cutback.

I would think it would be better to have more frequent and convenient service during rush hours even if it means less frequent service otherwise. Like, every 8-10 min during rush hours but every 45 at other times. I'd expect ridership to go back to somewhat normal (if not quite 100% the same) when things open up again and if you don't capture commuters, there's seriously no hope.

Proposal to operate Metrorail service every 30 minutes

It all depends on whether or not the trains are synced with transfer stations, i.e., going from Red to Silver/Blue/Yellow

By January 2022 travel should provide pickup close to previous levels.

No difference between rush and non-rush hour seems stupid. Doesn't increasing service during rush hour still make more sense as it allows for more passengers and thus more revenue to offset increased operating costs during that period? Decreasing flexibility in this regard does not seem like a smart way to get as close to producing at $MR=MC$ as possible, and thus doesn't make a whole lot of economic sense.

It would cause huge crowds on the trains during weekday rush hours - potentially endangering passengers. People would avoid it during rush hour because of this at a time when your ridership (and fares) would be higher.

Please ensure that Grosvenor-Stratmore station remains open. It is one of the critical stations not only for people who live there but for many who do park and ride!!!

Work schedules would be compromised with the weekday schedule that is proposed.

As businesses reopen fully this method will not work during rush hour.

It would be possible to make it work, but as I anticipate ridership increasing once a critical vaccination rate has been achieved (that's what I'm waiting for, for example), half hour waits would lead to Tokyo-style packing of trains. Would 15-20 minutes be financially possible. The difference could be huge. Also, if there's only one train every 30 minutes, and I'm entering a station and hear a train coming in, I'm naturally going to run like hell to catch it, risking injury to myself and anyone else who is in the way. At 15 minute intervals, such a rush to catch a train isn't as crucial.

If the schedule is well published and can be trusted, the frequency is not a problem, more like a commuter rail schedule than like a typical subway schedule where people don't think about schedules...they just show up. This would take an unusual commitment from the system!

More trains plz

I expect to be back at work by January 2022 and will drive if there is 30 minutes between trains. This is too long to wait if there is a service disruption or I just miss a train.

It's fine for me because I'm on Red line. But for goodness sakes, how are you going to get people to want to use public transportation if the metro only runs every 30 minutes?!

Overcrowding on trains during rush hour and after sporting events. People will get hurt.

A reduction in service frequency may result in crowding on platforms and on trains if commuting patterns return to normal faster than expected even with there still being some significant danger of contracting COVID-19. WMATA will need to communicate the levels of crowding in stations and on trains to let commuters know in advance whether to risk joining the crowd or choose an alternative mode of transportation that day.

30 minutes is a very long gap for metro service.

It's reasonable to start with this proposal and then adjust as needed once actual data is collected from ridership levels.

Then the pricing needs to be the same. No increase fare during rush hour and no more six car trains. Eight car trains to accommodate more people.

30 minutes is laughable. We need very frequent service at all times to make this system usable

By January 2022, most people should be back to in-person work. Every 30 minutes is too slow and too infrequent for commuters. In addition, there will be issues with overcrowding, which is awful itself, but especially when the trains have mechanical issues.

Please keep metro running and request help from the Federal Government as usual. Wishing metro always success

Depends on when people resume regular work. impacts a variety of people who use public transport for jobs and assumes people have alternative options eg cars

At least for the Red Line, where I live, that seems good. Might not be the best for the Yellow and Green lines, though. The Green would be important for a lot of lower income and college students.

This is absolutely egregious. The trains are already infrequent enough to seriously disrupt my day and add to my commute and because of these proposed changes it may now take an additional 45 minutes each way. That means 1.5 hours less per day that I get with my family, an additional 30 hours a month! It is criminal that we pay for this service and this sort of cutback is not acceptable.

When I need to start going back to the office, my concern would be a lengthy commute with these timelines.

During rush hour, I have significant worries about trains being too crowded to board (as I expect that metro usage will have recovered significantly if not fully by January 2022). And with trains running every 30 minutes, not being able to board a train would mean metro would no longer be a viable option for my commute.

I believe it is a reasonable proposal balancing the need to providing enough train service and reducing costs

Thirty minute headways would not be acceptable for my commute to and from the McLean station that is Silver Line only.

Proposal to operate Metrorail service every 30 minutes

This frequency of trains is not at all adequate if Metro is to remain a reliable way for people from around the DMV to get to and from work. One train every thirty minutes is not enough for people trying to get to their jobs and other time-sensitive commitments. This could drive people away from using Metro.

When this is considered in concert with the proposed station closures, I can only imagine the crowding on station platforms between trains. Why do this when commuters should finally be returning to work (circa 2022)?

To have trains arriving every 15 min during rush hour would likely be disastrous. If ridership increases back to levels similar to before the pandemic, depending on where you get on the train, trains will be completely full and individuals will never have room to get on because there will be significantly more people for too few trains.

30 minutes is not frequent enough. We need to create more incentives for ridership, and that starts with increasing service so people are less likely to take cars/cabs/ubers that increase street traffic, carbon emissions, and pedestrian injuries/deaths

This massively reduced service schedule will create unbelievable overcrowding during evening and morning rush hours. Assuming demand approaches pre-pandemic levels, passengers will not only have long waits between trains but those at stations close to the district may at those times will be deprived the opportunity to board as trains will already be totally full. How can you propose the same service schedule for Sunday afternoons as weekday rush hours? Absurd.

So not every 30 minutes on the weekends? Nothing like missing the transfer by 1 minute and have to wait 29 minutes. Or even 14 minutes. I wish your times on your site were accurate. Usually off by 2-3 minutes and then I'm 30 minutes late.

I live near a stop with multiple lines, but commute to work where there is a single line (Silver Line) potentially having to wait 30 minutes for a train during rush hour makes metro nearly unusable.

Intervals of 30 minutes between trains at rush hour would cause overcrowding and would be very inconvenient.

This will make it very hard for commuters and have folks deciding to drive downtown rather than wait. Not what we want!

Prefer more service, but this option is passable

Due to the long ride between my departure point (Grosvenor) and downtown DC, it is imperative that I have an option to be seated. I currently wait for another train if there are no seats available. If the number of trains are not increased during rush hour, it will be nearly impossible to ride and have a seat. If this is the case, I would probably opt to drive instead of using Metro.

seems like a lot of time in between trains during the work week.

I think these reductions in service time will increase crowding on the trains once ridership returns to normal / near normal.

I get on board in Clarendon...one of the last few stops before morning commuters start disembarking at Rosslyn and the DC stations. When trains are spaced 7 minutes or more apart, the passenger traffic builds to the point that there is no room in the cars for Clarendon (and Courthouse) passengers to board. But I've been teleworking due to COVID - perhaps that has changed.

30 min is too long between trains. It is difficult to get on a train during rush hour this would make for a very long commute

Waiting 30 minutes between trains is a really long time

Main concern with this proposal is overcrowded trains as more people return to work full time.

For years I have used wmata.com to plan travel around train times, Spacing the trains farther apart will work for me.

I would 100% completely STOP riding Metro if I had to wait 30 minutes for a train. During rush hour, the most I'll wait is 8 minutes. After rush hour, the most I'll wait is 10 minutes.

its unclear whether this applies to overlapping lines (e.g., orange, silver). I live at a station that services both Orange and Silver and if between those two, service was at least 15 minutes during rush hour, that would be OK.

The platforms would become so crowded that it would be dangerous, especially for older people and people with disabilities. Also, crowding would spread viruses, and not just COVID. Flu, Norovirus, etc.

I remember during rush hours trains every 2-3 mins werent enough. This proposal should consider rush hours and weekends not a single schedule all days.

While this plan would work for me personally (because I can bicycle to most my destinations if needed), the proposed reductions could result in dangerous platform crowding during rush hours. More people would be more likely to abandon Metro instead of using it, creating a downward spiral of revenue and ridership and driving up incentives for cars, creating all kinds of cascading problems for the city.

This is a rational plan going forward.

Its not a great plan. In most instances, the length of the wait would probably be longer than the trip itself. At that point, it doesnt make sense to take Metro. Id drive.

If this is an interim solution until we can move through the pandemic, maybe okay. If permanent it seems to mean we are eliminating Metro train transit in the DC area.

Proposal to operate Metrorail service every 30 minutes

If the trains run on a predictable schedule it will work. That is if they reliably reach a station on the hour and half hour so that I can time my arrival. However, if metro runs the way it usually does with a completely unpredictable schedule, it will not work and I fear having to wait a full hour before I can get on a train.

Yes. It would keep my station (Grosvenor-Strathmore) open & working. They want to redevelop Grosvenor and without a Metro here it would be devastating.

It will take time for passenger counts to return to pre-pandemic levels. Moderating service in some form to better match revenues with costs will be necessary, but should be undertaken with the ability to promptly increase service levels as passenger counts increase.

that doesnt make any sense

Hey, certainly better than nothing. Doesnt take service away from anyone on the outer edges of the WMATA map, which is important.

Less service and longer wait times doesnt make me want to take the train more often, which wont help solve your budget issue.

Delays in arrival times during the week would impact riders commutes negatively.

Less frequently than every 15 minutes would not be adequate.

This would cause trains to be even more crowded than before and make commuting awful. If there were any delays one could be over an hour late for work with these changes

This would be sorely inconvenient for work commuting purposes.

the plan would work only if trains arrived exactly as expected

You will have even more of a drop in ridership because there will be too many people commuting when covid restrictions lift and they won't all fit in the trains. I will not wait an hour to catch the next train. Commuter times must have more frequent trains. C

This would force me to have to drive to work. Waiting 30 min in between trains would mean I wouldnt make it home in time to pickup my kids from after-school care and make it on time to evening appointments, events, etc. I would also anticipated massive crowding on these trains - if you dont make it on to a crowded train you would then have to wait another 30 minutes! That renders metro completely unreliable.

Metro needs to get back to the old schedule ASAP since there will be vaccines for all by end of Summer

Orange line trains were already significantly overcrowded during morning rush pre-COVID. That ridership will return and crowded platforms and jammed trains are both dangerous and the cause of even more delays and maintenance issues.

This will just encourage more people with cars to drive. What is the point of a public transit system if it cannot deliver you to work without wasting your time. I wont want to hear the message, wait for the next train because this one is too crowded if trains will be as infrequent as described. Moreover, if you expect people to treat each other in a civilized manner on public transit, you cant create conditions that will cause people to behave otherwise.

If you think folks who have to get to work on time are going to be happy having to wait an extra 12-15-30 minutes for a train youre absolutely out of your mind! Most commuter/govt riders, especially those who live out west and are STILL WAITING for the Silver Line to open, already put up with construction delays, parking fares (dont even get me started on how MESSED UP the parking garages are to enter and exit during rush hour! Who ever designed Whiele should be fired immediately!!!) and other delays are NOT going to get up earlier to get a train or have to wait an extra 30 minutes for one during commuting times. You WILL HAVE fist fights on the platforms if trains are running scarcely and the train pulls up and there is no room during rush hours. THis is a BAD idea..... re-do your budget, make cuts where you can...Im sure the HEAD OF METRO could afford to take a pay cut!!

Acceptable as long as the ridership remains lower than normal so as to prevent platform congestion.

Need more frequent trains on weekdays for commuting to work

What about trains beyond Grosvenor?

I primarily use the silver and orange lines

This works for me because I am retired and dont use Metro to get to work. If I was still working, 30 minutes between trains would be a huge problem and I would probably drive to my former workplace instead of commuting by Metro as I did beginning the 80s.

I'm planning to commute using the green/yellow line transferring to the red line. I would have to see the changed schedule to see if it would impact what time I would have to leave. This proposal will likely add much more time to my commute and make it much more crowded.

longer trains/more cars to accommodate passengers as needed as pandemic eases

30 minutes between trains would result in fewer riders. Mass transit has to be more convenient

The timing is all right. I would have to plan ahead. I live in Cleveland Park and I am over 65. I ordinarily use the metro often. I live only 1.5 blocks from the Cleveland Park Station and I definitely need it to get around the city.

Metrorail should provide a schedule to minimize wait time and hourly parking costs

Proposal to operate Metrorail service every 30 minutes

The would make it very difficult to use metro to commute to work. The effect will be to increase traffic, and in turn pollution and parking issues - bad for everyone whether a commuter or not.

If were able to go back to work in person and the trains only ran every 15 mins or every 30 mins, that would lead to a lot of problems with commute times and too many people on the train. Pre-covid, our trains were packed to the brim and every 5-10 mins didnt help then. This is not ideal for the work commute at all.

Every 30 minutes is ridiculous. Rush hour is going to be absolutely insane. If I miss my train by 5 seconds Im automatically late to work and have to pay 5x my fare for an uber ride. How can we even all fit in a single train during rush hour if they come every 30 minutes?! No one will ride the metro if the frequency is changed and the streets will be jam packed with traffic. Please, please dont do this.

While this would be inconvenient and require more planning ahead, it would not be of significant inconvenience

Porque si pierdes el metro y tienes que ir a trabajar afectaria mucho y uno llegaria tarde. Tendria que pagar taxi o uber y eso afectaria mi presupuesto

Not sure how I feel about this for morning rush hour. Sounds like I would spend a lot of time waiting for the next train, especially when there are delays.

It would be ok to implement these changes now, given the pandemic, but it is hoped that we return to a more normal work week by January, so we should not plan to implement this schedule in January 2022. Rather, we should have a short-term solution through December 2021, and then implement a return to normal service beginning in January, unless we continue to see continued significant reductions in ridership consistent with the pandemic. We could phase in a return to normal service, depending on growing ridership.

Waiting 30 minutes for a train during weekday rush is ridiculous. That wait is too long and the train would most likely be overcrowded. If I cant get on that train, I would have to wait one hour for one train. Thats absolutely ridiculous.

I use the metro for my daily commute to and from work. Having trains arrive every 15mins at best, and potentially every 30mins, could add up to 30mins to my commute each way, but if you can commit to publishing accurate schedules for train arrival times, then I can time my travel to catch the trains accordingly.

I think it is a terrible decision. Transportation it is a need and a resource to get to employment., family and other activities. Having public transportation it is a way to provide equity to the citizens. Not everyone can afford buying a car. Some people may have a physical disability which impedes them from driving and the only way to move from one point to another is having available public transportation.. The county allocated a lot of money to the metro. It is another way to improve and safe the environment.

It sounds reasonable. Im not on the trains during rush hour but feel the same arrival times would be helpful.

I work in Navy Yard, a major employment and population center. 30-min service would make commuting inviable, considering a line change. If there is an opportunity to a shortened green line shuttle (Mt. Vernon to Anacostia, for instance) that would provide 15-min green line frequency in the core, that would be needed.

What is the point of having a metro line if the above proposal is implemented, you are turning the train stations into airports. The above gives zero value to riders (taxpayers) nor their time.

My schedule is more flexible than many, but I always loved that trains ran often and that I could get one soon if I missed the first.

service is to slow

Every 30 minutes is insane

30 minutes between trains on most lines is too long. Making red line more frequent is better, but why not the rest?

What would happen during weekday rush hours if, for example, a fully-loaded train needs to be removed from service due to a mechanical problem or other cause? With trains running in 15 minute intervals at those times, it may take a half hour or more for the off-loaded passengers to be absorbed by trains that follow.

This would double my personal commute, but also make life very difficult for my fellow commuters, especially for those of us without other means of transportation

Train service on Silver and Orange with 12-15 intervals is too infrequent for my needs. I travel to different locations on different days of the week.

I know the pandemic has been hard, but its an insult to have invested billions in creating this rapid transit system to then run trains every 30 minutes. I feel for Metro staff dealing with budget issues and a cash crunch, but the marginal savings of such service cuts are so small compared to the value of frequent service. One good thing about this proposal: having the same level of service throughout the day and on weekends. The thing is, that should be raising the bar of off-peak service, not lowering the bar for everything.

Metrorail is my primary source of transportation. while remote work is an option now, it wont be forever and because I have to transfer trains, thats potentially 30 minutes of waiting every day, each way, on my commute, before actual travel time. the longer the wait, the more people on the platform and the greater chance of passing communicable illnesses. I think at least half that time (7-8 minutes) would be a reasonable compromise

Do you want everyone to stop using metro completely? Because this is how you turn all of DC into drivers.

Im a little concerned that this would cause more crowding on the metro trains than is necessary (i.e. limited seating) particularly during rush hours, but perhaps this could be adjusted again if the number of riders increases once again after covid.

Proposal to operate Metrorail service every 30 minutes

I would prefer to have trains run more frequently to allow me to get home Quicker to pick up my kids from elementary school right as school ends.

Inconvenient but can plan and schedules around it

Like many people in DC, I am teleworking now, but I expect to begin commuting every day to my office sometime within the next year. Trains arriving only every 12-15 minutes will be wildly insufficient for the needs of DC metro riders, particularly during rush hours. Pre-pandemic, it could be difficult to find a train with enough space, on occasion. With this proposal, it would be impossible. It makes no sense to enact this plan and would only drive riders away from the metro to rely more on ride-sharing services.

Weekday rush hour train service needs to run more frequently otherwise train cars will not have enough space for all of the passengers and people will not be able to get to work on time.

I want to come on time because I go in the morning earlier

Do not cut service on the red line. It is already overcrowded. It would be good to reinstate trains that run Grosvenor to Silver Spring only. Only objection is to trains every 15 minutes.

Needs to be more frequent during rush hour. By January 2022, most people will be back to regular commutes.

With plans to move out to the Ballston/East Falls church area this would directly impact my ability to commute into work. I work in Tysons Corner. the Trains dont stay on the platform very long and if I were to be even slightly late to the platform I would have to wait 30 minutes for the next train. that is a ridiculous gap in time that make commuting very inconvenient. you would be doing a massive disservice to everyone who relies on the metro to commute for work.

If I go back to working in person in downtown Dc, this schedule is not reasonable. If most of the population is still working from home, I see no problem

Trains become too crowded, particularly as many industries go back to working in offices in 2022. Also, for special events downtown, sporting events, conferences, etc, regular trains are nearly impassible. Limiting rush hour hours when trains run more frequently may be a better alternative.

I am a resident without a car who relies on the Eisenhower Avenue station for work, etc. Rush hour periods should still be taken into consideration. If not, overcrowding and delays will ensue.

I live near Gallery Place and Metro Center and anticipate going to Braddock or King St. All of those have multiple lines so if each train for each line arrives every 12 - 15 minutes that is good. But, if just one train for one of the lines arrives in that interval that would not work since I have to take the yellow line and would not be able to wait 30 minutes.

The proposed wait times for Red Line trains are too long and would make it less desirable to use Metro, as it would add at about half an hour to your commute.

Thats an absurd amount of time to wait for public transportation in a major metropolitan area. Nobody could count on Metro to get to work.

Stop making all these changes and trains are still DIRTY and kids that should be in school still just Hanging Out in stations. Make the gate jumpers pay or arrest them.

Trains need to come every 15 minutes or so or it is too difficult to plan metro travel to arrive at city destinations from Falls Church.

If this were to happen, it would be especially important that trains arrive when expected.

Assuming we are going to be back in the office by January 2022 (which could be likely) the stations that are closed would present clogging issues at surrounding stations. Also, how are tourists supposed to get to Arlington Cemetery (assuming that they prefer not to take Uber or Lift)? Walk from Rosslyn? That isnt the safest or most straightforward option.

What happens to the service from Shady Grove to Glenmont if trains will be plying again from Strathmore to Silver Spring ? I am a user of Red line from Rockville station so this proposal doesnt work for me, at least at the peak service hours.

What is the rationale of having trains on the Red Line every 15 minutes for stops between Grosvenor & Silver Spring? Is these the most heavily trafficked stops? Are these the most vocal constituents? How does ridership compare to other stops on say the Green line? I understand the need to modify schedules, I would just be curious to better understand why the Red line is receiving an exception.

Depends on the change (if any) in telework frequency for companies and government agencies post-pandemic. If things are anything close to what they were pre-pandemic, the rush hour trains would be packed like sardines at all times, which would eventually cause people to avoid metro at all costs

At 15 minute intervals during rush hour the platform becomes too crammed and dangerous! The trains are packed to capacity during 8 minute intervals how much more so during tourist season. NOT a great idea.

Longer waiting times is acceptable. I hope/assume you can add more cars during busy times.

30min is too long to wait for a train at end stations. If the train becomes even slightly off schedule the ripple effect to people's schedules would make me reconsider metro as best option. Further, I am confused by the plan to have additional service starting/ending at Grosvenor-Strathmore when that station is set to close; what station do you really mean for extended service end point?

Proposal to operate Metrorail service every 30 minutes

I know Metro is basing their budget decisions and this survey on low ridership -- HOWEVER, once more people are vaccinated, the ridership will INCREASE. I am retired, and have MANY friends like myself who used Metro frequently to go to activities, programs, and exhibits in DC. We have not been on Metro since last March because we are at the highest risk for COVID -- but WE WILL RETURN, especially because we don't like to drive to and park in DC. There are hundreds (thousands?) of us here in Montgomery County who would be very unhappy if the Grosvenor-Strathmore Metro station closed.

None

every 15 minute trains is not reliable quick form of transit. Having trains run that infrequently would keep rider volume too low to be sustainable.

By 2022 we will be back to operating more at a normal level. So many of us rely on metro to get to work or around town. Every 30 mins could really make someone late for work or could cut down on people traveling to other parts of the city to bring business to restaurants, bars, shopping centers, etc. You can't based these decisions on ridership now because this is not going to be a permanent state and once we return to normal if you cut back so much on service people that would have used metro previously might be forced to find other modes of transportation, cutting down on your ridership even more.

30 minutes during rush will make Metro unusable. I would have switch to my car.

It wouldn't be helpful to have the same standard times in between trains regardless of weekends, weekdays or rush hour. At rush hour it has been beneficial to have more trains come frequently

This would be very inconvenient, and make riding the metro a chore, rather than an integrated part of my life.

Trains arriving every 15 minutes between Grosvenor-Strathmore and Silver Spring stations would be tolerable if necessary to keep the station open (which is crucial to my continued employment).

I have to transfer during rush hour to make it to work on time and 12-15 minutes would cause a huge delay. Also if I missed my train on the way to work there is no way I would be able to wait 30 minutes for the next, only to wait an additional 12-15 at my transfer station.

This isn't ideal, but it could work for commuting.

too long a wait during times. Trains should come more frequently during peak times

I work in DC. I have been working remotely for a year since the pandemic hit. My normal commute begins on the Red Line at Grosvenor station, switching at Metro Center to Blue/Orange or Silver Train to Federal Center SW station. If I am forced to go back to the office in January 2022 my commuting time could double. With the availability of more vaccines in the near future, I may be forced to commute to my office in DC.

Such a proposal would only work if metro publishes train arrival schedules for every station like the MARC train does. If ridership goes way up post pandemic, metro must be ready to increase train frequency or lengths.

30 minutes is too long between trains Trains would be jammed and possibly after waiting for 30 minutes you might not be able to get on.

I live in Silver Spring, and work in Chinatown, so this would work fine for me. I can manage my schedule as long as trains are running every 15 minutes.

The commute is from/to Vienna, so it's likely the outbound train coming from DC during evening rush will be over-crowded--how can Metro guarantee to get riders home timely?

It sounds fine to wait up to 30 minutes at first but I imagine it would get tiresome to wait up to another 30 minutes when switching lines.

Its inconvenient, though feasible. However, it will only work if the trains stick to an actual schedule. If you say every 30 minutes, it should be 30 minutes with few exceptions. People understand budgetary restraints, but reliability is important for planning. If the service isn't reliable and infrequent, it will be another reason for me to buy a car or take an Uber, versus now where I am mostly using metro.

Thirty minute service would be inadequate.

If just less teains will run, it will be fine. People can move earlier to arrive on time.

This plan would add significantly to my commuting time and make me much less likely to use metro.

On bad weather days whether its hot, cold, raining or snow, some of the stations dont have adequate shelter. Additionally, due to a medical condition, its difficult for me to stand in one place for a long period of time. Longer wait times means crowded trains, missed connections to buses.

Having trains run only every 30 minutes is not acceptable. It would make metro very inconvenient and not a feasible way of traveling.

Once more Covid vaccinations are distributed, I anticipate Metro will return to previous normal levels. Less hours during the week will have a negative effect on commuting to/from work.

With mMetro operating, a pharmacy near Eisenhower Ave. is nearest to me. Also nearest movie venue. Increased intervals between trains not good, Earlier closing time bad. I have no car and do not drive. My work commute depends on metro rail (Huntington to Foggy Bottom. Walking from Huntington to Eisenhower requires crossing beltway.

Proposal to operate Metrorail service every 30 minutes

As someone who works in McLean, having a train that arrives every 30 minutes would mean that I would just not use WMATA to get to work anymore and instead drive because I do not want to wait 30 minutes for a train.

This would make it very hard to rely again on Metro for transport around DC when we return to our Federal Gov offices.

I plan to commute daily M-F as soon as the pandemic permits; every 30 minutes on the weekends seems reasonable, but if things return to anything resembling normal by January, commuting during rush hour will be a nightmare of overcrowded trains/platforms.

I will be commuting to D.C. and attending various events 4 or 5 times a week. This change would particularly impact my return trips and would unfortunately tempt me to drive in to D.C. Generally, I prefer to use public transportation rather than my car, but I don't want to wait half an hour in a metro station.

Currently, this proposal would work. However, I anticipate being back at work by January 2022, and 30-minute intervals would lead to packed trains at a time when people would still be quite uneasy about being in crowds.

Support as long as platforms don't get dangerously crowded

Orange/Silver line is already congested during commuting hours. You should just run a lighter schedule during off-peak hours.

This proposal is certainly better than completely halting service on some lines. However, a train every 30 min is insufficient both in terms of flexibility (e.g., long wait times) and capacity (particularly during rush hour, it's hard to believe that the trains will not be jam packed)

Strict schedule and train every 15/30 mins is ok

If there is a long wait I would likely take an Uber or drive

This plan would need to consider flexibility for high-ridership events like protests and sports games, if those occur

Given that next year, most of us population will be vaccinated, traffic should resume as normal

If ridership were to return to anywhere near pre-pandemic levels, this would easily introduce the risk for severe crowding issues during peak travel times given issues that already existed with the prior service levels

this would only work if the train "held" at each stop for a while. Could you imagine getting to the station and running up the stairs only to reach the platform JUST as the train leaves, and then having to wait another 30 mins? This proposal would not only make most commuters have to adjust their schedules but it would make a LOT of people late for work and risk losing pay.

For me, traveling primarily by Metro (I do not own a vehicle) the 30m service times could be problematic. If the goal is to get ridership up, there should be consideration for the rush-hour periods and how much of rush hour contributes to revenue.

The metro is already packed during rush hour. These changes will make it even worse.

People will be returning to offices downtown and in the suburbs and will need Metro M-F to operate more frequently than on the weekends.

Rush hour and special event times (ie sports events) need more frequent trains

Going to work every day from Clarendon metro station to Medical Center metro station would take an enormous amount of time.

There will cause commutes to be longer, which will make me and others less likely to use Metro Rail. I may take the bus instead or just drive. It also makes me less likely to go to DC from Virginia on weekends.

30 minutes feels unreasonable for commuters, who may be returning en masse later in the year. So, I would want to know this will be revisited once offices reopen.

No requirement to have weekday and weekend schedules the same.

My family lives between Deanwood and Minnesota Avenue on the orange line, with no overlapping blue or silver line service. Especially for my husband, who commutes to Georgetown via Foggy Bottom, waiting 30 minutes for a train on the way to work is completely unacceptable. This plan also increases crowding on trains—highly counterproductive if we're still dealing with Covid variants and kids who take public transit to school are not yet vaccinated.

Lousy idea to make weekdays and weekends the same. Lousy idea to make service so slow. Operate more smaller, trains more frequently during weekdays.

Turning half of the trains around at Grosvenor (and I assume Silver Spring) is a horrible idea. There are large amounts of housing (and more being built) near all of the following stations (White Flint, Twin Brook, Rockville and Shady Grove). Additionally, many commuters drive to those stations to park and catch the train. This change has the impact of 30 minute waits at all those stations which will increase platform crowding. Finally, considering the Grosvenor station was closed for months during the pandemic (I assume due to lack of commuters), I don't understand the logic behind using it as a turnaround.

Trains every 30 min will make commuting difficult but still doable if silver line phase 2 opens. I am an essential employee having to take the silver line out. I have been waiting patiently for phase 2 to open but if it doesn't or innovation center station gets shut down then I'll be forced to give up on taking metro entirely.

Proposal to operate Metrorail service every 30 minutes

I continue to plan to commute in the morning with multiple transfers, and this would make travel very difficult.

I will not be able to work from home permanently. I will rely on a combo of Metro/bus to get to work - primarily blue/orange/silver line. There needs to be rush hour service. If there are only 4 trains per hour and 1 goes out of service, or there is some other issue, the morning commute will turn into a nightmare quickly.

30 minute wait time is a joke. I love public transit but it does generally take a bit longer for many trips than another option such as a ride share. While I would always choose public transit, having a 30 minute wait on top of a longer trip is really not an option. I think this is incredibly shortsighted since it would make Metro practically useless for anyone with anything time sensitive such as an appointment, a flight to catch, or importantly a job to get to. Metro cant afford to lose these customers and it would likely change their commute patterns into the future even after the current budget issues were resolved.

I expect my work will force me to return to the office in 2022. This would be impossible for commuting

It would be an inconvenience but I could live with it. Would the fuller schedule return when quarantine is lifted?

The important thing is that the Grosvenor-Strathmore station remain open with regular service.

We have been told we would be going back the office this summer. More regular trains would be much better.

Could make it work sometimes but wd be difficult and definitely create work time loss

For those of us who need to take both a bus and the metro to work the extended times between trains could double my commute time to/from work. Unless I could time it exactly right (which might not be possible) it would no longer be worth it to take public transportation to work.

WEek days on the red line needs to be more frequently than 15 minutes to handle rush hour demand; 15 minutes on weekends is ok

Service on the Red-line during peak hours should be AT least every 10 minutes, and 15 minutes on all other lines.

It seems all right with me, but then I am not affected by the above changes.

No mention is made of fares I'm senior and pay half fare all the time

Any timetable changes are acceptable as long as the Grosvenor-Strathmore station remains open.

Those headways are for commuter rail not Metro. Ridership will fall off completely. It is not how people will use Metro.

I am older and need the Metro to go to medical appointments along the red line and downtown. It becomes hard to plan and endure when I must wait for 30 minutes if I arrive as the doors are closing. If the connecting bus is late, I have to make plans to ride over an hour in advance. With the shorter times, I could plan more easily, become less tired, and use the Metro more often.

every 20 minutes would be a more tolerable interval

If we are being optimistic regarding the pandemic, things will start to normalize around this time. With people returning to workplaces, this schedule will be critical to getting commuters back to their place of business.

Rush hour was already intolerably crowded. Once the pandemic ends, this schedule would yield even worse situations.

I exclusively use the red line to commute.

This proposal seriously damages the ability to rely on Metrorail without a printed schedule. This degradation in service reduces Metrorail from a useful all-day transit service to a commuter rail system.

When ridership returns to pre-pandemic levels this would make rush hour service out of the city along the blue, orange and silver lines unmanageable. Station platforms would be packed for several hours during the evening rush. Every day would feel like a massive single tracking incident.

This issue today is about a loss of ridership and therefore lost revenue. The bigger issue is was the revenue from riders ever there for specific stations. After the stations were planned and built, local governments amended or did not change their land use plans. Instead they built single family homes around the subway station. There is not enough density and therefore riders to meet the revenue needed to support the station.

30min headways are unacceptably long. Any schedule issues on Metros part would cause major issues for commuters. Fewer people would choose Metro, and the system would spiral further into insolvency.

Trains were already crowded at rush hour and may days I had to wait at McPherson Square for the next train towards VA. If trains ran every 30 minutes I fear I would never get on a train or have to wait hours.

Its absolutely unacceptable to have trains running only every 30 min. The platforms at transfer stations arent even big enough to hold crowds for more than 15 minutes during rush hour and this was my experience before the pandemic. That would put the safety and health of our DC workforce in grave danger.

I mostly use Metro to go into DC for weekend activities. If I have to wait 30 min for a train, its much less likely that I will use it at all.

Proposal to operate Metrorail service every 30 minutes

Rush hour needs to be more frequent.

Given COVID, it doesn't seem that ridership for 2022 is going to be as low as during pandemic. It would make sense to do this for this year, but once things go back to normal, this would be an impossible schedule to rely on for work, appointments etc!

Might lead to over crowdedness

I do not own a car and medically can't drive. I need metro to commute to work and due to other medical issues cannot wait that long between trains; and fear I would miss trains, be late to work Andrea my job. I also depend on metro for errands, medical appointments, and everything else. Please raise fares if you have to along with more minor service cuts but do NOT institute draconian cuts to avoid any fare hikes. The fact is those of us dependent on public transit do not always have the ability to drive no matter what.

It doesn't make sense. The rush hour is when you need lots of trains. Other times, you don't

How are people supposed to plan? When you miss one train, you have to wait 30 more minutes?! I can also imagine that this will lead to very crowded platforms. Is this supposed to help to smooth out late trains? I am not in favor of the 30 minute intervals.

This infrequency in train service would make it impossible to depend on Metro to commute to work, which I expect to be doing in January 2022. I am disabled and cannot drive, and slashing service to this level would ruin my quality of life.

Uncertain if no differences between weekday and weekend schedules includes operating hours as well as frequency of service.

I take Orange Line to Dunn-Loring. This would only work if the train schedule was exact, and I could sync train with bus. But if train arrives randomly, it wont work.

When ridership increases the frequency should increase so cars aren't overfilled and have to wait 30 mins for next train which could also be full

My work hours require me to work various shifts. I can't spend half a day getting back and forth from work. WMATA is also wildly expensive, with spotty service - cut your workers' pay. Making \$90,000/year sitting in a half empty station is an embarrassment... I have to kill myself to survive. WMATA workers are way over paid and do little work. Sweet job is you know someone "inside" and your application can get walked three for you. If people only knew...

My commute like many other Capital One associates is from DC (McPherson) to McLean. During the week, this ride is already a bit crowded (usually no seats available which is fine) and if there were no longer any differences between rush hour and non-rush hour 1. That must be reflected in the fees, must be the same as non-rush hour periods for lower cost of operations 2. These rides will become extremely crowded getting out of the city 3. More people will simply drive to work if arrival times are in longer increments which will hurt the metros pockets. Obviously rider-ship is down right now, but by 2022, ridership will be back to normal and the schedule should be treated as such.

The volume of people going in to DC on the orange line (non-pandemic levels) is too high for this. The trains fill up in the outer stations and folks cant get on the train in VA Sq., Clarendon, and Courthouse.

I assume to be back in the office in January 2022. This proposal would be untenable for commuting to the office; I would likely be forced to continue in a work from home status.

We need the Grosvenor-Strathmore station remains open. I use the station a lot.

Need weekday rush hour service to be every 10 min. or less. 30 minute wait isnt acceptable and would make me unlikely to use Metro.

My job requires me to change work locations multiple times per day and 30 minutes gaps between trains at stations that only serve one line would disallow me from fulfilling my work obligations.

Just missing one train and having to wait 15 minutes the next train to arrive can be the difference between arriving at work on time or being late!

Trains will be over crowded during rush hour

This seems to be a good compromise solution between no changes and closing stations.

If this leads to packed trains during rush hour I hope metro would change this proposal

It depends on how the pandemic continues to affect commuting downtown, but if I have to travel from Brightwood to Metro Center every day on the proposed schedule, I would choose to drive instead of waiting for so long and being ultra crowded in trains.

We are near the EFC station, and during rush hour the platform is often quite full (with trains running more frequently). Wed be concerned about safety if there were more people. It seems sensible to run less frequent service during the weekend, when travelers schedules are generally more flexible and there are fewer travelers to begin with. Weekend trains that run even less frequent than 30 min. would be fine.

Sometimes the wait time is too late and can cause people to be late to work and other important things.

30 minutes is too long to wait for a train if you are also relying on MetroBus schedules to arrive at the Metro station for a commute.

especially wouldnt work during rush hours. If you barely miss a train, you have to wait a half hour and would be very late for work.

This change would negatively affect my travel to and from work.

Proposal to operate Metrorail service every 30 minutes

With such long waits, Im concerned about how crowded trains might be.

Making public transit less convenient is a bad idea. if youre waiting 15, 20 or 30! minutes for a train, that is too long. People will find another way.

Although this would probably meet my needs, this reduction in service should be avoided if at all possible. Metro is a critical component to equitable economic growth region wide and cuts in service would disproportionately affect low-income workers. Metro is a public good and should not be run like a business. Although I understand if no further subsidy comes from Congress cuts might be necessary, please keep fighting.

I think you have to run different hours during the rush period. The number of people wanting to ride the Metro is much greater then and they need to be accommodated, quickly.

I solely relay on Metro trains to and from work, and other daily required travel. The delay in frequency will cause unnecessary difficulties.

Trains every 30 minutes would add significant extra time to my commute and would make it harder for me to have time to have dinner/drinks before events and Caps games. Its not regular enough for a major urban network.

Please do NOT close Van Dorn metro station

This frequency is much lower than what it used to be. The risk is that passengers will have longer waiting time and crowded trains leading to further decline in ridership.

Fewer red line trains at rush hour means they are going to be even more crowded. What research have you done to figure out how many people will need to get back and forth each day?

Predictability is my largest concern, so having a schedule I can depend on is best. I also use a tracking app (i.e. DC Metro) so can plan accordingly.

Seems like really long headways, but understand re budget...

That is too long to wait for a train especially for those people who are trying to get to work or home

Primarily, I ride the orange/silver lines as do the majority of Metrorail participants. And while the Red Line is central to DC/MD ridership, the larger Northern Virginia (NOVA - where I reside) ridership will definitely still be more impacted by Red Line slow downs as so many of these NOVA riders have jobs in the Washington DC city limits (including myself). Dropping the train frequency will only serve to overpack trains, causing more people to rush the doors, damage the cars, and lead to offloading that will start that worsening spiral all over again.

My work is returning in person this month and is on the redline and we are not permitted to drive. Not having access to more regular transit means that fewer people will be able to take metro safely.

I prefer reduced service over closed stations. But trains must have sufficient space for all riders.

It would be a nightmare at rush hour - not enough trains to move everyone out of the city.

I live in Arlington and work in upper NW DC, very close to Maryland border. I already have to plan 1.5 hours each way and very carefully coordinate bus and train schedules to make it within 1.5 hours. Adding any more time to that would force me to use some other means of transportation.

This would seem to make taking METRO for work during the week, essentially impossible or at least highly impractical.

30 minutes is not frequent enough.

Rush hour times during the work week still needs more trains as commuters need to get to work or we are forced to choose other options. At other times it would work.

Having to wait 30 minutes for a train on the red line when one is going to an appointment is inconvenient. Either one will have to arrive far in advance of the arrival time or risk missing a train and then having to make alternative arrangements.

Proposal is confusing for stations with multiple lines. Does this mean that service would be staggered between lines - thus service on blue/orange and silver would be more than 15 minutes between trains for each line?

This makes sense. It provides reasonable service intervals, while it enables Metro to reduce operating costs.

Pre-pandemic, the 30 minute intervals on weekends discouraged me from taking Metro and led to me driving downtown frequently even though I live within walking distance of Metro. I generally dont need Metro on weekdays, but if the world returned to normal, 30 minute waits every day would definitely cause me to ride Metro less. However, this is better than closing stations!

The boarding process and station platforms will be a disaster during peak hours under this proposal, leading to slower overall travel speeds. Additionally, this frequency is not sufficient to provide stable transportation for hourly workers who do not have flexibility in arrival times to work.

For getting to and from my work at the beginning and end of the day it would work. During the day using the metro to get to various meeting around downtown DC seems problematic and unreliable if the trains don't run very often. The trip planner app is not always reliable, especially for buses. If the trip planner service worked better than it would be easier to plan when there is less service and still successfully use metro.

Proposal to operate Metrorail service every 30 minutes

I live in Clarendon and work in Crystal City. I exchange trains in Rosslyn and cannot wait 30 min for a blue line train.

The timing is too far apart for work commuting and/or culture/restaurant/friends commuting, making it far less likely that we will use this form of transportation. We'll just take car share. It will just take too long to use metro for our main transportation. This will defeat metros goals.

I understand the budget difficulties, but it is not acceptable to continue to charge higher rush hour prices if there is no rush hour service. If the service is the same throughout the day and on all days of the week, then the price needs to be, too. Go up, go down, but it defies logic to charge more during certain hours simply because you used to, when there is no difference in service. That makes no sense and is infuriating to your users.

This would not make sense during rush hour when people need to commute to work/home and are often transferring between trains. We need service at least every 8 minutes at stations with service from more than one line.

The platforms will be very crowded and not great for social distancing which is a concern.

Commute will take significantly longer since I take two metro lines to work.

This is absolutely unworkable. You cannot ask people to wait THIRTY MINUTES if they miss a train by ten seconds. And what if you had to make a connection, or accidentally went the wrong direction...a three-station trip could take two hours. And no difference in frequency during rush hour????? That is begging for dangerous overcrowding situations not to mention the inconvenience of having to build so much extra time into the commute. I would stop using metro rail almost completely; I have no car so this would effectively erase my quality of life in the DC area, with a ripple effect on other local businesses that I would not visit due to the inconvenience of local travel.

The 1/2 hour between trains would mean it would actually be quicker for me to drive into DC than to wait for the next train. It would not draw more ridership by reducing service and likely drive more demand for services such as Uber and Lyft.

This plan would work, but is not optimal.

Red line should be extended to include all stations, otherwise someone on the stations only being served every 30 minutes will be paying twice as much for service.

30 minute intervals is too long, trains will be overcrowded and getting to work will be more difficult. It should be 10 minute intervals during rush hour and 20 other weekdays. The long intervals will discourage me, and I will be more inclined to Uber.

I have concerns how this will impact rush hour commute when my agency goes back to the office, which definitely will be happening. If stations are closed and trains are not scheduled close together during rush hour it may take much longer to get into the office if you can't get on a packed train.

These changes would force me to get a car and I will no longer rely on the metro. If many other individuals have the same mentality, metro will eventually shut down, because even less people will be using the metro than now. There NEEDS to be funding to keep the metro of our nations capital running as normal.

From the student perspective, if I'm coming from East of the River and have to get to Eastern High School, if I miss the train, I miss the class.

If ridership remains low, then presumably trains will not get overcrowded with this schedule. If trains do get overcrowded, this would become untenable for everyone. There is a chicken and an egg problem here. Metro can't justify running nearly empty trains, but riders will not come back to Metro in the levels needed unless the trains start running near previous levels. I'm fearful that huge cuts to services will lead to a downward spiral in ridership, which will lead to more cuts, etc.

I use metro for my work. If metro comes only 12-15 minutes, my trip will be longer than current. It is very inconvenient. I believe by Jan 2022, most of people back to work/office in DC. So the demand during weekdays is much higher than weekends.

This would make me less likely to use Metro to go into DC from my home in Alexandria, to go to the airport (especially Dulles), or other non-commute trips.

I am retired so I use Metro infrequently. I like Metro and I want to see the system survive, so I think we need to see cutbacks in service.

30 minutes is too long. It's not a metro anymore. It's not even a suburban train! The frequency is higher for that!

If trains would - consistently - arrive every 30 minutes, that would not be great, but at least you could plan around that. Thanks for asking...

This proposal looks okay, but the authority has to ensure that the trains would arrive on time and people wouldn't have to wait endlessly

fewer trains is a reasonable way to deal with budget problems, particularly compared to laying off employees or closing stations. With fewer trains, I would be annoyed at waiting, but this would not be a dealbreaker. I would still take the metro. Trains could become more frequent as ridership increases. If they don't adjust with increased ridership, large crowds would form on platforms and I would feel uncomfortable taking the metro for public health reasons

It takes away Metro's advantage to quickly get across DC.

It depends on how full the trains are. It would be an issue if I got to the station in time to board one train but it was full and I had to wait another 30 minutes.

I'm expecting to be back on a pre-pandemic commuting schedule Jan. 2022. Expanding the wait times during the week to 30 minutes means the driving times would be shorter than taking metro, whereas right now they are fairly similar.

Proposal to operate Metrorail service every 30 minutes

Is there a way to meet in the middle, like 10min between trains (so 20min on single train lines)

I think this might work, depending on how many riders there are. I plan to be back at work on the Mall by next January and will take Metro to and from work. I live near Fort Totten station so I have a choice of three lines. But I may find that each train that arrives is too full to allow for boarding. This problem would continue all the way into town, most likely. I may end up waiting for an hour or more if the train arrives full of passengers.

If you have to wait 30 min for a train, it is worthless. Especially at night e.g. after attending an event at the Cap One Center that lets out at 10 p.m. Plus the trains will be JAMMED during busy times. How about 20 min. wait times all week. 15 min would be better

This is too much time between metro stops. This would mean standing out in the cold for 30 minutes if I just missed my train. It would also cause people to be late if they miss their train. I used to live in Woodbridge and take the VRE into work and stopped because they had crazy issues like this. If a metro train only comes every 30 minutes AND that train ends up being delayed, that means waiting for more than half an hour. Depending on an every 30 minute schedule just isnt right or convenient for people, especially if you have to make transfers. You could end up waiting 30 minutes for each transfer you have to make.

This generally is okay but I am concerned what this might mean for stations past Rosslyn. How often would these trains arrive?

Need increased rush hour service for my commute.

This would work, but the only way I see to ensure the population continuously chooses Metrorail is for consistent service that makes it more enticing than taking a car. The less frequently trains run, the more people will just drop metro entirely.

This would cause over crowding and possible bypassing of stations or offloading in 2022- recommend increase train frequency at peak, or express to major stations i.e. Vienna to Rosslyn

Commuting to work at a location serviced by a single train would become extremely varied and typically much longer. Today my commute time is around ~50 minutes with walking. Imagine if I miss a train by 1 minute, and the next is 29 minutes away.

This plan would add a significant amount of time to daily commutes if adding an additional 30 minutes both going to and returning from the office.

If waiting time is too long (15-30 min.), ridership may further reduce.

If the schedule came to this, my family would skip using metro altogether

15 and 30 minute headways are not sufficient to create a reliable public transit system. I cannot wait 30 minutes for a green line train to head into town and then wait another 15 minutes to transfer on Redline and head towards Bethesda. This could make a 1 hour current trip change to a 2 hour trip.

30 minute headways are unworkable for commuting. Once the pandemic is under control, commuters will want to return to Metro. But they will not do so unless absolutely necessary with 30 minute headways. This would be particularly burdensome on commuters transferring from bus to rail.

There needs to be a prioritization of more trains during rush hour, because the likely outcome if (Metrorail Proposal 1: Changes to Metrorail Service Frequencies) adopted would be in the long run a push for current riders to adopt new methods of transportation, i.e personal vehicles and thus further lowering ridership for Metro as a whole.

The Metro is my main method of getting to work, and if I miss one train, especially if its full, I will be way too late after half an hour. At that point, I would just take my bike. It also makes it so that I would never be able to transfer lines in a timely fashion. Again, if I have to be waiting 10 minutes on average at every transfer point, its not worth the cost for me.

At this point, Im working from home as my employer has shut down our DC office because of the COVID-19 pandemic). Once life gets back to normal (when the pandemic is over), whenever that is, employees in my office are likely to be expected to go into the office again, so while a schedule like this may work now (i.e., in 2021 while the pandemic is still going on), its not likely to work once the pandemic is over and other workers like me go back to working in the office.

Very inconvenient for commuting

Im retired and I live downtown and were in the middle of a pandemic. Its easy for me to say I dont really care. However, Metro is one of the reason I fell in love with DC when I moved here about 35 years ago

After the pandemic life will go back to normal, so we definitely need at least 12-15 minutes arrival time at Clarendon station.

There is no practical way this would work in a major metropolitan city with a metro dependent workforce.

This is far too much time between train arrivals.

Honestly, this is not how a major public transit system should work. Without having short headways between trains people will abandon the system for practical use. As Metrorail blurs the lines between urban subway and commuter rail, being impractical for commuters is not an option. 10 min/20 min instead of 15/30 is somewhat acceptable; 5 min/10 min is ideal. Please aim for the ideal unless WMATA enjoys bleeding ridership.

Proposal to operate Metrorail service every 30 minutes

If I had to choose this over my metro station being permanently closed, I would take this option since some service is better than none but having more service during rush hours is important. I'm not as concerned about metro frequency during off-rush hours.

So, commuting from Rockville to Farragut North, I could potentially have to wait half an hour for a train on any given day, depending on a hiccup in traffic or my childrens morning routine. Thats awful.

I require the Grosvenor station for my commute.

Rush hour requires more trains, not fewer trains. The interval should NOT be more than 5 minutes during rush hour.

The trains will be too crowded.

I do not mind waiting 15 minutes for my red line train. However, will I be able to get on to the train? Sometimes during rush hour (pre-pandemic) I could not even get on to a train, I had to wait for the next one. By the time a red line train gets to my station (even with 5 minutes in between) it is crowded

I expect the majority of us to be vaccinated by then and required to return to work, in person. This would make trains impossibly crowded and make it harder to make it to work on time.

I understand the needs for the changes, but expect that when society returns to normal and revenues should be also back to normal because of the volume especially during rush hours the system will experience. Having these delays will put tremendous burdens and time constraints on workers who need to get to the city in a timely manner. Further, if the trains are commensurately crowded, you might lose customers who are concerned to ride in such close quarters with others. I have not read your other proposals, but it seems more logical to reduce train availability between rush hours. And the system will also need to look at how it is servicing tourism, as people return to Washington in the summer time.

20 minute intervals; and 10 minute intervals at multiple lines is a bit more acceptable. And maybe keep the rush hour, but could be shorter, perhaps a two hour window. Thanks.

If trains were not on a set schedule, this would be a major inconvenience and cause constant delays in making it to appointments on time, getting to work, and would mean a lot of wasted time waiting in metro stations. Metro is my only affordable transportation option as I do not own a vehicle and cannot afford rideshares for every trip.

I would miss having rush hour service and I would have to plan more carefully to catch a train, but I could live with it. I expect to be commuting from Arlington into DC 5 days per week by January 2022.

We're not commuters, so it doesn't affect us, but won't this make commuting hours much more difficult and crowded?

I anticipate commuting daily in January 2022 and that is not enough service to meet the demands. Trains will be overflowing.

Arriving to work on time as someone who works at a hospital is crucial and I take the green line to columbia heights. Getting to work in a timely manner would be difficult if I miss a train and have to wait a full 30 minutes

Having robust service including more frequent trains is essential especially on weekdays

With this drop in service it would be better to shut the system down.

It's very hard to evaluate each proposal separately. For example, if my alternative to a 30 minute wait for a train is an additional 10-20 walk in the elements to the closest station because my go-to stations are shut down, then I, as a wheelchair user, will hands-down choose the longer wait time. It's burdensome, but I can work around it. I CANNOT work around long treks in the rain/snow/cold to reach a station.

Pre-covid, I commuted via Metro some days and bicycle on others. In this scenario I would probably rely more on biking if the Metro was annoyingly crowded or slow during rush hour. So, it would work for me but I would probably take Metro less.

During rush hour, it is hard to imagine that this will meet my needs to get to work on time and confidently have space to get onto the first train that arrives at my station.

I rely on the metro heavily and would like to see more regular rush hour service on the red line as well as other lines

Train arrival times are too slow,

When normal commuting resumes after COVID, a train every 30 minutes will not be sufficient during peak rush hour travel.

For us, it is easier to plan travel based on less frequent service as opposed to not service to various locations.

If extending frequencies would save money non-rush hour and weekends, I would be in favor of that.

This would increase my commute to work dramatically. The metro is a less appealing option if it doesnt offer timely service. I would probably stop using metro altogether.

Currently, Metrorail is the most convenient way to get around in the city. When Im in the city and see a Metro station, I can expect to get on a train in a matter of minutes and get to my destination efficiently. Having to wait up to 30 minutes for a train at stations with only one line will be a big hindrance.

My concern with this proposal is during morning and evening rush hour. With trains on the proposed schedule the trains will be crowded and not allow for social distancing.

Proposal to operate Metrorail service every 30 minutes

For those of us living further out on the Silver Line, this proposal makes Metro travel virtually useless. There are any number of factors - traffic, weather, long line at daycare - that can cause you to miss a train by a few minutes. Having to wait a half-hour to commute into work has a cascade effect that wrecks the rest of the days schedule. I would no longer bother using Metro if this were the rush hour interval. I'd rather brave traffic and toll roads, which is saying something.

Technically yes, it would work. As I'm sure others have commented, it would be much less convenient.

Once the federal government opens up again this will not allow for the influx of people coming back downtown.

My job is planning on making all employees come back fall 2021. Such a drastic change in train times will hinder myself personally and the workforce. I understand this change is being considered now because this is when budgets are due, but I think the world is going to look vastly different in January 22 (note: even if the pandemic doesn't look different at that time employers are planning on sending employees to work) and not having transit to support it will be devastating.

Given that rush-hour and non-rush hour are called this for specific reasons why would trains run the same at all times. Rush hour times are usually busier and people trying to get places faster. These delays won't be good.

If the trains were too full to get on during a rush hour because of the 15 minute lag, and I had to wait 30 minutes to get on a train then the plan would not work.

It will be harder for people to get to work downtown or stay out at bars and clubs, assuming people are doing that. It would mean longer commute times and people being late to work more often through no fault of their own. This change also would, regardless of the openness and any COVID restrictions, will disproportionately harm essential workers who rely on metro to get to and from work as well anyone who needs to undertake any essential tasks, like going to a doctor. Many people in the city don't have cars. For many, metro is one of the only affordable transportation options.

Reducing headways to 30 minutes between trains would render metro basically useless. It would be incredibly difficult to get anywhere on time, particularly if one had to change trains. That plan would reduce ridership even more.

We need more trains running, especially at those stations with multiple lines. Reducing it as proposed is almost a 50% reduction which would lead to unacceptable crowding and potential for overflow.

For those commuting to the pentagon or into the heart of DC where parking is not provided we rely on the metro rail!!! My husband starts a brand new job at the dept of energy and we plan to use the metro rail commuting subsidy as they won't pay for parking. You are making decisions just as we are turning a corner and getting vaccinated. The number one complaint I heard from my local friends is that the train is too expensive. If you just during normal times lower pricing and advertise that you would see an increase in ridership! You would quickly make up the difference in lower prices by increased ridership.

This seems like it would lead to additional crowding on the platforms which, even after we've gone back to normal is likely to be a problem.

There are a lot of people riding the metro at peak hours and it's hard enough to catch a train. Fewer trains would lengthen the commute and potentially take away the benefits of riding the metro.

Trains will be too crowded during rush hours.

I think the best compromise would be every 30min on all lines everyday during non-rush hour period and then 12-15min on all lines M-F during rush hour period.

Utilize Grosvenor Metro for work

More frequent service is preferred during rush hours, but this is a better alternative than closing stations.

The longer wait times will be a deterrent to even using the metro, which will make the deficit even worse. I commute from Virginia and transfer in DC to get to my office in Maryland. If there is this much time between trains, I fear that each train coming through will already be packed and will make my commuting via metro impossible.

What is not clear is whether there will be a rush hour. If there is not - then I think this will be hugely impactful in a negative way.

There are so many variables that could make this proposal work or not work. For example, if the vaccines are effective in both preventing initial infection and spreading disease, more people will likely be returning to in-person work and looking to ride the train. If this occurs, then not having a difference between rush hour and non-rush hour periods will create significant overcrowding conditions. However, if we are still dealing with surges in COVID infections and if the vaccines are not effective in preventing initial infection, more people will be staying home and/or avoid crowded situations for transportation. In terms of equity, some people will need to go into work regardless, and some thought should be put into how this will impact their lives. For example, someone who must commute a long distance on Metrorail for work, as well as drop off their child for daycare school, waiting an extra period of time during rush hour could greatly impact their travel time.

Would consistently make me late for work.

It lengthens the commute considerably depending on the timing of the trains and the wait at connecting train stations. It could further decrease ridership and bankrupt the system.

Proposal to operate Metrorail service every 30 minutes

That amount of time between trains is not acceptable. I would switch to driving if this becomes policy/operation. If Metro cannot provide better service, it will need to return the tax payer money it received from the COVID Relief bills and some from the dedicated jurisdictions.

Worry about overcrowding on trains

Weekday off-peak service throughout the day during weekdays and Sunday service all weekend would be an adequate alternative.

Thirty minutes is a long time to wait if you happen to miss a train. Riders might get frustrated and give up on Metro entirely (costing you even more revenue).

Increase trains during week days for working commuters

Trains arriving every 15 minutes on the Red Line sounds fair.

As COVID slows down, many customers will likely return to inperson work, and more normal schedules. My job does not allow for remote work. Waiting 30 minutes for a train at Vienna will make for a miserable commute. I would likely seek transfer to a different office, where I could drive and not rely on mass transit.

That is absolutely unacceptable. By Jan 22 metro should expect to see a return of regular commuters. As someone who uses the metro to get around regularly to not have faster trains during rush hour is a huge barrier to mobility. Also to not have weekends train service be longer doesn't make sense given that people will want to be more active after things resume in Jan 22

I think non-rush hours trains can run every 30 minutes

Could work, but its not the level of service typically expected from rail service in a major metro area

This is a hardship on working people

With expectations of vaccine rollout increasing as early as May, as well as a lack of direction from our employers about the permanence of telework, it is too early to know whether decreasing schedule options in January 2021 will work. If we are expected to be back in the office, I will need to commute via metro everyday like I used to, in which case, every 30 minutes will be a nightmare

I take the metrorail to my second job after my first job. I only have an hour to get to the second job and changing the timetable would make it much harder for me to get to work.

Yes as long as the Redline route from Metro Center to Glenmont is not affected, which from what I have read so far is the case.

If I have to wait 15 minutes and then ride the metro, it might just be faster and more reliable to walk.

before the pandemic, metro has never been reliable; decrease ridership has made no difference and metro service got even worse. management of the metro system is the worst in the world and is pathetic.

During rush hour times the wait time should be less. People need to get to work in timely manner and pandemic is slowing and ridership will be increasing.

will service originate at Grosvenor? If not the trains will be overcrowded. Also what are the hours of service?

I am not sure how long my trip from Forrest Glen to Virginia Square would take.

For me this would involve some planning in advance for what time to get to Metro to get where I'm going. I think this is feasible and can also see how this would provide a big cost savings to Metro.

USE SHRTER TRAINS ON EVERY TEN MINUTES SCHEDULE!

The interval time is perfect to go to meetings in DC.

I worry that less trains (especially during rush hour) would lead to increased crowding on the trains that are running.

The reason I purchased my home near Grosvenor Metro Stop is that it is convenient to get to work in DC, or to Museums and concerts during the weekend. Before the pandemic trains were overly packed during the rush hours. I would prefer the trains run every 30 min until traffics pick up. In other words, this proposed measure is reasonable as a temporary measure, but not in perpetuity. Once everyone is vaccinated we will need the service back. In major cities around the world metro still functions. The idea that metro stations be closed is such a populated area like North Bethesda and Rockville is not wise. I would use government assistance to make metro a safer.

There needs to be greater train frequency during rush hours to avoid intense overcrowding

This will lead to dangerous overcrowding in an environment where WMATA cannot guarantee full use of masks, and we are not in a place where we can be ensured that masks will not be necessary in 2022.

Unacceptable frequency; I have a bus to rail transfer at pentagon and a rail transfer at gallery place

On this schedule, the trains would run too infrequently for metro to be a viable source of transportation. Also, the proposal calls for closing the Grosvenor station. This would be terrible for me--Grosvenor is my stop, and the next closest station (White Flint) is 1.5 miles away. I have no car. This would mean that I would need to walk or take a bus to get to the metro, which would only be running every 30 minutes from White Flint. None of this would work for me. I would have to sell my house and move.

Proposal to operate Metrorail service every 30 minutes

BY JANUARY 2020 MORE PEOPLE WILL BE GOING BACK INTO THE OFFICES DURING REGULAR WORK HOURS...WE NEED TO HAVE THE 15 MINUTE SCHEDULE SO WE DONT HAVE TO LEAVE FOR WORK 30 MINUES EARLY

Your timeline is messed up. You should expect to see increased ridership after a bulk of people are vaccinated (which I would estimate to be June 2021). Cutting service at that point would simply drive people away from metro, at a time when they will desperately be wanting to get back onto metro. You will guarantee your own demise.

I have concerns about stations/trains overcrowding during rush hour. I think it also leaves the less affluent parts of the region even more isolated, since they are the areas most served by stations with service from only one line.

A 30-minute wait would be awful but if I were using Metrorail for pleasure--going to a museum, it would be OK. If I needed it to go to work, I'd call a taxi. Since I work free lance and would use the train more often for pleasure than work the 30 minute gap would be OK>

We need MORE Public Transportation, not less. Traffic in the DMV is ridiculous. We need to discourage individuals from driving more, not remove existing options.

Trains are needed more frequently during rush hour on Weekdays. I would think it would be better to make have slightly more service during rush hour and less service at other times. Trains were already VERY crowded during rush hour pre-pandemic.

At peak hours there is no way a train makes the transit between SS and Grosvenor in 15-minutes.

Maybe there should be a difference for rush hours. Having the metro run more often in rush hours and separate the non rush hours more

This works only if trains reliably stay on schedule, and as long as overcrowding is not a problem (that is, riders wait and then there is no room on the train when it comes).

This proposal pushes commuters using more distant Red Line stations to drive to stations with fewer parking options or to not use Metrorail at all. Due to Red Line and Yellow Line changes, it pushes me as a commuter back to driving every day, rather than using Metrorail and risking an extra 30-60 minutes on my commute. I transfer from Red to Yellow in the morning, and Yellow to Red in the evening. My commute would shift from 45-55 minutes each way to 60-90 minutes each way, and could be as long as 120 minutes if scheduling forces me to miss a transfer. As offices start to re-open and road traffic drives commuters back to public transportation, this is a problem waiting to happen.

The red line should go pass Grosvenor. There should not be a difference in fees for peak hours. Instead can a local tax be introduced in DC, northern VA area, and Maryland that will subsidize the metro? Paris metro system is subsidized and NYC subway fare is also less.

During rush hour you need to have faster trains to accommodate the number of people using the train.

every 30 minutes would make the train no longer viable for commuting. I chose to live near a metro station because metro has been more reliable and practical, I'd strongly prefer to see train service every 10 min everywhere in the downtown core.

By January 2022 I plan to be back to commuting. No rush hour service is a problem and these frequencies would turn a :40 minute commute to over an hour. I would rather, try to bike or drive.

I anticipate life being close to normal in 2022. Its hard to see trains this infrequent not resulting in crushing volume and some people being left behind. And unlike the old rush hour, people would be left waiting a whole 15 minutes? To the extent they haven't already, they'll be abandoning Metrorail for their cars (or work-from-home). If people are working from home anyway and ridership is not coming back, then at least this would maintain regular service. Its not as bad as closing stations. We'll have to see what life is like once vaccines are widely available and downtown offices are open again.

30 minutes between trains on weekdays is unacceptable. Crowding on trains will only become worse and the cost for being delayed a few minutes to your train becomes quite high in terms of how badly it affects your commute.

During rush hour will trains be lengthened to make up for the reduction in frequency of train arrivals? I am an infrequent train patron, so the 30min schedule is fine for me. I don't know if it would work if I traveled every day.

(1) What? You're proposing closing Strathmore station and concurrently running trains every 15 from Strathmore to Silver Spring??? (2) From my station (White Flint), I'll probably be driving rather than trying to work with an every 30 minute headway. Great way to reduce revenue further - cut back on convenience! Why not cease operating the trains at all. That would really save money!

This only works for me in part because I principally ride the red line and transfer to other lines at gallery place and metro center. This would not work for me in returning home from another line.

That is a terrible idea, given how crowded it gets during rush hour. That is way too much time in between trains.

The rush hour service should be every 15 minutes instead of every 30 minutes. Non rush hour and weekend service can be of 30 minutes interval.

Metro should not be scaling service down when post-pandemic ridership is likely to increase. Train schedules should be more dynamic to account for periods of higher volume like rush hour and large sporting venues.

Proposal to operate Metrorail service every 30 minutes

As more residents will return to work by January 2022 and rely on metro for commuting, I anticipate that trains would be overcrowded and may not run frequently enough to rely on as a primary form of transportation under this proposal.

If you miss a train when transferring from one line to another there would be an extra 15 minutes of commute time.

Frequency should be higher during rush hours. There will be huge crowds in the morning if trains arrive every 12-15 min. Given the pandemic, huge crowds need to be avoided at all costs.

Have to take 10B bus to Ballston. Arrival times may not coincide with train departures..

This sounds awful. Trains are already crowded when they arrive less than 30 minutes in between. I cant imagine what a 30 minute wait in-between would do to people getting to where they needed to go on time.

This will absolutely cause me to be late to work, Dr. appointments, and more. Metro does not run reliably on schedule already and longer periods in between trains with unpredictable arrival times will make metro difficult to use.

More frequent service needed during rush hour.

When everything goes back to normal, people go back to office jobs, students starts commuting to their schools, I can assure you that 30 minutes waiting time between trains will result in overcrowded stations, people rushing and pushing, holding doors, running and slipping-it will be a disaster.

This could work IF there are enough cars to carry all the passengers waiting at each stop. I can plan trips around a firm schedule.

No one is going to wait 30 minutes for a Metro train unless they are really desperate. The frequency should not be reduced and instead should be targeted around stations that still serve moderate numbers of passengers. This proposed plan also continues to focus on supporting passengers commuting downtown under the assumption that they will return to previous ridership levels, rather than increasing service in areas inhabited by essential workers.

The Red Line trains are packed during rush hour during non-covid times. How could the trains handle the riders every 15 minutes?

In this case, I would likely only take metrorail if there were not other options for me. Trains every 30 minutes is too infrequent for this to be a regular mode of transportation for me

To help the DMV economy, itd be better if metro were open later from Friday through at least Saturday night -- maybe Sunday. This doesnt seem the best way to cut costs.

Assuming I am able to return to DC and work in-person by then, 30 minutes is far, far too long a window to work during the work week. Trains would be far too crowded, and any delay could cost another half hour.

It is critical that we increase opportunities for public transportation rather than decrease.

Why not just shut the system down and focus on buses at this point? This is not how functional urban rail works.

The pandemic should be over by January 2022 and there will be normal levels of ridership on the trains. The trains will be very crowded if trains are only coming every 15 minutes during rush hour. Those with strollers and wheelchairs will be uncomfortable and unfairly burdened with the crowded trains. Crowding on platforms and escalators is also dangerous. My small children will have to squeeze in between other riders, which is also dangerous. When the train arrives only every 15 minutes, some more able-bodied people run like crazy down escalators and on platforms to get an arriving train, which is also dangerous.

For stations with multiple lines, staggering and spacing arrivals would reduce impacts from reductions in the number of trains in operation.

Trains running less will result in over crowding and eliminate social distancing

Im concerned that during rush hour this would over pack trains and cause further delays as more and more people would need to squeeze onto a single train. It would also be smart to ensure that the trains are 8 cars not 6 to allot for more people.

I don't commute at rush hour, but I know that even a 12 minute wait at those times will lead to overcrowding on platforms downtown.

Potentially waiting 15 minutes to take a train into DC and another 12 minutes to commute back home adds substantial time to an average commute, especially in extreme heat/cold. It would be quicker to drive in to DC

Better to adjust to needs as current practice

I use red line trains to get to work and back to work (8-9 am; 5-sh); and occasionally for leisure activities (after hours happy hour, access to downtown events in nights and weekends). this schedule would work for me

Trains would be impossibly crowded

When the pandemic is over and during rush hours, you will see over crowding - this will be a serious issue if there are regulations in place that will only allow x number of people in the metro station at a given time. I anticipate this will lead to frustrated individuals and an added risk to metro employees since fights could occur.

When there are separate trains to Grosvenor-Strathmore, they are half full, and the ones to Shady Grove are overcrowded.

Proposal to operate Metrorail service every 30 minutes

This seems an unclear way to state that all weekday service will be reduced to what is now the current weekend level of frequency. that may be tolerable but it is not clear how that will optimize ridership vs. revenue: Metro should take advantage of AI to better predict peak hours ridership, then increase fares at peak hours both to flatten demand and to increase overall revenues. Metro should adjust skeds in general to avoid running empty trains and buses on a regular basis.

I think not having more frequent trains during rush hour will cause more crowding on platforms and in train cars than we already have which can be dangerous and uncomfortable for passengers especially with longer commutes. I think it would be especially challenging for the elderly or those with disabilities who need accommodations. This is a recipe for disaster when people will be required to return to work. Also if there is no advantage ie. higher frequency of trains during rush hour, charging rush hour prices for those high travel time frames would be even more frustrating than it already is.

30 min is not frequent enough for those traveling from Shady Grove into downtown for morning commutes; it would lengthen commute time into downtown DC.

Reduced frequency of trains would significantly increase commuting times

Yes, it would work for me bu the trains would be quire crowded == and given the fact that COVID-19 will not have disappeared by then, potentially a health risk.

Waiting 30 mins for a train is way too long. If metro trains were always on time on schedule like the ones in Japan then this would not be an issue, but metro's past performance does not inspire confidence.

Every minute counts on my morning commute. Trains running less frequently would make me late to work a lot more often.

Service cuts are necessary and justified during the pandemic, however most people in the DC area will probably be going back to the office as regularly or almost as regularly as pre-pandemic times when the majority of the population is vaccinated by Fall 2021. Therefore, the plan should not be to cut service, but rather to restore it to pre-pandemic levels (especially during rush hour) in Fall 2021 and beyond.

If there is no difference between rush hour and non rush periods, what is the point? As it look that most people will be returning to work in 2022 there needs to be an incentive for people to get back riding the Metro as they did before.

I believe that this plan could work. It would work for my needs. I do wonder if the platforms could become quite crowded, and therefore a bit unmanageable, if not dangerous, during rush hours, if theres no increase of trains during those times.

I commute in the afternoons from Forest Glen to various locations and finish work between 9:30 and 10 pm, usually using the Crystal City, or Smithsonian stations to connect back to the Red lline for home. The reductions in service with a missed connection would significantly delay my return home.

Many of us now have made three fundamental life changes over the past couple years. These life changes essentially allow WMATA to go forward with the proposed service reductions for the following reasons and because of the following life changes:1.) We moved from far out suburbs such as Springfield to Arlington so that we could be walking distance from high traffic Metrorail stations such as Courthouse and Rosslyn.2.) Our income is derived from SSDI partly because we are incapable of getting the good jobs barely reamining after our occupations were outsourced, automated, or otherwise eliminated altogether.3.) We now reside in Section 8 apartments which are walking distance from the aforementioned high traffic subway stations.

The lack of ridership is understandable in these times, however, going from 15 min train arrival intervals to 30 min between trains at stations that aren't major hubs is a bit excessive. Having a 15-20 min interval is enough wait and possibly the most riders can allow for an effective commute to/from work without extending a commute beyond a reasonable amount of time.

January 2022 will be more open how can we possibly know need now

For routine schedules, I could make it work. For special needs, such as to a doctors appointment, I would feel the need for more service. Since its not routine, I wouldnt know the time I needed.

Rush hour service needs to be more frequent to avoid over crowding platforms and trains.

this works for me because I am retired and I can spend the extra time.

I am concerned that a single departure every 30 minutes from Shady Grove will lead to overcrowding while boarding during the morning commute. This was not an issue when I began commuting in 2018 (and eliminating the Grosvenor turn back reduced crossing even further) but the delayed at that time were every 16 minutes.

This would make commuting on Metro nearly impossible. Trains in downtown DC would be uncomfortably full, even with lower ridership due to the pandemic.

The whole point of mass transit is to move people quickly and make the service compete effectively with other options. If you slow every one down underground, guaranteeing an extra half hour or more in the system to get somewhere, you could further decrease ridership by making it less efficient and less competitive. If you are about moving people more slowly, you will only get the people that can afford to move slowly or prefer to move slowly. Metro needs to compete with high quality service. Ridership will recover after the pandemic.

Proposal to operate Metrorail service every 30 minutes

Once we are back to normal, which I fully expect well before January, service every 30 minutes is NOT satisfactory. At the very least, rush hour times should be 15 at most 20 for single lines.

I used Metro daily when I worked downtown but since Ive retired Im more likely to use evenings, weekends. Yes, evening trains at only 15 min intervals made me feel a bit uncomfortable (since I usually travel alone). Not during days. But I realize service must be recalibrated.

Assuming ridership returns to normal or similar pre-pandemic levels, this would cause increased crowding on the platforms and trains. In addition to the inconvenience (my pre-pandemic commute could increase from 45 minutes to over an hour), it would create unsafe conditions for riders.

I fear overcrowding during rush hours. Perhaps make rush hour shorter, e.u. 8-9:00am and 5-6:30 pm

This seems insane to me. The only way to have a good public transit system is if its attractive to people of means. If people of means are using public transit--everyone is, and you have the revenue/ridership that you need to sustain the system. But no one of means is going to ride metro if they have to wait 30 minutes for a train. Certainly no one wants to commute that way. Then the poorer folks who dont have other options are all going to be late to work since you might have to wait 28 minutes for a train to come, and then its full. What do you do if you have 2 or 3 jobs? Kids to pick up from school? Youd spend your whole life waiting for trains, and the service economy would collapse in DC since no one would be making it to their shifts on time. This seems like a proposal thats certain to make metro collapse entirely.

One size fits all is never user friendly. It is the choice of indifferent bureaucrats who are not interested in putting some thought into their decisions and are risk-averse. This is a terrible idea and would send a terrible message to riders. Be a leader and people will follow. This choice is the cowards way out of making any tough decisions.

More frequent runs on the yellow and green lines, especially between Columbia heights and reagan

I anticipate that by January 2022 most people will be back in the office more or less full time. This would make Metro extremely congested at rush hour, especially at busy stations like Ballston

I use the Metrorail red line train to go to downtown DC and to connect to airports and train stations. If its frequency is reduced, its utility to me will also diminish. I think the use of Metro will pick up in the summer and fall of 2021. Metro needs to hang tough to weather the pandemic, which will be over soon.

If trains are every 30 minutes you will need to stay on a precise schedule. Is Metro able to to that? This will also make trains extremely crowded during rush hour peak times. Will 7000 series trains be running on all lines so that more people will fit?

Waiting 30 minutes for a train during rush hour is not ideal

I not so worried about the time its the fact I dont want the Garrett Morgan station closed all together thats community means of transportation for people who dont one any.

While I would like to see greater frequency of service, this would not have severe impact. Personally, I would support even less frequent weekend service to allow better weekday service.

I dont plan to ride Metro for the foreseeable future. I used to ride primarily for leisure trips and now I dont take leisure trips because of the pandemic.

30 min intervals are way too long. Id be ok with 15 - 20 mins.

This is so infrequent that it would make using a car optimal under many circumstances.

only concern if Metro ridership increases will the trains have enough cars and do you have he flexobility to increase frequency of trains.

Rush hour more frequent timing is important to me to arrive at work in a timely manner.

My travel is always only between Grosvenor and Silver Spring and the fifteen minute schedule would be best for me as I walk to the Metro and standing for 30 minutes could be very cold. Also fifteen minutes is more suitable for those coming to the Music Center at Strathmore.

A wait any longer than 15 minutes would not be acceptable. We use the red line primarily, so I am selecting a tentative yes.

This is impractical for commuting to work downtown.

As long as there is a stop at Grosvenor we are fine

Fine (but not ideal) other times but this would not work for post-COVID rush hour

Fewer trains during rush hour makes no sense.

30 minutes is too long to wait to ensure an on-time arrival anywhere if a transfer is needed

How would this not lead to more crowded trains? People don't want to be jammed on top of each other following a pandemic.

If we'll be commuting back to work in DC by then, this schedule would be prohibitive in using metro. I can't have only one train every 30 minutes. If would likely be packed.

Yes this works. Considering the challenges, every 30 minutes makes sense and is fair; I would just be no room for mistakes (missing my intended train) on my end.

No extra thoughts

Proposal to operate Metrorail service every 30 minutes

Rush hour would be untenable.

The amount of bad publicity you would get from riders during rush hour alone is immeasurable. Also, the amount of time added onto daily commutes would be unacceptable unless fares were extremely cheap (like \$1).

Why not reducing number of cars and have trains running on a hour per hour basis?

It would work but I would prefer more frequent trains on busier days

The capital of the worlds most powerful country can provide service at intervals of greater than 15 mins. The tracks are the most expensive part of the system and you waste them by reducing frequency, which then perpetuates people's opinion that they can't rely on metro- which then reduces ridership further.

Trains every 30 minutes from multiple stations? No, that does not work.

If I have to transfer between lines missing the train would be a nightmare. Frequent service is why we use Metro.

I am a commuter, riding Metro rail & bus everyday. This change will impact my commuting. (longer waiting time)

For my specific needs traveling on the red line, this plan is manageable but not great or preferred by any means. Trains need to run more often at rush hour, and everyone needs to be able to access more regular transportation. Every 15 mins at a minimum on all lines at all time, with more frequency during rush hours.

This plan is acceptable for my expected travel needs.

With hopes that the pandemic will be better under control by January 2022 ridership will increase greatly. Many of us who have been teleworking since March 2020 will hopefully have received the vaccine and feel safe to return to public transportation. HOWEVER trains arriving every 30 minutes will only lead to extreme overcrowding which is what caused the decline in ridership during the pandemic. Forcing the same issue with the hope things are better regulated is not the answer. The frequency of trains aids in keeping passengers safety at the forefront.

This is a considerable reduction in service on Metrorail. Trains should arrive at least every 10 minutes. Every 30 minutes would promote crowding in stations, increase the opportunities for crime, perhaps increase the chances for outbreaks of disease, and certainly increase urban pollution levels as commuters seek alternatives to slow Metro service.

Trains every 30 minutes means that if I miss my train by even a few minutes, Ill almost certainly be late for wherever I was trying to go. This would force me to leave an hour early for appointments or work in order to avoid being late.

This is a fine idea during "off hours" and weekends but this would cause a LOT of problems during rush hour times

I travel to the office every day still, cutting metro service would put me far behind especially when I need to get to other parts of town for work quickly.

This would not be ideal and would make commuting more difficult, especially since I have to take one line into town and then transfer to another. I also dont know if this would be possible given the number of people who typically take Metro as commuting patterns return to normal following Covid-19.

Assuming I was back to full time commuting in Jan 2022, this would have a very negative impact on my commute to work if implemented. Trains were packed pre-pandemic with much more throughput in the system and if levels returned to anything close to that, this would be terrible.

The frequency should increase and trains should arrive within 10mins to each other

Not to have more trains at rush hour is foolish, incomprehensible and completely against your purpose as a public service..

This will work for me because I am retired and use Metro during the off hours. I am sure it is not ideal for working folks. The wait times are not ideal, but I will continue to become more dependent on Metro and I am willing to schedule my trips accordingly.

I need more frequent rides.

This seems reasonable, and an equitable way to alleviate the serious budgetary concerns without completely removing service for some people. We can all work together to adjust our schedules in accommodation.

Unless usage drops considerably, there is no need to reduce rush-hour service.

I work at downtown silver spring, it is critical for me to be able to ride metro from strathmore station to silver spring station

If metro were to make its service this irregular I would be forced to stop taking the metro altogether - its too infrequent to be practical.

As an Eight year denizen of the District, I, and many of my friends and associates, have relied on the WMATA system to get to and from work and the other responsibilities of our lives. I do not think that it is reasonable or equitable to the vast majority of those in the DMV to limit Metros services any further than they have already been limited.

With that few trains coming, how would I be sure to get a space on the train when commuting to and from work?

30 minute wait times during the week are excessive and will mean the trains are more crowded than usual. For Metrorail to be functional and to attract riders, it needs to be more reliable and more appealing. People will continue to be wary of public health concerns, and crowded trains will not help matters.

Proposal to operate Metrorail service every 30 minutes

It is not clear what the timing would be for stations beyond Grosvenor. Overcrowding on both trains and platforms on this side of the red line was a real problem pre-pandemic. It is also not clear what the length of trains would be. Having 8-car trains would help.

The rush-hour trains get very crowded with the current schedule. Reducing their frequency would exacerbate this problem. It would also make it impossible to maintain adequate social distance, a practice that we should aim to maintain going forward.

More frequent stops are ideal for people who use the metro for work commutes

It would severely cut into my transit times and make coordinating appointments and work nearly impossible.

Personally this would work; I do not use metro to travel to work. But prior to the Pandemic, I used it anytime I went into DC - to theater, to museums, to have dinner, etc. It is BY FAR the best way to travel into DC. I hate driving into town--parking is a pain and expensive. I loved being able to walk from my house to the metro.

Im retired so not needing the Metro for travel to the office. I travel mostly the Red line and mostly during off-peak hours.

Excellent idea versus eliminating stations

30 minute headways make the system unusable. It will create a self fulfilling prophecy for Metro in which ridership will never recover because commuters don't have 30 minutes to wait. I will drive to work if faced with 30 minute headways.

every 30 minutes is too infrequent. Consider what you charge us. Why did you spend so much money in platform improvement projects that did not improve anything and required costly and inconvenient shuttle bus services

As long as Grosvenor metro station is open, it works for me. I would rather wait a little longer than finding an alternate transportation to my work if Grosvenor will be closed.

It would work for me as I use Metro rarely and not for commuting, but this would be terrible for commuters.

It would mean having to adhere more strictly to timetables but the proposed frequency is doable. A big problem is crowding, less frequent trains would mean more people on each car and it would be harder to maintain physical distance.

Live in Fairfax County and work in DC pre-covid. Using metro bus and rail would be a major hardship starting January 2022 assuming back to physical work location post-covid.

I expect to be commuting back to work by January 2022, so the pre-COVID schedule would be ideal.

I work from home full-time now. If I didnt, I would consider driving instead to get to work since Im sure trains would still be late and I wouldnt want to be waiting 20-25 mins for a train if I just missed one. The trains never run on schedule.

I am concerned about the time lag between trains. 15 minutes is a very long time, plus this is only if there are no delays. I use Metro whenever I go downtown and this includes medical appointments, other events (except not during covid), etc. I also use several Metro lines to get to Dulles and National airports. If the schedule becomes less frequent, I will need to allow more time to reach any destination and/or connect with other public transport. It is too expensive to drive a car and park in downtown Washington or any of its close-in suburbs.

What would be the opening and closing times? They are not specified.

The DC metro should aim to provide faster levels of service. The outlined proposal would significantly impact the ability of folks to go to work, social events, etc. as it would severely reduce the speed at which trains arrive. Part of DCs appeal is how easily individuals can travel throughout the DMV in a timely manner. Starting the precedent of reducing service can lead to a slippery slope that eventually severe decreases in public transport options.

While mildly inconvenient, I can make this work with my personal work schedule.

This is way too infrequent and inconvenient, potentially leading to overcrowding or decreased public transits altogether and contributing to car traffic congestion / air pollution. As someone who does not have a car though, it would mostly affect my ability to get to school and other places in DC as I live in the greater DMV metropolitan. Please dont reduce frequency of service to these stations

If trains are really crowded and there is a need to social distance still, this likely wouldn't work. Also - if you miss a train or two because of crowding, this will significantly make it difficult to rely on public transportation.

Once life is back to normal and the pandemic is over, which should be by the end of 2021, let alone 2022, I will be commuting downtown again. Trains arriving every 15 minutes would be very disruptive and make my commute much more difficult.

This proposal doesnt seem to take into account the likelihood that more people will be commuting to work during rush hour in 2022.

These changes will significantly impact planning for travel to work once back in the office later this year, and add at least another 30-45 minutes to my total commute. And will also impact after work activities.

Morning rush hour times should have shorter arrival times / running more trains

Proposal to operate Metrorail service every 30 minutes

If trains are scheduled to arrive every 30 minutes there needs to be a published schedule (similar to buses or MARC) that allows riders to plan what time they need to be at the station. Trains should also ideally arrive at the same time every day to facilitate commuting. 30-minute headways require a LOT of pre-planning and make Metro a less viable option for commuters as a delay of 5 minutes can make you an hour late.

Crowd other stationsInconvenienceLarge group oom nearby apartment complex now walk tgo Grosvenor station. Change woould necessitate more vehicular traffic

this makes the commute too long. the arrivals of the trains at the stations would have to be available online so riders could synchronize their arrivals at the station to the arrival of their train.

This would make me much less likely to use metro at all. I mostly take short trips within DC. If I might be waiting 20-30 min for the next train, I might as well walk. Before Covid, I generally only used metro during rush hour service because i found it too infrequent at other times.

If travel volume returns to anything approaching pre-pandemic levels, this is way too infrequent. It would be impossible to board trains at OR/SV stations starting at EFC and continuing inbound. At that frequency during rush hour, you might as well have no service, since that frequency will result in most customers choosing other transport - often by necessity, not choice.

The ridership should be fairly back to normal given vaccine availability and station platforms would be dangerously overcrowded.

I'm able to walk to work, and while this wouldn't impact my *necessary* daily travel it would mostly work ok for going into the city center.

I rarely ride the red line, though the infrequent service would make me even less likely to use Metro when I did need to go to businesses near the red line

This would be grossly insufficient during the workweek/Rushhour. I would buy a car and drive to work rather that wait on the platform for half an hour. Not worth it.

Rush hour needs to have trains arriving more frequently. End of line stations need to have trains arriving more frequently, especially during rush hour.

This may not affect many people since the majority works from home right now

Trains are too far apart, especially during rush hour service and for downtown/transit stations. By 2022 I will be back in the office full time, commuting every day. People who need to change train lines during commute would need to wait up to 30 mins total each way. I would look for other ways to get to work.

Increasing average waiting time and congestion in your poorly ventilated stations would completing prevent me from using Metro. With the installation of UV-C lights and increased air exchange in your stations (no idea if this is even being considered), I then would have to double my estimates of travel time every time I need to use the system. 30 minutes is completely unacceptable and will lead to losing more customers.

This would be good on weekends but 12 minutes between trains on weekdays is far better. If Covid persists then 15 minutes between trains is sufficient

The current schedule is very convenient and I presume that it fits the schedules of a significant number of the riders. I understand that budgets are an issue however, how can we make the public more convenient and more desirable? Answer, adding flexibility.

Fewer trains during rush hour will lead to massive crowds of people waiting to board and not everyone will be able to board once the train arrives. This will create serious delays in our commutes. At crowded stations we already have to wait sometimes for the next train because the current train is too crowded. Fewer trains will be a disaster during rush hour.

My new work location (should on-site work resume) is outside of NoMa / Gallaudet University Metro and I do not desire to have an extended commute, which makes for an even longer workday.

Missing a train at the end of line, like Vienna on the Orange line or Shady Grove on the red line could really mess up a commuters day during the work week and probably push people to use less environmentally sound transportation such as ride-share apps ans their own vehicles.

As long as they don't close the Grosvenor/Stratmore station

This change would make metro more like an express bus. The effect on ridership would depend a lot on whether trains stick to a schedule reliably, so people know what time they have to be at the station to get the next train.

Change would add additional time to my commute; would need to leave early for work to arrive on scheduled time. With reduced train service, will fares be reduced?

terrible.more frequent service required for anytime anyone needs to use the Metro +if there is to be any hope of increasing ridership the service needs to be clean/quick/frequent/safe

As a commuter who currently uses the metro to travel to work in person, I am extremely reliant on a frequent metro schedule in order to commute to work in a reliable and effective manor. I am happy to pay for public transportation given the benefits to the community and the environment, but less frequent service lengthens commute time and makes the option of public transit a less desirable option, and I would consider discontinuing my public transportation commute if this change was implemented.

The less frequent trains on weekdays will make Metro a less attractive option for my work commute. Instead I would drive.

Proposal to operate Metrorail service every 30 minutes

I am a teacher who works in the middle of DC. I have very tight morning commuting time. Having to wait for half an hour for a train is a big waste of time, and if I miss one, I have to wait for another half an hour, which will make me late for work.

We all know that this is a disastrous proposal. This would cripple the DMV. People who rely on Metro will either have to extensively plan in advance, or will not take it. In fact, all this would do is actively discourage almost all of DC from taking the Metro. With Metro not an option, your budget will dwindle even more than it already has. Do NOT implement this option. Consider an increase from 12-minute headways to 15 minutes if the desire to cut costs continues to focus on Metro instead of on the capital plan; this is the maximum that people will tolerate. 30 minutes is a non-starter for all.

No, these times are too spaced out.

This disproportionately affects Black and Brown communities who disproportionately live off of Metro lines that are not the Red line and seems to favor the already economically advantaged.

It depends if ridership numbers rebound. Im on the orange/silver line and before the pandemic, trains were packed at rush hour. But during the pandemic, ridership is lower and I can always get on the arriving train. Perhaps services could be restored in line with (hopefully) rising ridership.

Will only work if the hours that metro is open for service are not significantly reduced. I have a long commute and need to coordinate with bus arrival/departure times.

15 minutes is a long time to wait, and 30 minutes is absurd. How would this work after an event like a Nationals game? I always thought of the trade off for higher fares during rush hour was frequent trains.

We need service every two to five minutes, otherwise, missing a train would me impossible to maintain a work schedule, and the next train will be packed.

As soon as I am called back into work my travel needs will be exactly as they were in January 2020.

the long intervals between trains during rush hour will lead to severally overcrowded trains and drive customers away from Metro. To base 2022 service on 2020 ridership during the pandemic is absurd.

This would make me switch to driving.

I would like all of these proposals to be temporary. I am not sure how sustainable these are

Lack of increased capacity during rush hour is not a reliable way to get to work, which is why I use Metro.

I have relied on Metro to get around the metro area for many years. It has always provided efficient and easy use. One of the things I have values most is not having to wait long times for a train. My time and all riders time are valuable. In my experience, taking the train takes the same amount of time as driving. This time component makes it easy to choose metro. If I have to wait 15 or 30 minutes for a train, I will not likely stay a metro user. Our roads are government subsidized. -- why cant the government subsidize metro until ridership returns?

30 minutes is too long to wait for a train. I would prefer a slight fare increase instead. I have to get to work. Suppose i miss the train by 30 seconds...then I have to wait 30 minutes. Ill be late

This is shortsighted. The Red Line at rush hour is always packed and changing frequency to every 15 minutes will only exacerbate that. People will start using metro again.

Keep weekday schedule with more frequent trains

I generally use the green line, and red line is for leisure, so planning and a really good app will make it work (citimapper is good)

This is okay as long as it is temporary and train frequency is increased once ridership increases again. Also, ridership will probably increase by Jan 2022 because of the vaccine and declining numbers if COVID cases.

Its preferred to adjust the schedule to increase frequency during rush hour and have larger gaps during non-rush hours

This is unworkable. There has to be more trains during rush hour. The proposed cuts will further drive down ridership. This DC administration will be remembered for killing the Metro if this is allowed. Trains on all lines should run at a minimum every 10-15 minutes and more during rush hour.

How do trains coming from Shady Grove metro impact the load capacity at Grosvenor?

Pre pandemic, metro schedule was highly unreliable. To become a system that the public would use, extending the time between the trains is not the answer. Why can we learn from the Europeans. I never waited for a train more than 4 minutes. With such large waits here, metro will work itself out of the job. Why use metro when driving is more efficient

As long as there's a working schedule, this would work - but I'm retired, so there would be little inconvenience...

If there is no difference between rush hour and non-rush hour schedule, then there should be no difference in fares.

This schedule seems okay at this point but I am curious how often the schedule will be evaluated and changes made as needed?

This plan works for me and my family

Proposal to operate Metrorail service every 30 minutes

If DC has at least 50% of ridership back due to vaccines, people no longer working from home, etc this would be a disaster. People talk about moving to driving but this ignores massive segments of the population who cannot afford to all of a sudden drive to work (not to mention parking costs in DC) or who have never needed a car because of the availability of public transit. Either way it's a financial burden on the individual both in the potential time lost at work or the alleged necessity of a car.

increased wait time for my trains would make Metro less reliable for me - harder to get to appts on time.

30 minutes is entirely too long to have to wait between trains and would determine if folks arrive to work in a timely manner

This is a dramatic increase in wait time. I do like that stations with multiple lines are decreased from 30 to 15 minutes, but even that is still a big difference for those needing to transfer to get to work on time. Additionally, assuming most people are vaccinated and the area becomes safer to exist in public, the trains would be overcrowded. I loved using the metro pre-pandemic (one of the reasons I moved up here), but this proposal is making me not want to use it at all. If anything, this should take effect immediately since less people are using the metro. If you bring volume down to 30% now, then maybe once Jan 2022 comes we can bump it up to 80% (current volume). This makes the most logical sense given when people are more likely to use the metro.

30 minute trains on weekdays would be very impractical for commuters who cannot fit on trains even with the weekday frequency. It doesn't sound like it is feasible to transport all riders with the limited number of trains and decreased frequency

I am one of the lucky people that travels between the areas where it would only be every 15 minutes, but overall I think it would be a bad thing to go to this.

I travel on metro several times a month for meetings and appointments, and this schedule would almost certainly not allow me to get where I need to go in a reasonable amount of time. I would probably have to find another means of transportation.

While I do not know what my travel needs in January 2022 might be, I do know that having to wait 15 minutes between trains at any given time would greatly reduce my use of Metro, and I think other folks would say the same.

This will send people back to cars even more,

12-15 minutes can make a huge difference, and not in a good way. If a train is early, that can throw off somebody's entire schedule if they have to wait another 15 min for the next train!

Concern for every 15 mins - seems infrequent. Would there be a strict schedule to time it

This would work for me because I am retired and do not need to consider the impact of commuting delays.

This would work during the day but not during rush hour. Before covid the trains were packed by the time they arrived at Grosvenor-Strathmore.

For metro to be a serious commuting option, rush hour needs to have a priority extra level of service. There WILL be insane crowding which will make metro unusable. Metro is one of the best transit systems in the United States, and there needs to be faith ridership will return. Cutting service will have a major vicious cycle. Less service = worse service = lower ridership = more budget shortfalls. Please find the money!!!

I expect to be back to volunteering in person for Smithsonian museums in 2022, arriving and leaving at rush hour times, from White Flint on the red line, downtown. One train every half hour during rush hour times could be untenable, with more people returning to work.

This would lead to very crowded trains especially during rush hour and make everyone's commute longer. Many people take the train because it is quicker than driving. If you make the wait times longer, I think that you could discourage people from taking the train and as a result lose revenue.

I would be interested to see a proposed schedule of arrival times as well as the planned number of cars per train, post-COVID capacity estimates per car, and anticipated ridership on the Silver line before being able to assess whether this plan would meet my needs.

Commuters rely on regular scheduled public transportation. No rush hour service will have major impact to the commuters.

30 minutes is already a very significant gap for commuters who have to catch the next train for work. Rush hour should have more trains

During rush hour, the limited trains would most likely cause packed trains and I'd be concerned about overcrowding, people rushing for trains and injuring themselves or others, and damage to trains due to the need to catch them (there's already an issue with people forcing the doors open to slip in during rush hour) which could put the train out of commission and cause major delays.

Please keep Grosvenor station open as lots of people depend on this station. Also it has the closest parking lot on the red line which makes this station desirable for commute. I am fine with waiting longer for trains as long as they are coming.

Proposal to operate Metrorail service every 30 minutes

Pre-COVID, the silver line trains (and I'm sure all other lines) were packed during morning and evening rush hours, when they ran at or more often than every 12-15 min. Forcing them to run every 12-15 min at multi-line stations and every 30 min at single line stations would 1) create incredibly packed trains that would have to leave passengers behind, and 2) drive passengers back to their cars, because they would not be willing to wait 30 min for another packed train without guarantee there would be space for them. This proposal is untenable for work days. For weekends, it's fine. It would never make sense to have the same schedule 7 days per week unless it followed a rush-hour schedule all 7 days. You have to make it more palatable for commuters to use metro vs. use their cars. It's that simple. This proposal would do the opposite.

Why not have weekdays and rush hour timing that is quicker, and longer times on weekends, as it is now?

With vaccines being administered, ridership will increase and 12 - 15 minutes between trains will not be sufficient. Individuals' work times will not vary throughout the day, a rush hour will be needed.

This infrequency will barely make metro a subway station. The prices are already ridiculous for the service levels pre-covid. People would literally be late for work every day, unless they give themselves an extra 30 minutes to get to work. The cars already made riders feel like cattle. I understand there are revenue issues with lower ridership during the pandemic, but having low service once things are back to normal will truly make it into a cattle situation with even less frequency! I am appalled at this proposal.

I think you must keep regular train service at rush hour - as many, many people will commute again once the majority have had the covid vaccine. I do not think you need to run the trains as frequently on Sundays and Saturdays and I think it is fair that you have to wait longer for a train outside of rush hour. At the same time I don't think you should have to wait more than 20 mins on the weekends at high use stations - not just hubs. You have to plan for after covid - not base your plans on the past year because of small ridership because of covid. People will need to use metro again to get to and from work - and people will go out/go to the mall again more once a majority is vaccinated. If you need to save money - you could change for a short period - but I do not think you should make any major changes permanent.

Longer wait times are OK.

I can match my arrival at Metro Station to fit into the planned 15/min intervals and arrive at my destination at the desired time.

If we are still in social distancing measures this will lead to many people on the train. If we are back to work at pre-pandemic levels, the trains during rush hour will be way to full and people will start to explore other transportation options. Also this type of schedule is going to put unfair burden on low wage workers who have to commute by metro.

The thirty minute time gap between trains does not seem practical for morning commutes. Metro is the preferred mode of public transportation because of its speed and reliability. If the latter factor is taken away, then it will be very challenging for the workers and students who rely upon it.

Businesses in DC will undoubtedly be hard hit by this proposal. This proposal doesn't make clear what time trains will stop operating. I'm concerned about 2nd and 3rd shift workers.

If trains only run once every thirty minutes, that will make ridership decline even more sharply than now. It will also increase crowding and subsequently the covid risk on each individual train.

For red line - I would suggest 10 min interval during rush hour and 20 min interval during non-rush hour. For the weekend - 30 min interval.

I believe that having Metrorail helps keep traffic in the DMV under control and is good for the environment. I hope it can continue to operate as usual, while generating enough income to maintain it.

During rush hour times, when the metro fare is more expensive, the waiting time should be less than 15 minutes.

The train cars are not big enough to support that many people during rush hour. There will be severe overcrowding on the train cars...what about disabled, handicapped or elderly people? I can hardly see them able to ride the trains during rush hour! One train every 30 mins is not helpful at all...the normal train schedule before was barely working as is.

We need to have more frequent trains during rush hour. We're not going to be locked down forever (we better not be if we plan to have a future in DC).

This will not work because riders will miss their transfers which will cause late to work. The car will be packed and does not follow CDC guidelines 6 feet social distancing.

would not work if everyone could fit on the train when it came....an hour wait when you've timed yourself won't work, and I would have to forgo metro altogether. Also, this would mean shortening metro trip to avoid a transfer, to walk or other alternative.

It is understandable to reduce schedule operation based on low ridership. However, Metro acknowledges and identified stations that have higher rider participation and made it a point to keep those stations run frequently because of that, which is fair.

Since 2005, waits between trains have increased so much that Metro was barely functioning as a reliable subway system before the pandemic. With this move, Metro would be declaring that it no longer wants to try to be a transit system for a large city. 30 minutes between trains is what one would expect on a line connecting Winchester and Leesburg, not a subway in the middle of a city.

Proposal to operate Metrorail service every 30 minutes

The classic downward spiral . . . because of reduced ridership, service cuts and increased fares, which in turn result in further decline in ridership. The history is clear, from national rail passenger service to various local systems: Take this action and you'll make the problem even worse, because fewer and fewer people will rely on you as their go-to transit, especially in competition with Uber/Lyft. You have to get your riders back . . . and this surely will not do it.

Having some kind of rush hour with shortened wait times on weekday mornings and evenings is very helpful to commuters. Maybe shorten the length of the rush hours?

That doesn't work, the Pandemic is progressing with the vaccines and we need to get to work closer than 25 minutes.

Every 30 minutes would be terrible during rush hour, especially downtown. Also it can cause a lot of issues as a commuter to get to work on time.

This is utterly ridiculous given pre-covid ridership. If you miss a train you have to wait 30 minutes for the next?! This will push ridership lower as this is not a reliable system for people getting to work. People will switch to cars which goes against the push for public transportation and less cars on the street. How does this make any sense?

I will be moving to Alexandria (Van Dorn Metro) and will need to rely on metro to get to Fort Totten for work. These services cut could cause me to be extremely late to work should there be any sort of train malfunctions or delays of any kind. There is no direct bus service from Virginia to DC so it would only inconvenience me and many others.

While I am fortunate to live in an area with multiple lines, many are not as fortunate which can make timing very difficult. Many rely on specific metro times to allow them to get their kids where they need to go while also arriving at their employment in the same timely manner. Spacing out the metro times to a half hour makes things like this more difficult because if anyone is even 30 seconds late to the metro, now they are likely to be a half hour late to work. And that doesn't even include if there are delays which happen more often than not. It is marginalizing to whole populations.

Trains are packed even when they come back to back during rush hour (especially red line at Chinatown where I usually board).

I ride the Metro from Shady Grove so this would greatly limit the trains I am able to catch both to and from work.

This only works under the condition that I use the Transit app to time my departures. I anticipate one regular trip using the Yellow Line only. I can't anticipate other travel at this time, but transfers to other lines could produce excessive waits.

I think that trains should arrive more frequently. Every 30 mins is not often enough. Between 12 and 15 mins is more reasonable.

Before Metro jumps to conclusions, there should be some questions asked: is Metro possible sure that they will never go back to what it was before the Covid-19? If there is herd immunity will the ridership remaining at 90 percent? The proposal based everything remaining as is!

Seems like service times need to be frequent enough to keep current riders and encourage new riders -- so during rush hour and other high-traffic times it seems like wait times should never be more than 15 min

Aside from work, this would be doable for whenever I need to go into the city.

There should be rush hour schedules and there should be longer service on the weekend.

Waiting for 30 minutes for a train is unacceptable!

Yo creo que si pasan a cada 30 minutos estar a bien lo importante es de que haya servicio aunque eso implique para nosotros salir m as temprano de nuestras casas pero tambi n ser a bueno que trabajar n al menos hasta la 1am porque habemos muchos que trabajamos en restaurantes y hay veces salimos un poco tarde. Muchas gracias!!!

If even only half of former commuters return to work (as opposed to staying WFH) one red line train every 15 minutes is not going to cut for commuting hours. I used to live near Silver Spring Station and there were times when you could squeeze into a train (even though it's near the end of the line) and on the evening commute, from Gallery Place, I'd often work until 7:00 PM or later just because the trains heading home (Glenmont) were impossible to get on. This is a nightmare scenario, esp. as most of us will probably still be v. uncomfortable being in close proximity to others.

Since there is no Metro in my neighborhood, I rely on Metrobus to get to/from work. I only occasionally take Metrorail.

It will take longer to get to work.

Would make trains and stations too crowded not to mention additional time added to commute

At the end of a workday, people are ready to go home. Getting stopped in the hallway for a few minutes could mean the difference between catching a train in the next 10 minutes or so and waiting for half an hour.

Trains will be awfully congested if they are so far apart. Often at rush hour you can't even board the train because of overcrowding

I live near the Cleveland Park Metro station and previously commuted daily. Any time there was a service interruption, every train would be too full for me to board until the issue was resolved. If trains only came every 15 minutes, I would never be able to board. This would also add significant time for anyone needing to use more than 1 line.

Proposal to operate Metrorail service every 30 minutes

This assumes less people will be traveling during rush hours, for example. And with less frequent times, the metro cars will be filled with more people. Which is potentially dangerous if there is another surge of COVID. Similarly, less people would take the metro if there are less cars running, so that would sort of create less ridership in itself as opposed to more/ more fares.

30 minutes would be too long to wait in between trains for commute to and back from work. please keep at 15 minutes during rush hour.

In non-covid days, we need more metro trains available during rush hour. Trains would come every few minutes and they would be packed to the brim. I cannot fathom trains arriving every 30 min or every 12-15 min where trains overlap. The platforms would be teeming with people, shoving and pushing people out of the way just to get a train. This would be extremely unsafe. With an overflow of people on the platforms, pushing and shoving to catch a train, someone can easily be pushed onto the train tracks when it's a packed platform. No joke. I've already seen it happen prior to covid when trains would come every few minutes. I cannot imagine what the platform would look like if they were to come 15+ min apart.

No rush hour additional trains means more crowding and extend commuting times. This makes me less likely to take metro.

I would foresee the trains getting to work being too crowded, as commuters would end up using the trains at probably the same 3 or 4 half-hour times in the morning (& even in the evening). This seems like a bad idea with COVID-19, and with practicality in general. If the train is too crowded, then we have to wait 30 minutes for the next one, on work days -- it honestly sounds like a nightmare.

N/A - This plan works for me, personally.

Yes for running metro trains more time apart, since metro ridership declined over the Covid pandemic year

Even though this doesn't affect me, I think it is important to keep rush hour service in place to shorten commutes and keep social distancing in place.

I catch the train at East Falls Church, and I feel that with this option, at least the stations would remain open.

This is a complete abdication of what it means to be a transit provider in a major city. Go anywhere else in the world - trains every 30 minutes? That is bonkers. Especially during rush hour? Nobody would ever get to work.

This level of frequency is so low that I would likely switch to biking or walking for almost all trips.

Trains running every 12 -15 minutes should be during non-rush hour.

Seems reasonable particularly if work-at-home levels remain similar to current ones, which seems likely.

Despite the instructions to consider the options independently, which is not a realistic way to make a proper assessment given some of the drastic proposals, I would much rather wait long for a train at a nearby station, then need to be dropped off at a much further station for more frequent trains.

Would like to see more trains during rush hours

This is acceptable to me only because my station has two lines and would fall into the 12-15 minute interval

Passengers are most likely going back to work and daily commute by January 2022. This update will not satisfy passengers needs.

Without weekday rush hour scheduling, I have no idea how I'd get to work on time. I commute on the red line. Before COVID, train cars were often too packed for me to board WITH rush hour scheduling and new trains coming every few minutes. This is a recipe for severely overcrowded platforms and extreme difficulty for commuters trying to plan for an on-time arrival at work. We need to keep BOTH weekday schedules AND rush hour schedules.

Due to the pandemic I am unable to say whether this travel schedule would work for me into the future. I assume that metro rail could scale service back up as ridership increases.

What's the data and equity impact this will have on black and poor communities? How has metro address the lack of infrastructure improvements at black brown communities station and bus routes while spending money to build/invest new "affluent" and white communities west of the river? Why are these cut not coming out of capital expenditures for new stations?

Metro is the lifeline for the poor and disadvantaged in our city. No cuts are acceptable, they are attacks on the most vulnerable, and are evil, plain and simple.

This proposed solution is completely unacceptable. While riders within the city core may find enough available trains, commuters and tourists moving towards destinations on the (remaining) stations on the far ends of the system would be forced into too few, overcrowded, and infrequent trains. This assessment is bad enough, before considering it ignores the possibility of COVID-19 variants moving from Pandemic to Endemic conditions.

It would work for this household because we are retired and can schedule around train arrival times. But that may not be the case for others who depend on metro to get to work and other issues. Must stress that the most important matter is that Strathmore station remains open. Post-covid, we are looking forward to once again using metro as our gateway to much of the rest of the region.

Proposal to operate Metrorail service every 30 minutes

I'm okay with weekday and weekend schedules being the same, but 30 minutes between trains is ridiculously long. The pandemic will end and when that happens we will need our public infrastructure to be as strong or stronger than it was before the pandemic.

This would be devastating to the region's already devastated entertainment industry.

Fewer trips means more crowded trains. Once the foot traffic picks back up over the next few months, there won't be any way to socially distance. I don't think the plan was thought out by people who are in the every day world.

This could affect the workers that our essential workers that work at grocery stores and other hourly based jobs. It could affect their capability to find child childcare and or school bus drop off etc. it may seem only a 15 minute for budget purposes but it could mean an 30 minute to an hour delay for others for their jobs.

January 2022 I expect to be using Metro to travel from the suburbs of VA or MD into downtown DC on a daily basis during rush hour. I would be very concerned about being able to get to work on time if there were such big gaps between trains, especially as ridership returns to normal.

My Metro station stop, Potomac Ave SE, was already plenty crowded on pre-pandemic mornings. To have to wait 12-15 mins will lead to tremendous overcrowding, esp. if there is a disruption on the line (sick passenger, disabled train, etc.).

The crowds would be unimaginable - they were pretty bad in 2019 what makes you think a simple model like that will work.. We are planning to go back to the office at Capital One in September everyone.

Metro trains should run more frequently than every 15 minutes so that commuters can have more options and more time to travel

By 2022, we would probably all be back to in person work with the normal ridership pre-covid or at least close. So reducing traffic then isn't ideal. Should reduce traffic now so that by 2022 can go back to normal.

I have to be at work at 6:30 am., so I am hoping that we will not see a 30 minute wait early in the morning.

Increased trains at rush hour and different weekend hours make a difference. I hope that Metro does not abandon this practice.

Assuming I return to having to work downtown again, 10 minutes during the critical 8am-8pm window is about my tolerance. But the general principal of the proposal is fine.

Assuming were back to work by then, this could be a nightmare for commuters. I guess not everyone will be back in the office. I could live with this, but I'd strongly prefer not to.

Sometimes trains are so full that, even if you're on time for the train, you can't get a spot.

This proposal means Metro will be running fewer trains. Fewer trains equates to fewer seats. Fewer seats means that the trains that are in operation will be more crowded. This means there will probably never be enough space on a train during rush hour for those of us who live closer to DC.

I commute using the silver line every day normally when not WFH (will no longer be WFH after Sept 2021) and the trains are already super packed and I have to stand most of the time.

Making the trains run only every 30 mins would make my commute an extreme hassle and would result in majorly overpacked trains.

Waiting 12-15 minutes for the Blue line in the morning commute would be inconvenient but doable. Waiting 20-45 minutes would not work for my morning and evening commute.

Seems sensible to me to have trains runs on days and time when demand is high. Anything to try to keep cars off the roads

This sounds bad, but potentially less bad than other possible alternatives. While this would be inconvenient, I'm open to considering this possibility.

This would have to be contingent on the expectation of longer-term low ridership after offices start opening up again.

It's unfortunate, but at least predictable and therefore acceptable

A key factor would be the period during which this reduced coverage would be provided. For me, it would need to be from 7 AM to 11 PM.

Red line and orange line should increase frequency because they service so many residential neighborhoods, compared to other lines, with commuters going into or out of the downtown area.

The long wait times mean you must rely on technology to schedule when to arrive at the station to avoid long wait times. It reduces Metrorail from a service always available to a scheduled service.

Unless trains grow by multiple car lengths to ensure enough space for rush hour traffic from here in Northern VA to inside DC

Some of my trips that I did back then had no need to go beyond Silver Spring or Grosvenor.

in 2022 I expect to be visiting the Washington, DC locations that have been closed for the pandemic. it doesn't make sense to close stops when everything will be opening up in 2022.

30 minutes between trains would be very difficult to time trains and get to work on time. Or I would end leaving earlier to catch the train and arrive at work plenty early not maximizing my time.

Proposal to operate Metrorail service every 30 minutes

I continue to commute from Clarendon (mostly) or Courthouse to Farragut West almost every workday (M-F). Every thirty minutes is simply too infrequent. I expect to continue this into 2022. It seems there will be more people working downtown if the pandemic eases through vaccines

Running two trains every hour during non-COVID rush hour is going to make downtown even further congested in the afternoons. Will bus schedules be increased to meet this capacity? Are we reliant on cabs and ride sharing to carry people home? Additionally, when the proposal says no difference between workday and weekday schedules, whose operating hours would become standard? Would we decrease weekend services? Right before more people are expecting to be vaccinated and be able to travel again? In the long run, this proposal would kill the metro on several fronts.

An up to 30 minute, with no set schedule, is too long a wait for a work commute. Taking bus and metro already makes for a long commute. Also, this will make each train more full. Not appealing or good for infection control. How well social distancing is being handled is important.

Commute would be twice as long

People will be vaccinated and back at work by January 2022. If metrorail only comes every 30 minutes, I wont commute by rail. It would be faster for me to drive or bike. I probably wouldnt take metro outside my commute either because i wouldnt want to get to a station and then have a 30 minute wait.

I think it makes sense to differentiate between rush hour and non rush hour and between week days and weekends

Rush hour trains would be unbearably crowded at 15-minute intervals, and missing a connection would make trips involving multiple lines even longer.

It would make my already long commute from Rockville to DC even longer. If I miss a train, I'd essentially be 15 minutes late to work. Also, the trains were already overcrowded at Rockville pre-pandemic, and I imagine this will just lead to more overcrowding when things go back to normal. I can't afford to drive...

15-20 minutes is too long to wait for metro rail the buses will not be synched so it would make you late for appointments or perhaps too early .

Need more frequent trains during peak hours

Doesnt account for rush hours. Which will gradually come back. What about events ? Nationals stadium and other such locations will be a total zoo at the platforms, as well as rush hours. Most would be acceptable if you adjust for rush hours and games.

This is not realistic during rush hour. Once people are traveling more, Metro should assess ridership and perhaps shorten rush hour or something of that nature, but trains coming so infrequently will result in crowded cars and frustrated riders - and after a pandemic, no one will want to be in a crowd.

Already experiencing uncomfortable levels of crowding on Blue/Yellow/Orange/Silver line during rush hour weekday travel. Reducing frequency further would only exacerbate this and may drive more people away.

During the week if you miss your train, if trains only arrive every 30 minutes, the yellow line train I need to travel to work; this time difference would be difficult to manage getting to work. Besides dealing with the overload of other trains; blue/orange/silver trains; and less yellow/green trains on the line - causing overcrowding of those. This would be made even worse during sport season; hockey and baseball fans on the yellow line always get short changed.

As long as you add more trains so we aren't going to be stuffed like sardines. Very 40 minutes seems steep why can't it be ever 20 minutes

It would be a nightmare during rush hour once the DMV is back to to its normal ridership. The outlook on COVID is optimistic for 2022

I dont see the value of trying to inch back to bottle necking at Grosvenor and Silver Spring. It didnt make sense when it was turnbacks. Slower rate of rail service would be counterproductive, if not self-defeating.

Trains should arrive every 5 minutes during rush hours.

I rely on the trains coming more timely so that my already hour long commute, one way, doesn't take that much longer

This plan would not work as I live on the Blue Line. This means that I would have to wait 30 minutes for a train, even in rush hour. Also, when that train arrives during morning or afternoon rush hour, there is a large possibility that I may not be able to board the train given the heavy volume. Therefore, I would need to wait another 30 minutes for the next train (an hour since I first got to the station) and hope I could get onto that train.

More frequent trains are better for the community. People are much more likely to take the train if they are not facing a wait. A wait of 15 minutes can make you late to work, to a doctors appointment, or to picking up a child at the end of school. Also, treating the blue, orange and silver line as interchangeable is not at all helpful for those whose stop is served by only one of the lines.

Would you consider every 20 min, + see if thats sustainable?

I work in DC so I rely on Metro every weekday. On the weekends I rely on Metro for social reasons. I save myself from many DUIs and DWIs because of Metro.

Knowing there would be consistent trains is good. Yes they would be longer wait times but you could plan around that.

Proposal to operate Metrorail service every 30 minutes

I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies

This would make Metro very unusable and lead to even more ridership loss as we return back to normal pre-pandemic life.

Weekends could shift to trains running every 30 minutes. Try to keep the weekday wait between trains shorter.

Metro needs to be flexible. It may be acceptable/ necessary to limit routes/ arrival times during this period of diminished ridership. HOWEVER, in the near future - January 2022?? - Metro should meet increased demand/ need/ interest in ridership. Metro needs to support the the overall economy, so our businesses, restaurants, theaters, museums can be a vital aspect of the DC area. Without that, property values and taxes will drop, unemployment and bankruptcies will go up, businesses and cultural entities will be lost and we will become a second-class region.

There should be more frequent trains during the weekday mornings and evenings to account for people like myself that normally commute on the trains to and from work

Trains running every 30 minutes negatively impacts those who use Metro as a way to commute to their shift jobs.

Waiting 15 minutes for a Red Line train during rush hour would considerably affect my daily commute to work for the worse. Trains were overcrowded and delayed during rush hour in 2019 and early 2020 even with more frequent service. As people return to the office, a 15-minute wait time will make Metrorail an unreliable option for daily commute and, as a result, lead me to select alternative commuting options.

reducing service until the pandemic is over is a good idea, but closing stations is unwise.

Put signs outside to let the riders know when the train is coming.

This would severely limit my and many other riders ability to use Metro reliably and easily. 30 minute headways makes transferring between lines incredibly difficult, which is a crucial need for someone like me who lives near a station with only one line. This would make it harder to use Metro to get to and from destinations without a strict schedule, and disproportionately hurts lower income riders with hourly work schedules or less access to real time arrival information

I commute to my job during rush hour using Metro. The current schedule is very convenient and allows me to get to work on time and without hassle. This change would affect my commute

That plan makes no sense. Why would you not adjust so you put more trains in service during heavy commuting times and less trains during non-peak times? If you don't this will provide a rush hour crush and prevent more people from using Metro because they won't fit on the more limited trains that are running.

I take metro from Courthouse Station, which is usually a high-volume station. Before the pandemic, rush hour service was crowded, so with fewer trains, this would increase crowding. At some point, Ill be resuming my metro riding to/from work downtown, but if theres increased crowding on trains and platforms, its going to take me longer to travel to/from work. that, and increased crowding means potential higher transmission of highly contagious forms of COVID. Even though I plan to get vaccinated, this gives me pause. I might be inclined to ride less than I did before. And if others think the same, what have you gained?

Once we're commuting into work again, a train once every 12 or 30 minutes is far too slow, particularly since MÃ©tro's trains are rarely on time. We couldn't even successfully time our commutes to avoid significant waits between trains

Not acceptable for the green line east of L'enfant plaza.

These cuts could lead longer waits for every line and overcrowded trains.

30-min arrival will overload platforms and trains, especially during peak hours, increasing risk of delays and possible injuries.

Only 2 trains coming each hour? No. 30 minutes is a long time to wait for the next train if you just miss one. Most stations are not set up to accommodate large groups of people who are waiting. Think of the bottle necking that will occur when everyone is trying to get into a station for the same train. Could a compromise be every 20 minutes. and then 10 minutes for the multi line stations?

Rush hour service difference is necessary

This will not meet my expected needs (and service usage) for 2022.

Whatever is cost effective would be fine.

This would be acceptable provided that WMATA ensured info about train timing updates was widely and easily accessible to the public. Also - would be important that trains are held at transfer stations to ensure riders are not forced to wait 15 mins for their first train and then 15 mins for their transfer train. I expect you would see a decrease in ridership at that point bc of the convenience of other methods of travel.

Given the vaccination progress and expected trajectory of decreasing virus cases by the end of 2021, a high percentage of commuters will be depending upon metro to commute once again. Higher frequency at rush hour will be necessary in regaining ridership.

Proposal to operate Metrorail service every 30 minutes

First, this question is not written clearly. Making schedules "the same" does not communicate which schedule would change. I'm assuming you mean you would get rid of weekday and rush hour schedules so that trains would run on weekend schedules. This plan will not serve your ridership adequately and will particularly burden those needing to transfer train lines. This of course, effects people living further outside of the city core and more likely to be lower income, BIPOC.

some of the consequences of reducing frequency of trains is extended commute time and overcrowding of trains. Having appropriate and frequent public transport, especially in such a small city should be considered a key priority in terms of service for its residents.

Trains arriving at my station (Grosvenor) are already standing only during rush hour. How would I ever get onto a train, if it comes every 15 minutes? It could take 30+ minutes for me to see 2 trains arrive at my station. No one would be able to get to work on time with unpredictable train capacity and reduced frequency, this is unacceptable

The metro is right next to our complex where I live. If it is taken away, a lot of these benefits will be lost.

This is terrible for getting back to work! What happens when trains bunch and there are two within 15 mins and not another for 45? Or when there isn't room on a train? not everyone can be an hour late to work.

Waiting around for trains and buses is the single greatest reason why I prefer to drive. 30 minute intervals is absurd. People don't have that much time to waste getting to or coming from work or school. Most countries around the world already have better (and cheaper) public transportation options than DC Metro.

30 Minute intervals is too great, and while it may save money, will most likely cause, through unacceptable inconvenience, a decrease in ridership

This would cause inconvenience but could be OK as a temporary solution until more people need to ride the metro trains

30 minute headways are too long. 20 minute headways would be more reasonable.

My commute involves transfer to/from MARC at union station. If I narrowly miss my connection to the metro because of MARC delays or overcrowding, it will likely make me late for work. Additionally, 30 minute waits on metro platforms later at night can be dangerous for women/non-binary folks.

Every 30 minutes is crazy especially during weekdays. Many people will likely be needing to commute in 2022 as offices return back to normal. Crowded trains seem like a terrible idea from a health perspective. If anything, there should be more trains not less.

Thirty minute arrival/departure times are too infrequent to ensure timely arrival at work in the morning given life's constant variability. Also, it would make the evening commute more uncertain. The only way this could possibly work is if Metro could guarantee reliable departure times at each and every station which would almost assuredly require automatic train operation.

If ridership is low enough that you don't have to wait multiple trains, and trains ran on schedule, this would be ok. But if one train every 30min is in effect and ridership gets close to pre-CoViD levels, this would often mean waiting an hour or more to get on a train, and compared to that I'd rather drive.

Im not sure if that plan will work for me given the multiple connections I have to make to get anywhere.

The entire benefit of metro vs bus is that you are not waiting 30 minutes if you miss the last train. This would be a fatal step in the downward spiral of metro ridership. Increase the fares by 50 cents each way instead of this draconian change.

If there are budgetary constraints, it is better to have regular service in longer intervals than no service at all.

If trains arrive every 30 minutes I will definitely not use metro for commuting. It's too risky that I could miss the train and be late to work, whereas if I try the bus at least I have the option of finding alternative means and not being stuck on the platform after already paying for the trip.

No. Reducing service this far would create further crowding for people who have no other means of transportation and further disincentivize other riders from returning to the system. Less convenient or less frequent service would make your problems worse. Cut nonservice programs and consolidate your workforce.

If trains are arriving only every 30 minutes, I would be concerned about overcrowded platforms for many hours during the day. Also, if you miss or are unable to get on a train, waiting 30 minutes for the next one is not really an option

Our family, during normal times, relies on the Metro to get to work. We also have two kids. There are often unexpected issues that come up that would prevent us from getting to the station on the half hour to ensure that we make the train. Also, trains are notoriously unpredictable in their timing, so I have significant doubt that the timing of the times would be predictable themselves. Also, we take multiple train lines to get to work, etc. Therefore, we would have to wait for up to a half hour for various lines in order to do our daily commute. This is untenable and unrealistic.

The time to cut service to save money was last year! The pandemic will be receding by this summer and people will be looking to resume rail travel! You may as well shut down completely as only offer every 30 minute service!

Would rather have more frequent on weekdays. Could be less frequent on weekends.

Proposal to operate Metrorail service every 30 minutes

As long as Metro continues to disinfectant, trains on a scheduled frequency please maintain this schedule. Metro access is IMPORTANT, I live in city walk score to train & stores is 96%. Super convenient, cuts down on driving city.

This schedule would work for me regardless of my travel schedule; rush-hour (when I go back to the office in the future) or non-rush hour (typically after work when I'm coming home from the gym or other professional/social organization activities). This schedule for me on the Orange and Blue/Silver lines at time) is appears to be better than the current non-rush hour schedule.

By September 2021 I expect to be commuting regularly by Metro to the University of Maryland (once vaccinated, I will be working in person again in the fall). A 30-minute wait would make this commute extremely difficult for me. A 15-minute wait would be better than a 30-minute wait, but would increase my commute time by ~30%. I'm wondering if you could limit service now instead, and then bring it back as ridership begins to increase again in the summer and fall.

People take metro because it is more convenient and cost-effective than alternative options, and in many cases takes less time than driving oneself or using a rideshare service. We all have busy lives and tight schedules and most people cannot afford the luxury of waiting half an hour for their train to arrive (timing your trips will isn't a viable alternative as not everyone can just leave work whenever they would like to be able to catch the train they want, may have to see kids off to school, etc.). This change would make commuting incredibly difficult for individuals working multiple jobs, students who have to commute between campus and their jobs/internships, parents having to see their kids off from school or be present to pick them up/be home when they arrive home from school. Everyone in this city is already dissatisfied with metro services, and on days when the red line only runs every 15-20 minutes, most of us would rather walk across the city than wait for the train.

I depend on Metrorail for my commute into the office. Any cuts in service would not be good and would discourage me from using the system. DC needs a robust public transportation system.

Being retired, I mostly travel on off-peak times so this works for me.

Two trains an hour means I have to schedule every trip in advance, rather than just going to the station when I want to get somewhere.

If large numbers of people return to their work places after vaccination is almost complete the above schedule would not be adequate on the blue, orange, silver, green and yellow lines.

When taking breaks when I work I have a certain amount of time for my break waiting a half hour for the subway would shorten it

Increased service during rush hour times is critical, even if it means less trains during off hours.

These cuts will not work for people's travel needs which will be back to normal by January 2022. Reduced service like this will only drive down ridership.

This service would be inadequate for my main use of travel via metro, to attend sporting events in Washington DC, causing me to seek a less efficient, environmentally harmful alternative.

Wouldn't the trains be unbearably crowded during rush hour?

Given that the timeframe is 2022, I expect that ridership will be closer to pre-COVID. As such, it would not make sense to have a uniform service at all times. In addition, because of the need of reducing overcrowded trains to continue to keep the spread of the virus at bay, rush-hour service will be even more important than it was pre-COVID.

I do not use Metrorail, only Metrobuses

With fewer trains, crowding could be excessive. As a senior this concerns me, as I do not wish to have to stand. More trains are needed at rush hour.

Knowing the time table 7 days a week is very helpful.

For morning rush hour commuters, 12-15 minutes wait time could be practicable, but half an hour would not. As a regular commuter to DC, I would personally handle necessary service reductions and continue to take Metro, but I'm afraid others might desert Metro to rideshares or telework if they cannot count on train service under half an hour. A compromise might be to reduce rush hour time but at least provide reasonable train arrivals when most needed eg. 8:00-9:30am weekday mornings.

At all stations with service from more than one line, trains would arrive every 12-15 minutes (for example, Blue, Orange and Silver Line service at Rosslyn). Does this mean that a train from one of the lines would arrive every 12-15 minutes, or that a train from each line would arrive every 12-15 minutes?

I am an essential worker, I go to my job everyday. I don't know why it will affect us

THIS PLAN IS VERY IMPORTANT

Assuming covid is no longer a major problem, people will resume going to the office. Therefore weekday service at rush hour will be overly crowded. Unacceptable

I use the metro leisurely; however, I can't imagine this working for people who rely upon it for work.

Is that how it is now? Thought stops during rush hours were more frequent.

This would make getting to and from work extremely challenging and add to an already long commute time. If I miss the train, I would be very late to work.

Proposal to operate Metrorail service every 30 minutes

Trains would have to run on time for this to work for me. Constantly waiting 15 to 30 minutes for a train during rush hour would be the end of riding the metro for me.

This proposal is only acceptable if the service is smooth and clockwork like. Trains should be at stations every 30 mins to the minute. I shouldn't need an app or arrival time boards to see when the next train is arriving. There should be no schedule adjustments no train on the platform ahead or any of that garbage. Riders should have fairly predictable travel times. With this proposal I expect a higher level of on time performance.

I am in agreement to the changes.

By January 2022 more people will be using metro to commute to work. Most adults will be vaccinated and have returned to their normal work locations. One train every 30 minutes at rush hour will not meet the needs of commuters.

is the ridership the same during rush hour and off peak, weekends?

By January 2022, I would expect many more people will be riding the metro again due to high vaccination rates and more people returning to work. I can't imagine rush hour trains running every 30 min. How will everyone fit on the train if they are only 2 trains an hour??? Everyone will be jammed onto the trains.

That would not accommodate the numbers of passengers during rush hour.

Will probably start driving into town more again, and definitely won't try to leave Verizon Center, Nats Stadium, or other large events via Metrorail on 30 min schedule because the human packing would become dangerous

I could live with this but hope the trains start running early and run late

I work night shift (10PM-6AM) on Capitol Hill. I take Silver Spring to Union Station at 9PM and I take the 6AM train from Union Station back to Silver Spring. The trains arriving 15 minutes for the Red Line is very accommodating for my schedule.

One train every 12 minutes is a disgrace and you should be ashamed of yourselves.

Having trains arrive only every half hour on some lines will mean people will have to drive. If you miss a train, you'll be half an hour late. Trains need to arrive more quickly during rush hour. Even 15 minutes is too long, and is enough for me to consider another option if at all possible. (biking or walking)

I have been led to believe that the Grosvenor-Strathmore stop will be eliminated. I hope not. It is a way to get to American University, and, since I refrain from driving into DC proper, Metro is my means to the city.

Trains need to arrive more frequently, esp in rush hour.

I rely on Metro to commute from Twinbrook to Eisenhower Metro station. I would anticipate much greater crowding with that schedule, which means not always being able to get on a train. I would also anticipate longer commutes. My commute is already very long - about 80-90 minutes from door to door.

Will be very difficult to connect to a bus that is on a set schedule while commuting

Trains only every 30 minutes would make it faster for me to commute by car.

I rarely take metro and when I do I am generally able to plan the trip in advance. If however I took Metro as part of my daily commute, I would find this difficult to abide. I think more rush hour trains would be a must, even if at the expense of longer headways during the non rush.

Need more flexibility to arriving to work during rush hour times. Especially with new social norms or distancing. Recommend adding more transit times during rush hours.

I would not use Metrorail if I needed to transfer which would essentially limit my use to the Red Line. It is unlikely I would use the train at all as waiting almost 30 minutes if I barely miss a train or if the operations are off schedule is not appealing at all. The train system loses most of its value to me as the headways increase.

When it comes to every 12-15 minutes, does that mean an Orange Line train would come every 45 minutes for Rosslyn? I go out to Tysons regularly from Rosslyn, so I would not want to wait 45 minutes to make that happen. If the trains are going to be 30 minutes though, then they HAVE to be the full length ones, no shortened trains. Also, if we are still in COVID lockdown, every 30 minutes would make everyone have to be much closer together on the train which would not be good. Even if we aren't in lockdown, the platforms would be overrun. If we have to wait that long though for a train, I hope the peak fares will no longer apply because I would not want to pay extra to wait for 30 minutes on an overcrowded platform

15 minutes would be most acceptable if shelter from the wind was increased for the choker months.

Reducing train service is not acceptable. Does the Metro Board even ride the Metro? This proposal is not worth considering for the Nations Capital.

I won't wait longer for a train than the amount of time I would be spending on that train

Rush hour needs an increased amount of trains. This would cause back up especially with people being required to return to in person work within that time frame.

:It makes more sense to have increased metro service during peak hours and extend the morning peak to 1015 am.

The more consistent the schedule, the more dependable and convenient the service becomes.

Proposal to operate Metrorail service every 30 minutes

Every 15 minutes is doable, if not ideal. Every 30 minutes would definitely dissuade me from riding metro.

If you see an increase in the number of commuters at peak travel times (7-9am & 5-7pm) can you have a plan in place to increase the frequency of trains during those windows of time and adjust as needed to maintain distance guidelines if any are in place in 2022.

Service NEEDS to Continue for not only business/work purposes but also recreational. People make decisions on where to live and owning cars based on metro.

Trains running every 30 minutes is way to long to have to wait between trains. This will make the commutes extremely long and the trains overly crowded due to the reduction in the number of trains running during rush hour. If the time must be reduced, then the trains arriving every 10-15 minutes would be more convenient and support the normal commuter.

If we are back to work and social activities start again, how will metro adapt? My concern is it becomes permanent. I always take metro downtown. I am not happy that the red line will be affected. If the wait is too long, I would increase my uber transportation.

If I miss a train by 1 minute during the morning commute I have to wait 30 minutes for the next train - clearly not a way to be on time for work. So to be safe, I would have to plan to arrive 60 minutes ahead of time. Inconvenient intervals would be a major reason not to ride the train

As someone who uses the metro to commute from Washington D.C. to Arlington for work, this would significantly lengthen my commute. One of the reasons I choose to live in D.C. is the fact that there is reliable public transportation, without this, many individuals will be forced to change how/ where they live.

Anything to keep this station open

I use Metro for daily commute to and from work and rely on accelerated train schedule during rush hour. Waiting for Metro for 30 minutes does not work for me.

I have to travel from Tyson's to DC for work and this would extend my commute time.

This would serve to make Metro almost useless for most commuters and people will stop using it.

Super unfair for huntington, van dorn, and springfield stations. As well as other outlying stations on the lines.

Redline service should not be any less frequent than on other (single or multi-service) lines.

Every 30 minutes is too long between trains.

This would destroy the ability of people to move around the city. It was the Metro that made DC into the vibrant city it is today and it appears to be Metro that is intend on destroying that vibrancy.

This could be problematic during weekday rush. Before COVID the redline going in to the District was mostly full by the time it reaches Grosvenor during the rush. However, this could be workable if commuting population continues to be lower.

Right now it is not applicable to me. However, when my office opens up again, this schedule would work well for me.

It would be terrible for the metro to run every 15 or 30 minutes. Most people will be back to work and we need the metro badly to be at work on time.

This plan is not tenable for the many people who rely on public transportation to get to/from work.

As frustrating as it is to wait extended periods of time when traveling over the weekend (I think having to wait more than 15 minutes is problematic), on weekdays it would lead to overcrowding, in addition to frustration.

Inconsistencies in-service throughout the system might lead to inequities. Average wait times on all lines between all stations should be relatively similar.

Assuming ridership goes back to precovid levels, how will you deal with crowded platforms and trains?

There was already considerable overcrowding on trains on my commute (Orange/Silver line from Farragut West into Arlington) and that was with 3 different lines (Orange/Blue/Silver) bringing trains every few minutes during rush hour. While ridership is down during the pandemic, I fully expect to continue commuting by metro once I am vaccinated and my office reopens, and this plan would make that impossible not only by increasing wait time between trains (making it a less reliable way to get to work) but by ensuring each train is so crowded several trains may pass by before one has room for additional passengers.

With trains running every 6-8min they were already very crowded, changing the service to every 30 min would make it impossible to get on a train.

Would like to see rush hour times decreased, but not fully gone (perhaps only a 2 hour period 7-9am and 4:00-6:00). Also, more frequent trains during any super high ridership times like games as to not pack the stations and make it unsafe for any customers.

Having trains arrive at least every 10 minutes makes public transit significantly more useful and accessible.

The more you cut service, the more people will abandon your unreliable service. Fewer people means less revenue. You need to increase service so that more people can use a reliable transportation service rather than alternatives.

Proposal to operate Metrorail service every 30 minutes

From what I have observed over the years, there is a very big difference in utilization of metro services between weekdays and weekends as well as between non-rush and rush hours. It seems to me that a one size fits all solution as proposed is a missed opportunity for an in depth analysis of metro ridership and for the initiation of a flexible time-schedule based on current ridership data. With the available data acquisition and data analysis tools, I imagine it should be feasible to design a metro service that responds almost in real time (meaning, for example, with monthly adjustments) to the needs of ridership. Maybe other metro systems around the country or around the world have something similar already in place?

Increases in trains during rush hour are extremely important to reduce overcrowding. Especially for people who have to take other public transit (such as buses) or walk a significant distance, having trains only every 30 minutes could lead to very large wait times (both for metro and for connecting to other transit); especially if trains get off schedule for any reason.

I commute from Hill East to Farragut Square, primarily on the blue/orange/silver. While three lines would reduce some of the problems from some of these proposed changes, they would still significantly increase my commute and make it much harder to get to work on time. My office does not subsidize parking, which is \$20/day -- and in a city that needs fewer cars on the road and needs public transit, the overall proposed cuts to bus and rail service are disgraceful. It would also make it much harder for me to get around the city to do day-to-day activities overall -- likely leading to me relying more on uber/lyft or my own car, which would again only put more cars on the road.

If DC is serious about Vision Zero and reducing carbon emissions, Metrorail service needs to increase in frequency in order to move more people away from private vehicles. Metrorail has historically been a commuter service and 30 minute gaps would make relying on Metrorail rather precarious for commuters. If one train is missed, the commuter will be significantly late.

You are my link to work.

I live far out on the red line so this would impact my daily commute. It is already 55 minutes long! It would also prevent me from seeing my friends in virginia on weekends bc slow red line to slow orange/blue/silver sounds dreadful. I do not have a car. I am disabled. I used to take metro everywhere and I miss it. This is a terrible idea

Because many of the silver line (the line I use to travel) stations are above ground and open, missing a train in the winter would mean standing outside, in what could very easily be temps below freezing, for 30 minutes waiting for the next train.

My colleagues and others anticipate going back to the office incrementally starting in June. By the end of the year this schedule would be devastating for rush hour commuters. I believe the volume will be much higher than what wmata currently anticipates

Please do not make metro less frequent. This will lead to crowding and longer commute times.

I expect to begin commuting again in July 2021 and need more dependable transportation than trains every 15 minutes. If trains only run every 15 minutes, I will drive instead.

As long as there are no closures in stations-- every station must remain open

Rush hour every 30 min is danger because many people accumulate at station and in a train.

By January 2022 I expect to be commuting to an office again, taking the Green line to Branch Avenue station. If trains only run every half hour, there will be almost no capacity to absorb any shocks to the system. The tiny number of trains could quickly become full and have to bypass stations, leaving riders with choice but to wait half an hour for another, possibly full train. With so few trains in circulation, a single train breaking down could essentially suspend service on a line until another train could be fetched from the yard. In these circumstances, a dependable commute seems an impossibility. I would likely avoid using Metrorail altogether, either by getting permission to continue 100% telework or pursuing other transit options.

commuting to work from Virginia to DC will be difficult

Every 30 minutes seems really slow. And, if rush hour returns, there DO need to be more frequent trains during that time.

As a regular commuter from Grosvenor-Strathmore to Metro Center in pre-pandemic times, the cars would fill up from Grosvenor to Bethesda and every next station would require people to remain standing up. Every car was packed, which presents a huge concern in terms of public health. The trains in pre-pandemic times during rush hour would arrive every 5 minutes and would present the challenges described above. If trains arrive every 15 minutes there will be no way for people to get on once the train reaches Grosvenor. The Red Line would ultimately serve populations at the very ends of the line. This, in turn, will increase traffic on the roads leading to more accidents and overall negative influence on the environment. The proposed changes are simply not feasible.

Ideally, I would prefer more frequent trains during rush hour; however, if the choice is between reduced service and no service at certain stations, I would choose reduced train frequency

Proposal to operate Metrorail service every 30 minutes

Plan may work if there is a published schedule for trains and the operators stick to the schedule. Without a published schedule that is followed, the plan is worthless because taking Metro becomes a spin of the lottery wheel. You can win with a train arriving immediately or lose being stuck waiting a half hour for a train. Metro will become less dependable way of getting somewhere on time.

This would be a terrible change for the metro. It need to run more often than it already does not less!

I live in Hyattsville and commute to the Dupont circle area. If the yellow line continues to go all the way out to Greenbelt, that would work for me. However, if it does not, 30 minutes between trains would make commuting difficult. It would be like having a commuter train rather than a metro service. It would be doable, but it would probably result in my wanting to drive instead of take metro.

My commute is 1.5 hours in each direction under the old rush hour timing. This proposal would introduce significant variance, potentially adding 43 minutes (worst case based on timetables) each way. That would be painful. I would cease commuting altogether unless it cost me my job.

That would be fine for non-rush hour periods, but during rush hour, that would be untenable. I would consider driving instead of using the Metro.

These time frames are very limiting and dont take into account the different daily needs of customers. With such a long gap between pickups, the trains will be overly crowded which would delay any travel time. This also hinders the ability of visitors/tourists to navigate the city easily at various times of the day. Restrictions like this dont make the city commuter friendly or visitor friendly the way it has communicated in the past that it wants to be. This also doesnt reflect a responsiveness to the needs of the huge amount of people who will be moving here with the amount of development taking place.

If yellow line service is continued through to Greenbelt, this plan would work for me; but the waits would still be physically difficult for me in summer and winter. I would be willing to make the best adjustments that I could, however.

Only having trains at stations every 30 minutes is unacceptable. People would have to choose alternative modes of transportation if they could not get more frequent service. When most people stop teleworking and going back to their offices to work, Metro ridership will go back up, unless you insist on reducing the frequency of service, which would create a death spiral for Metro.

Trains would be too full if they ran every 30 mins, creating more exposure to covid. Don't do this.

This is a terrible idea that will lose tons of riders because they wont be able to fit on trains during peak hours.

That plan makes no sense, since you don't know the amount of people who will be returning back to work. If it's a lot, that's not going to be enough trains.

This will create a horrific passenger gridlock throughout all of the stations if everyone goes back to the same rat race routine that was in place before covid. Station platforms will be packed with impatient and angry passengers, as well as being packed with people pushing and shoving trying to get on and off of the trains. And if covid is deemed an endemic by that time, there goes an increase in covid numbers again for the DMV area.

Wait time to thirty minutes + closing out Clarendon, Virginia Square metro will exceedingly impact my travel plan to work/personal errands etc.

I live in Wheaton. There should be more trains running the entire length of each line. Please do not do this. We need to invest and encourage people to take the environmentally friendly transit option. WMATA is the only way we have to move large numbers of people in a green, equitable, and inclusive way. If it has better service more people will ride it. Thank you!

When I need to get to work & home from work my commute is wholly dependent on these limited train times. It may be easier to drive. My 8 mile commute could take over an hour if I miss a train by a couple minutes.

I would not take metro if this was the schedule

We need more trains during rush

This schedule is fine as long as most public and private offices are closed. However, when begin returning to work, Metro needs to be there for the region. Closing down or curtailing services just doesnt make sense.

creating established continual schedule for trains running may increase ridership but would likely cost more overall; metro needs to base decision on which sections which lines and which timeframes require more trains and frequency, after all were not all in the city; and it depends on what metros goals are

If the trains are very crowded with this reduced schedule that would not be good. Also, morning rush hour will need more service to get people around town to work on time.

This would work for me temporarily simply because I am not commuting to work due to the pandemic. Once we are called back to the office, waiting 30 minutes at a station would be problematic. It would result in me abandoning metro rail. I would imagine in January 2022, our offices will be open for employees.

Without more trains at rush hour, daytime workers are less likely to commute by rail, bringing ridership even lower. I know I'd personally avoid the metro if I miss a train and need to wait 30 min during the day.

Proposal to operate Metrorail service every 30 minutes

If my commute is longer using WMATA, why take metro at all?

Half hour trains are unacceptable for a public subway system in this country. Trains should be every 15 minutes at minimum or the downward spiral of low ridership will continue.

If the ridership is anywhere close to what it was pre-pandemic, the cars will be absolutely packed during the morning and evening rush hours.

Not frequent enough during rush hour.

people use the train to get to and from work. This will make people leave much earlier to be sure they arrive on time and cause people to have long waits at stations, especially if transfers are required. In addition, trains are often already crowded during rush hour times - this would mean some people would not be able to get on a train and wait 30 minutes for the next, being late for work. This will cause people to stop riding the metro if they have any other option, taking away much needed revenue. All of these changes always seem to be aimed and trying to reduce ridership which makes it seem that metros real intention is for metro to fail or be privatized. We are a major metropolitan city. We should be improving the service so people recognize there is no need to ever drive into the city and sit in traffic and have to park. And we should be trying to reduce car usage for the environment. This also affects those without the financial means to take Uber or own a car.

Prefer trains run more frequently during rush hour.

This depends on how much ridership increases when pandemic restrictions are lifted. If rush hour levels are at all like they were before the pandemic, trains will be horribly crowded with this kind of spacing during rush hour, which could be a health hazard if the COVID-19 is not fully under control when people start to return to work.

It's unclear how commuting will change when more people return to work, but eliminating increased frequency during rush hour could lead to overcrowding and wait times that end up lasting longer than 30 minutes. That's a serious increase of time that has the potential to greatly impact metro commuters.

I use Metro Daily, less frequency will make metro crowded and harder to get work on time

It would increase my commute to and from College Park significantly, take more time away from my family, and increase stress and fatigue. Alternatively I would have to get a second job to pay for a second car that would enable a shorter commute. Neither option gives me as much time with my family as I have now.

Excessive overcoming once economy stabilizes

As a Rail Supervisor I do the meet train at metro center and I observe about 6 people on the last orange line train to Vienna Fairfax. As a closing terminal Supervisor at Wiehle-Reston, our last train comes back with 0 passengers. I recommend to close at 10pm and our operators work 4 days a week with 10 hour days and no 7th day work. Saving money to the company and workers are available to work any unscheduled absences that occurs throughout the week.

I strongly prefer this to closing early. I remember the good ole days of 3am metro and its truly sad we cant do that

Additionally have one set fair price since there is no longer a "rush hour" period

After worst of covid, working people would not be served well by this schedule. For now, perhaps ok.

Making the train less convenient is likely to reduce ridership further. The lack of late night service is already an atrocious choice for a metro area. The assumption that you can cut costs to get out of this situation is obviously wrong. Instead, we need to increase ridership by making the train more convenient, reliable, and accessible. This will generate more fares, but - more importantly - will generate the political will necessary to get the localities to fund the system adequately.

This would complicate things for commuters who use a train and bus combination to get to and from work. I'm looking at a longer commute if I miss a yellow line train, and then have to wait extra time for a commuter bus at the Pentagon (for example). I would suggest increasing the number of trains during commute times.

it would be simply impossible for me to consistently rely on the metro with a 30 minute schedule

With such formation there has to be ZERO downtime, which means the trains have to run smoothly without any hiccups. Additionally, how is the maintenance window accounted for and when is it going to take place?

I can live with this plan, but spacing trains to this extent on weekdays is a terrible idea. This is the Nations Capital! When we have guests from abroad, they will think they are in some 2-bit city that cant meet the standards of comparable cities all over the world.

This would cause crowding and require setting aside more time to get to appointments. It would make using the system much less efficient for me to use regularly and I would have to resort to driving more instead of using metro.

Maintain M-F peak schedules for commuters, help keep cars out of the City. Curtail everything else, including reduced weekend schedules and hours.

Trying to schedule getting to the airport in time with train arrivals that far out would make me take Uber instead. Also, after a long day waiting another half hour for the train after work would not be fun

Knowing WMATA the slow down in service throughout the day would lead to a great hardship as you wouldnt remove the rush fares for commuters.

Proposal to operate Metrorail service every 30 minutes

Before January 2022, people will be vaccinated and not in lockdown. You're treating the future how you should have been running things currently and it will break the system. People will find other ways of traveling if you can't be reliable.

This is terribly inadequate, and would make Metrorail unusable as an option. By that time, the COVID situation should be largely resolved, and it will be important to have more service again.

I live in a high-rise bldg, and while I am retired many of my neighbors work and rely on Metro, others have nursing aides or other healthcare workers that rely on Metro.

I would rather have this option vs. stopping service at 9pm

The express trains are needed to help with over crowding

Not sure how often I'll go to work

This would not be useful to me because trains usually don't run on a predictable schedule and if you miss the train you have to wait 30 minutes and are then 30 minutes late to work.

I do not use Metro during rush hour so the longer period would not affect me.

Overall, the one change I would like to see with Metro's service is to have a better back-up plan when service goes down when there is an emergency. Things seem very frazzled when there is an emergency on major lines.

I'll have a transfer once I start going back to the office, potentially adding an extra 30 minutes to an already long commute on the way home. This would work if 30-minute trains had precise arrival times during rush hour, but I don't trust WMATA enough to make this happen.

This is a very bad option. 30 minutes between trains would discourage people from even considering Metro as an option, unless they are desperate. It is far too long to wait for a train, and people will drive instead. For those whom Metro is the only option, trains would be crowded and unpleasant.

I live at one end of the Green Line and work at the other end. Adding a 20-minute interval could add up to 40 minutes per day to what is already a very long transit commute. I have been a dedicated public transit user since I moved to the area, and this reduced level of service will make it difficult to continue using transit. I can not telecommute to do my job and must physically be in the office.

The wait time for trains to arrive every 30 minutes throughout the day, with the following exceptions listed is too long. Will trains be waiting at each station for 4-5 minutes and allowing passengers to board?

A train frequency of less than every 15 minutes makes the train essentially useless for trying to get anywhere within an acceptable amount of time. There should never, EVER be a wait of more than 10 minutes at any station (including terminals like Vienna or Huntington & including at 5AM, Noon, 7PM or 11PM).

I am currently working for a school in Washington, DC. I use metro rail from Clarendon to Brookland every weekday. I do not own a car. While our school is currently remote, I am expecting to be back on campus beginning August 2021. Reducing service beginning in January 2022 will result in my needing to find alternate transportation- likely a car. With DC's already difficult traffic patterns, I can't imagine pushing more ppl onto the roads will help solve any problems.

The possibility of having to wait up to 29 minutes for a train means I would never use metro

I pay more for rush hour so I can make it to work On Time. Having trains run every 6-8 minutes is ideal. If I miss one train, there is a short wait for the next. Having trains every 30 minutes is way too long to wait for the next train.

The general narratives that we hear these days are that a return to pre-pandemic levels of in-office work will be in full force by January 2022. While it is difficult to say if this will be true, it is not well advised to make cuts to public transit service at a time when ridership is very likely to be on the incline.

Need more frequent service at Rockville and Twinbrook

A 30-minute gap between trains would greatly increase the likelihood that I would be late for work. I have to catch a bus to get to the nearest Metro station and it often gets me there as a train is leaving, before I can get off the bus and get up to the platform to catch the train. Having another train come within 15 min. or less would keep me on track to make it work on time.

I take metro from White Flint early in the morning to work at the hospital. I cannot manage with 30 min interval. More people and businesses are around White Flint. There is no reason to stop at Grosvenor.

How can I be on time for medical appointments downtown if I don't know how long it will take me to get there?

Waiting 30 minutes for a train, especially during the work week would be unacceptable. I would have to stop taking metro if this occurs.

This would make it impossible for me to get to work and back using the metro. I will be working from the office daily in 2022. I would end up walking or taking the bus to work during bad weather.

Proposal to operate Metrorail service every 30 minutes

Assuming we are back to normal work schedules, this would be very inconvenient but could be managed. I would note that decreased train frequency is likely to lead to decreased ridership due to increased travel time, especially for those who change trains during their journey.

I am a red line passenger, living near Grosvenor-Strathmore. I depended on Metro to commute downtown but discontinued when the pandemic started and I was allowed to work from home. As a USG employee, the USG subsidy made this convenient and definitely more affordable than paying for parking. Assuming commuting returns to normal after the pandemic, rush hour trains are already standing room only. I would strongly recommend increasing rush hour service between Strathmore and Silver Spring.

At certain times, the half-hour wait would be manageable. However, at other times when travel time is, of necessity, tight, a half hour would be a GREAT inconvenience.

Not specific information for trips in this description

Should have 15 minute train service for all stations. Many people commute from outside of those lines and need constant service as well.

My work requires me to travel all across the city and I do not have a car or the ability to purchase one. Having to wait so long between trains is not feasible to keep up with a tight schedule. In my personal experience on Metro, when trains are scheduled like this (ie weekends) in the stations with more than one line, the trains come back to back to back and then there is a 15-20 minute wait, things are not spaced out at all.

Only in cases if I need to go to Germantown, Gaithersburg, etc.

Im chiefly a daytime user. But for fiscal purposes, I think rush hour should get the prominent share of service.

This plan *might* work for me. A lot depends on what happens with people returning to their workplaces. If a lot of people do go back to their workplaces and dont stagger commuting hours then the frequency will be too low to handle rush hours, especially if people remain hesitant to ride in crowded cars.

Weekdays we need to restore service frequency to normal pre Covid levels. During rush hours we need more frequent trains and more capacity. Metro is necessary for our employees to reach their work locations.

I totally rely on Mwtro service to get to work and go home from work. Most of the time I get home really late and having to wait for 30 minutes after a long day taking care of very sick patients is very frustrating.

This could maybe work outside of peak hours, but all day 30 minutes apart is unacceptable and would lead to a death spiral for metro.

I think if you get back more than 50% of people like me who have not been traveling on Metro due to COVID, there will be severe overcrowding with 30 or 12-15 min intervals.

It is too early to tell if offices are going to re-open. If they do, then more frequency during commuting times will be necessary. We are on the Red line, which was extremely crowded between Shady Grove and Grosvenor during rush hour, even with frequent trains. By reducing frequency well be cramped again, and that will perpetuate your problems - people wont ride because its inconvenient & risky.

30 minutes between trains is too long.

Although I would hate to see frequency of trains reduced, I think this is a far preferable solution to closing stations completely or eliminating bus routes. Making trains less frequent during peak ridership times is generally not good for riders, not only because it requires more planning and offers less flexibility, but also because the trains become too crowded. If COVID-19 is still suppressing ridership, decreasing frequency of trains seems like a reasonable thing to consider, assuming something MUST be cut.

Would each train be longer (more cars) than is the current average? If not, going from every 3-8 minutes to every 15 or 30 does not seem a reasonable ratio to deal with rush hour use. What about for special event (e.g. 4th of July, major sporting events) days? Would the same real-life adjustments be available as has been done in recent years?

It would require additional planning on my part, but I would still be able to get around. That said, it seems that more people are likely going to be using the metro as summer 2021 and then January 1, 2022 approach, assuming a smooth vaccine rollout. Metro should be securing funding to expand services if needed in the months ahead, not further reduce them. This proposed service plan seems too rigid and not flexible enough to deal with increases in ridership -- focused on reducing service and hours just as the need for public transportation begins to increase significantly.

If rush hour ever returns to anywhere near the pre-pandemic levels, there will not be enough room for commuters to access Metro with fewer trains running.

This would decimate the weekday commute -- almost doubling my trip from the DuPont metro station to metro center at peak hours.

This would not work at all. Every thirty minutes would lead to over-crowded trains.

It is really hard for people to answer this question when there is little certainty about future office routines and commuting.

There should be different plans for weekdays and weekends. During weekends trains should run less frequently. Same should apply to non rush hours during weekdays. Fifteen minutes flat between trains on the Red line is too long, specially on weekdays and during rush hours. It will create bigger crowds on the platforms and trains and ridership on Metro will become less attractive. The time space between trains should not exceed 10 minutes.

30 minutes between trains is way too long. 15 minutes between trains is way too long.

Proposal to operate Metrorail service every 30 minutes

Assuming post-COVID, rush hour platforms get very crowded, especially downtown. 12-15 interval between trains could be yet another disincentive to riding the metro.

My concern is large events (assuming they happen). As long as additional trains are added for large events at Capitol One Center (hockey, basketball, etc.) this would work fine.

Whereas workers can no generally flex hours, events end at specific times.

On rush hours need more trains arrivals

Trains arriving every 30 minutes is a ridiculous solution to the problem of decreased ridership. How am I supposed to rely on metro to get to work if it only arrives twice an hour? Most people would either have to arrive incredibly early or, in what I would assume would be most cases as metro delays are common as the sun rising and setting, extremely late. This could also lead to the trains becoming so crowded as to become unusable during rush hour. What was the point of all the Orange Crush changes if it leads to this?

Long waits between Red line trains would cause me to find other means of travel.

With the decreased train frequency missing the train once makes being late for work much more likely

I think it is a little too early to make this the set schedule for 2022 given that the vaccine is currently being distributed. Or allowing it to fluctuate to higher frequency as more people begin taking the metro again.

This would definitely make things more inconvenient, but not impossible if there was an adequate online tool for seeing the train schedules and planning metro trips.

A redline train every 15 minutes would lengthen my already long commute to the office, but I could live with it. I know Metro needs to make cuts somewhere!

Although this would work for me, I feel that this level of service during rush hour times will not be sufficient to meet demand after we/people begin to return to working in the office (as more people are vaccinated, etc.).

Many entertainment destinations require a change of trains. If trains run every 30 minutes, rider must allow at least an hour to reach (or return from) destination.

This would create an incredibly long wait for the train, making it very inconvenient to take the Metro. If I arrive at a station after a train has just left, then I could wait up to 30 minutes for another--this is simply too long of a wait for transportation. Currently, trains arrive around every 3 minutes at the Rosslyn station, making it my preferred method of transportation.

Rush hour should add more frequent trains for students who are commuting to school

This is the nations capital. Service every 30 minutes from the rail mass transit entity is completely unacceptable.

I worry about regular commuters with no other options AND that if you cut back service so much those who do have other options will be disinclined to use the service and you'll lose that revenue.

I would want more frequent service during weekly rush hour times.

I used to live on the Redline at Woodley and cant imagine having to wait 30min/hour for multiple full trains to go by before getting on one.

These wait times could mean such crowded trains that every ride would be an unacceptable "crush." Many more people would abandon METRO in favor of ride services and private cars. This increases pressure for more road area and parking, so overall transportation investments could increase and in ways that defeat efforts to mitigate plans to mitigate the impact and extent of climate change.

Every 10 minutes on the Redline would be more reliable for ensuring I arrived at appointments (particularly doctor appointments) on time.

It is very inconvenient for us. We travel everyday.

Thirty minutes between trains makes going anywhere via metrorail much longer -- possibly prohibitive, compared to car or taxi services.

It is difficult for me to assess my travel needs in 2022 as I am still working from home and don't have a specific day where I need to go back to the office. Although I am ok with this proposal, If everything returns back to normal I will imagine that rush hour will be unmanageable since I remember almost not being able to get out to the train in Farragut North due to the amount of people, which will be worst with less trains in service. But I understand that offices may chose to change to more work from home days, so it is difficult to predict right now. Overall, this proposal makes sense.

I would just need to allocate more time to my commute but it wouldnt adversely affect me too badly.

I believe that during rush hour, trains would get very, very crowded at the Grosvenor-Strathmore station.

I would suggest limiting the time on the red line to 30-minute increments unless there is evidence to show that 15-minute increment service is warranted during the week/weekday .

Please make sure the WMATA app is working so that customers can plan their trips/commutes to work effectively.

Frequency is less important than closed stations to the people who work in the city or rely in metrorail for work (especially those in front-line or service jobs helping others!)

I don't think people would be able to rely on the metro to get to work on time (myself included) if trains are 30 minutes apart.

Proposal to operate Metrorail service every 30 minutes

I am concerned about the frequency/availability of trains on the green and yellow lines being too long. Also, if society returns to pre-covid behavior, routines and events by early 2022 I think that people will be turned off mMetro and reluctant to start regularly using it if the trains are not frequent enough or crowded. I want Metro to thrive once we get back to normal, but I fear this will put people off of transit even more :(

It would make my commute so much longer

On the Red Line, trains need to arrive every 10 minutes between Grosvenor-Strathmore and Silver Spring stations. Longer waits will only further discourage riders from using Metro. Other lines might get by with every 15 minutes, but no more. Emulate the Parisian Metro -- they really know how to build a satisfied ridership!

Trains on the red line should arrive every 10 minutes. 15 minutes is too long On all stations with more than one line, trains should arrive every 10 minutes as well

30 minutes is a long wait at outer stations.

30min headways are unacceptable for basic commuter transit. this will leave many people stranded.

There should be consideration for increased service for large Convention Center, Sports, or other crowded activities. There has been previous severe overcrowding that has caused problems. Cleanliness has been a huge problem that took a pandemic to correct. Foot traffic patterns should drive flexibility to ramp up and down the seats available to move people.

Rush hour needs to be more than every 30 minutes. Airport needs to be more

One caveat: If I return to commuting into the District it would be a disaster.

Would work for me because I don't use it for work everyday. For everyday users could be problematic when the pandemic is over.

In general, I believe this is a reasonable proposal. My only concern is the rush hour time. Assuming that individuals begin to go back to in-person work, trains will be very crowded and I am not sure that they would be able to handle the capacity of riders. Will extra cars be added during rush hour?

Trains arriving every 30 minutes will make it almost useless to use Metro, especially for getting to work or other scheduled events. This would not improve ridership because this will not be a helpful system. It will take too long to catch a train for it to be worth it.

waiting 30 minutes for the next train would make me and my family LATE for work

I think 30 mins between each train is a VERY long gap. If this will be the case, there should be a grace period where the trains will not depart immediately. Instead schedules should coincide for this switching lines and all trains must wait for a minute or so before departing.

Why would Metro cut back on rush hour? Yes, we are in a pandemic right now, but why would you make a huge change such as this without knowing what commuting demands will be after work life gets back to some semblance of normal?

It is unclear to me from the wording of this proposal if rush hour commutes would be effected. You are going to get some horribly crowded trains and disgruntled passengers if they have to wait 30 minutes for a train when they try to get to work. I would seek another form of transportation because I cant wait 30 minutes for a train on top of my very long commute.

Im not someone who relies on the metro for commuting everyday even before the pandemic, but if it takes that long to wait for a train I cannot ever see using it again over ridesharing apps when I do need to get into the city, knowing that I have to add up to an entire half HOUR to any trip makes the metro completely useless to me.

This is better than closing stations

Although I understand the motivation behind this proposal, I am concerned that it could have unintended consequences, If Metro service becomes less convenient, this could potentially decrease the number of people who want to rely on Metro. Needless to say, a decrease in the number of riders would lead to decreased revenues.

Time changes are a much more reasonable and appropriate proposal than closing stations. People can adjust their schedules to the train schedule. If some peoples train stations close, they may not have a way to get to another station or it may add a significant cost burden to them. Many people choose where they live according to their train station, so I encourage you in the strongest manner to change train schedules and not close stations.

Yes, as long as this stays within budget and prevents closures.

Not ideal, but I am not using Metro to commute to a job.

If this were the case, I would not take metro unless I did not have to be there at a specific time. I would never take metro on weekdays, especially during rush hour. I imagine Id be waiting on an overcrowded platform only to have a full train arrive and nobody get off, leaving me to wait for the next one. This would be particularly true when I was travelling with luggage, on my way to union station, dca, or dulles. In before times metro was the most reliable way to get there, even if you had to squeeze your bag in but in this scenario I would brave traffic (and much higher prices) in a rideshare.

Proposal to operate Metrorail service every 30 minutes

I do not drive I am a senior and depend on metro and bud your plan eliminated buses to Sibley hospital and Georgetown hospitals which I need to get to. Your metro rail changes are terrible for senior citizens your closing times in humane. Tell the President your problem He is a senior citizen what if he or his wife had to live with these changes. How can you justify any of this. You should be ashamed of your inability to work something out. This is the Capital of the free world and it should have metro and bus 24/7. This is the United States not a third world country.

I think this would work for me and I would prefer it rather than an increase in fare charges.

This disproportionately affects low- and middle-income people who rely on METRO for all transportation needs. Also its already crowded and this proposal would make it ridiculously more crowded when we have learned so much about public health issues from the pandemic. Also, this is not environmentally good.

prefer to keep the frequency at 8 minutes on weekdays on the whole Red line. I commute from Grosvenor to Medical Center daily.

Of course it depends on to what extent ridership increases as we all get vaccinated and if teleworking will still be widespread. Trains every 30 minutes will be horrible if demand for rides bounces back significantly. imagine waiting an hour or two each way during morning and evening peak travel periods if trains are so packed at 30-minute intervals that you cant even board! Not to mention trying to sync up train schedules with whatever buses people are taking. I anticipate commuting by metrorail once or twice a week by Jan 2022 instead of 5 days per week

If the every 15 minute arrival on the Red Line is an increase in wait that is not acceptable.

If rider numbers return to normal by Jan 2022, then this would lead to massive overcrowding at many stations during weekday rush hours.

Keeping stations open is critical. Frequency is far less important. If stations are closed, then travelers must necessarily switch to cars or busses which may leave out many people and slow down overall travel times. The question here is also how permanent these changes are projected to be. People can adapt for short periods of time, but long-term has much bigger consequences.

Reducing frequency of trains rather than closing stations would be preferred.

For stations near the end of lines, trains arriving only every 30 mins will make metro trains far less reliable for daily commuting.

This is simply untenable for any rush hour riders. Trains are already extremely crowded in the mornings and reducing service will certainly not alleviate these challenges. Additionally, people may be hesitant to board a very full train as compared to pre-pandemic, which will further exacerbate challenges. With this solution, people will be unable to even board new trains, causing extreme backups within trains and stations. This is an unacceptable options for rush hour service.

does not accommodate weekend entertainment needs

This would impact travel time to and from work.

This would significantly increase passengers per car on trains. I anticipate this would be problematic as we would be in a stage of COVID recovery where we have more freedom of movement but still need to be concerned about basics like social distancing.

Trains that run every 30 minutes during rush hour would not be helpful and many riders would select another means of transportation.

When using the Grosvenor-Strathmore Metro train station for commuting to work five days a week, 15 minutes is too long to wait for the next train to arrive.

Red line is very busy. 15 minutes is a long time and would get overcrowded

Trains need to arrive more regularly during work day rush-hour, assuming in-office work will be resuming by 2022. All train arrivals - especially those 30 minutes apart - need to be posted online with RELIABLE ACCURACY so customers can ensure they catch the train and arent left waiting for 30 minutes on the platform.

I would be taking Metro at a station other than at the end of a line (for example, Shady Grove is the end of a line station). Under this proposed schedule, by the time a train got to my station on the middle of the line (Grosvenor, in the direction of Silver Spring) the train would be too crowded to readily accept additional passengers. And, what with the expected social distancing going forward, I would be very reluctant to take Metro. So once again, Metro would be shooting itself in the foot, as the saying goes.

As I used the Grosvenor/Strathmore Station since it began in 1976, it is very important for my ability to get into DC during the week and also critical on weekends. We bought our home in 1971, knowing that the Grosvenor Station was planned and due to open in 1976. Weve all used it often, including our adult children.

Rush hour commutes would be atrocious. Getting on a train would be practically impossible

I ride the green line train and I am confused. Would the trains only be running every 30 minutes? That could be problematic in the mornings during rush hour.

This infrequent service will further discourage riders from using metro. How is it that metro is still extending lines (e.g., to Dulles a/p) and at the same time, wants to close stations and provide infrequent service?

30 minute headways are more like MARC and VRE commuter rail service, not transit service. We need to preserve at least 15-20 minute headways on all metrorail lines.

Proposal to operate Metrorail service every 30 minutes

Assuming that most people who have been working from home during the pandemic will be commuting to work again in January 2022, waiting 12 to 30 minutes for a train during rush hour is neither convenient, nor does it seem like there would be enough space for passengers. I'd urge WMATA to wait until more people have been vaccinated, and more businesses have re-opened at pre-pandemic capacity in order to assess how many people are likely to take metro in 2022.

This is a disastrously bad idea. If a person misses a train by one minute they could end up losing their jobs because of a half hour tardiness. Flights would be missed. Events once those exist would be completely missed. Running on a 30 minute schedule defeats the entire point of having public transportation at all. It is supposed to be dependable and realistically useful for day-to-day tasks. The people who depend on Metro cannot afford alternative options, nor should we be pushing people to buy more cars and make the area more polluted and congest traffic even more. Of all the proposals you are making, all of which are bad, this is the absolute worst.

Every thirty minutes during the work day is not frequent enough.

I commute between Medical Center and White Flint on the Red Line, so having the demarkation between 15 and 30 minute train frequencies between them would be annoying. I would probably end up finding other methods to commute (eg biking, car, bus)

Please keep metro times more frequent. I know the pandemic has changed things, but here in a few months, things will be normal again. People need access to the metro more often, so they can move around DC whether for work or to go to local shops/restaurants and support businesses. People need frequency. Not everyone can afford to pay for a car and/or monthly parking

Cutting service will have adverse consequences not only to ridership but the entire regions economy and transportation infrastructure.

I would not want to have to wait 30 minutes if I missed the train. Also if it were running every 30 minutes I would want to have an exact schedule to know exactly when it was going to be there so that I could plan to not have a wait. But it really should run at least every 10 minutes so that if I miss one I can catch another one. If a person has to wait too long for the next train they will give up on public transportation and use a car if they have that option. And if they don't have that option The very long wait between trains is very inconvenient for them. We need to make it match as convenient as possible so people will choose to make it their primary choice for getting around

Way too long of a wait between trains. This is a major problem with the BART system in the San Francisco Bay Area. There, trains often arrive every 20 minutes, resulting in packed cars. Every 30 minutes is worse. What if the train is full? People aren't going to wait another 30 minutes to catch the next (also possibly full) train; a possibly 60-minute wait. It may even disincentivize people from taking Metro trains at that point; cars could be a faster commute with such wait times, and worth the extra stress as a result.

If I understand it right, this shift seems like a bad idea because if pre-Covid level rush hour becomes a thing again by 01/22, the platform crowds at Red Line-only stations between Dupont and NoMa would be even bigger? Like post-sport events level backup?

If most of the area goes back to work by Jan 2022 I will depend on the Metro go travel to work and in the morning it was very congested to travel from Grosvenor

The red line trains are already overcrowded during rush hour. More time between the trains would only make the situation worse.

Headways below 10 minutes decimates the trust in transit. If I have to plan on being in a station at exactly the right time for my trip to be taken in transit, it is just not a feasible option. No one will return to metro ever if you don't provide service.

People will be returning to their regular commutes by Jan 2022. Waiting 30 minutes between trains will mean dangerous platforms due to crowds and irritable individuals.

As long as not too crowded

Over crowding on metro during rush hour

This would work if trains arrive and depart on a designated schedule and are on time. This schedule does not meet riders living north of the Grosvenor metro station.

I could make this proposal work if I knew when the trains would arrive. My commuting pattern (EFT to and from Downtown daily) would remain unchanged. The trains would be even more congested, though, and they were already over-crowded at peak times pre-COVID.

I live close to metro stations so that I have safe, reliable, but most importantly, prompt access to transportation across the DMV. If trains are reduced to ever 15 or even 30 mins, that severely impacts my ability to get to my job on-time. Ontop of that, it will create more over crowded trains during rush hour and deny some of us access to needed seats on the train due to our conditions. Reducing frequency of trains will only drive away customers all together, not actual solve any problems at all

If Metro reduces or eliminates service at the Grosvenor Metro Station, I will no longer be able to walk to the Metro and will have to drive to my destination. I don't plan to drive to another station, park, and take the Metro anywhere. I stopped riding the Metro to my Doctors office every week during the pandemic because nobody was enforcing mask rules, making it dangerous. I drive there now.

Contrary to your assessment, the Grosvenor Metro stop is very busy during rush hour. Thousands take the Metro to and from work and several more townhouse communities are ready for occupancy - most have been purchased specifically for the access to the Grosvenor Metro. I feel it is important to supply more trains during rush hour.

As my wife and I are both federal government employees, we need red line service to be more frequent during morning and afternoon peak commuting times.

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| Proposal to operate Metrorail service every 30 minutes |
| Not frequent enough on weekdays |
| While not ideal, longer waits would be preferable to discontinuing service. |
| When will Metro service start each day under this scheme? Currently weekday trains start running ~5-5:30am, and weekend trains start up ~7-7:30am. If, under the new schedule, those early weekday start times are eliminated, that could be a problem for me getting to DCA for morning flights. Other than that, I think I can adapt to the new service frequencies. |
| Given the covid 19 hardships, I think this is a fair solution and would not significantly impact any one area by cutting service to that area. Less riders would mean fewer trains aren't necessarily going to crowd a lot of people, either. |
| I would feel comfortable to have the proposal include language that makes considerations should ridership levels and rush hour travel increase to pre-Covid levels to go back to more frequent trains. |
| I feel during non-peak hours the trains should arrive every 45 minutes and the time should adjust as COVID-19 guidelines are lessened and normal travel resumes to pre-COVID travel |
| Activities involving large crowds that overfill trains could create a significant problem if an overfull train couldn't accommodate all riders and one had to wait another 30 minutes for a train. |
| I primarily use the metro on weekdays during rush hour to get to and from work in DC |
| Keeping the metro open with current hours is desirable, as many times when I need to go into DC it's because the driving traffic is terrible (morning rush hour) or because late at night no other transport into Maryland is available at this price point. |
| Metro is necessary for those without cars, so curtailing timing would be terrible for those that need metro. |
| 30 minute delays in train arrivals would likely keep us from riding to DC for an evening out. Adding a possible hour to the trip is just unacceptable. |
| The weekdays trains are going to be needed more frequently for work travel. |
| this would make getting to work on time next to impossible |
| No this is a dumb proposal. If you cut service with long waits people will be less likely to ride and making the problem worse. Keep service low for now during Covid but once it over return service back to normal. Ask congress for more funding. |
| We would probably drive rather than have 30 minute waits, especially considering we usually have to change line from orange to red, for instance. |
| Mostly I ride the Yellow line for work. Therefore as long as I am able to get into work from Huntington to DC on time it should not effect me so much. |
| Need to be able to go to Smithsonian and Arlington cemetery--you'd miss tourist dollars at Smithsonian and many veterans would not be able to visit their comrades in arms. I am 83 and depend on Metro for Medical care, shopping, and recreation. You are a service-- and by closing 22 stations you are depriving people of getting to their places of work. Government should up your support. |
| Weekend should have a reduced frequency if the budget is a concern |
| There should be more trains and more cars on trains during rush hour. Otherwise there will be such a crush of people boarding and likely many people left on the station platform. It won't be pretty. I assume rush hour fares will be higher still than non-rush hour fares. |
| The wait is substantial, and for anyone needing to transfer, the wait between trains really adds to the commute time |
| I can get where I am going by car in 30 minutes if I miss a train, so every 30 minutes really doesn't help. The train ride itself is about 15 minutes. |
| 30 minutes between trains means that if I just miss a train, I would arrive at work late, even though I took the very next train which would not be tolerated by my boss. |
| I believe rush hour time schedule is very important, it should be included in the new budget. |
| I agree with anything that will keep open the Grosvenor Metro Station. |
| As long as the changes are temporary. Hopefully by January ridership will be nearer to pre pandemic levels making the changes unnecessary. |
| Assuming covid continues to restrict in-person jobs, this plan is fine. Once most people are back to working in-person, I would like to see a return to increased service during rush hour. |
| This is fine for those of us not commuting now, but please don't make changes based on the Pandemic. Remember the old days when the platforms were crammed during rush hour. |
| If the Grosvenor-Strathmore station is closed, how can the trains run from there to Silver Spring????? |
| This would cause me and many others to have to change their morning and afternoon schedule to make the trains. Therefore having to wake up extra early. |
| It may cause crowded platforms at some areas |

Proposal to operate Metrorail service every 30 minutes

Once the pandemic has subsided and vaccinations have increased, people are going to have to start going back to the office, instead of working from home. Have you been on metro during a pre-pandemic rush hour? Metro is a mess during, and to assume a 30 minute wait is appropriate during rush hour makes no sense. There are some times you cant even get on the train as is. And to pack people in even tighter when a pandemic is still lurking is irresponsible. The point of public transportation is to make it a more appealing option to driving and clogging up the roads. This doesnt do that. You arent going to bring riders back. Realistically, how is this going to help? The people this is going to hurt are those without cars or somewhere to park when at work. Which means its doing to disproportionately affect low income and middle class citizens.

This would not be optimal, but would work. This would likely lead to overcrowding on trains as ridership approaches pre-2020 (aka pre-pandemic) levels again.

This proposal falsely assumes that the impact of the pandemic on ridership will be the same in Jan. 2022 as it is now. Ridership will increase substantially by that date is service recognizes rush hour demand versus off hour service.

It is very important to have these times because peoples work schedules may keep changing example flexible work schedules

Same rush / non-rush frequency makes no sense. Slow down non-rush and speed up rush.

Time is important. I do not want to miss a train and then have to wait 30 minutes for the next train. That would add to my commute.

Quite frankly if this is going to be the timetable I would request to either continue working from home or consider a separate ride-sharing option. I cannot believe how short-sighted metro is being! As someone who has used WMATA to commute DAILY for the past 25+ years I can testify to the fact that every 12-15 minutes (or good lord 30 minutes) will be quite unacceptable to many commuters who have not lost the memory of February 2020 when rush hour trains were packed as they have been for decades. Shame on you!

I would be able to plan accordingly.

As a daily metro commuter, I deeply appreciate metro's regular service. Because I can't work remotely and my work schedule often changes, I am dependent on metro to get to/from work on time. This would become more difficult with less consistent service. (Thank you, metro, for all you do!)

Have you seen rush hour on the red line? Reducing the number of trains to even every 15 minutes will result in much increased frustration and anger among riders, who are frequently trying to squish into standing room only trains. Waiting for the next train wouldnt help if the next train was 15 minutes away. Fifteen minutes is a long time in terms of arriving to work on time. If two trains are filled to capacity and you cannot get on, now youre 45 minutes behind schedule

This is the most ridiculous idea. One train every 30 minutes will make every train packed (once Covid is better) and then people will be forced to either push themselves into too full of a car or wait 30 minutes and hope the next train is better. Definitely not good idea.

Im retired and need not use the Metro at rush hour, so this would work for me. However, it seems to me this will lead to massive crowding at stations and on trains at rush hour, requiring Metro either to limit entry to the stations or to raise rush hour fares so much to control ridership. A secondary consideration is that it would be very important to make the schedule as regular and predictable as possible (as a bus schedule should be) -- the train arrives at this station every day at 8:41 am -- so riders can plan their schedules accordingly.

30 minute headways is a commuter rail, not a transit system. I would prefer 5-10 headways 7 days per week. we are trying to ENCOURAGW public transit, not give an excuse for more cars on the road

During rush hour, there are too many people trying to get on trains for this to work. If social distancing is still necessary, then there will not be enough space on each train and there will be too much time between trains. This will make riders late and less inclined to take Metro. If social distancing is no longer necessary, ridership will be high and there will be too many people trying to take trains. The red line needs trains to come every 5-7 minutes during rush hour to accomodate the amount of people who take the train.

If I am commuting on the Red Line I would expect that would not be frequent enough service to avoid crowding and delays.

I would prefer to return to the 8 minute wait time between trains. However, I understand the loss of revenue and therefore the impact on operations. As long as you maintain the 15 minute wait time at the Silver Spring Station on the Red Line I will accept the change.

Most of my time on metrorail is while traveling for work for WMATA, that is, my time waiting for a train will be on WMATAs time. So maybe Ill be doing 15 minutes less work for WMATA per day, on average.

This plan is wholly inflexible and doesn't take into account the reality of commuters. No difference between rush hour and other times? It makes zero sense.

This would be far too much time between trains and would result in overcrowded trains.

30 minutes is a long wait if youve just missed a train but this would be preferable to having stations closed

Reduced frequency would be a shame but an acceptable compromise given the budgetary issues and declining rider count. Planning rides through regular schedules and smartphone apps should be able to reduce issues for most regular users while maintaining stations that people have gotten very used to in their commute.

Proposal to operate Metrorail service every 30 minutes

This is ONE of the main reasons I moved to the local area to get to the Strathmore Metro. This ensures that my 5:30 am commute to Union Station is reliable. I am an essential employee all 52 weeks of the year. This would be devastating.

I am in school and working. My school and job is on the red line. Also most red line stations are outside. To wait 15 min enduring the weather elements could be very rough someday.

I expect to be in person full time, commuting in both directions via metro in Jan 2022.

This will make it arduous to take metro to work. With a varying shift start time, a 30 minute interval will mean that I may either show up way too early or way too late for the start of work.

I may get used to it, but it would be disappointing that trains are less frequent and it may cause me to use it less.

Having predictable arrival times would make it easier for me to plan my trips as a passenger and ensure that I am on time for work and appointments such as doctors visits. Such a fixed schedule would eliminate trying to remember multiple schedules that change throughout the day.

The red line needs many more trains at rush hour than the rest of the day. I work at DuPont Circle, and I take it to the bus at rush hour.

Makes Metro largely useless. Risk of being late or extremely early for everything. This would make it better to do shared rides for anything that has a start time, thus further reducing Metro usage.

I understand Metros need to belt tighten, if no other sources of funding are available. Even though I don't like the 30 minute/15 minute proposal (and I fear Metro would lose a lot of ridership as a result), I could deal with it. What would be truly detrimental-- both to my own commute and to the system as a whole-- is if there were NO adjustments for rush hour. I know it will take a while to get back to early 2020 ridership numbers, but NOT running additional trains at rush hour could be a fatal blow to the system. Not only will it lead to insane crowds on the platforms (and in the trains), but it could easily drive many riders away from Metro permanently. Since rush hour is (I am assuming) at the heart of fare collection, think about this one, please!

These wait times are exceedingly long for those who rely on Metro to commute to work. Even without these service cuts, I have experienced more than 30 minute wait times on the Blue Line before, and I had to take an Uber to work instead, costing me more money than I make in two hours of work. Working people cannot afford to miss work and they cannot afford to take private transportation. Wait times like these would further depress our economy.

I would prefer greater frequency during rush times

Since the Yellow Line isn't really the Yellow Line anymore (many trains don't service north of the Convention Center), this means there will be 30 minute headways at my (nominally) Yellow/Green Line station during rush hour. I normally commute daily on Metro, but I will not ride Metro to work with 30-minute rush-hour headways.

Trains every 15-30 minutes will result in crowding especially during a rush hour. People in DC stops will not be able to get on as it will be full of riders who get on in MD and VA going to work. We will have to keep social distancing still in 2022. Winter also a flu season and crowding in trains/stations during flu and how long covid vaccine will work will be a health disaster! Please keep the trains running every 2-3 minutes as they were pre-pandemic unless you want to be responsible for another pandemic or deaths!

This plan is detrimental to Metrorail service and human health. With this plan more riders would have to overcrowd trains which will have very little social distancing. Under this plan all yellow line trains should run to Fort Totten to reduce crowding railcars along with all red line trains running to Silver Spring.

I have a tight schedule with school drop off and morning commute to the office, so having to potentially wait 30 minutes or more for a train (if one train is slightly early and the next one is late) would mean I would give up on Metro and just drive. Adding that much time to my commute is not just an inconvenience, it's a physical impossibility. I can barely fit my commute and office hours into the maximum child care hours as it is. Extended Day does not care why you are 15 minutes late; after a certain number of late trains, you lose your spot. No childcare, no ability to work. So under this proposal, anyone with a young child is going to wind up having to drive in order to have more control over timing.

From my experience it is better to have more trains during the week than the weekend. The platforms will get overcrowded if there is a 30 minute wait at each of the stations. I have experienced overcrowding with less frequency of trains stopping.

Trains already arrive infrequently on the weekends, and it is a huge inconvenience. Those living beyond Grovesnor and Silver Spring would be at an even greater transit disadvantage than they already are.

This plan would work for me, but it would cause problems for a lot of my coworkers who commute from green-line-only stations.

Rush hour schedule should continue. Commuters need this. I need this. My community needs this. Congress appropriated 1.9 trillion. Only 9% is going to covid. Get Congress to give more money

Proposal to operate Metrorail service every 30 minutes

I typically take the M4 or D6 to my federal government job downtown. however both are proposed to be eliminated leaving me with no other option but driving. I will have no viable way to reach the metro to take it into the city as the proposed N6 route would only run every 35min and if the metro only runs every 30min (assuming I take the bus to Dupont Circle and metro from there) I wont be able to rely on it to get to work. Id need to use rideshare as an option as public transportation. I realize there need to be some cuts but these changes dont seem to be optimized for how people used to take public transportation. A computer forecasting model should be used to track how many people rely on both bus/metro, when and the impact of changing service.

People are trying to get to work on time. So trains coming more often during rush would better. Of course if you want me to rank this issue compared to others; it would be on the lower end of the spectrum.

That frequency is ridiculously slow. I would have to build in a lot of extra time to get anywhere. If you are trying to regain ridership, making rail travel so inconvenient is not the way. I am among the previous riders who has not been using mass transit because of the pandemic. But now I am vaccinated and expect (and hope) to be able to return to my previous usage. I do not have a car and am very dependent on public transportation. This would drive me to use taxis and ride-shares more often.

Need more frequent trains. Ridership will come back if Metro rail campaign to keep trains in good condition, no breakdowns and no delays.

I live near the SW Waterfront metro station, I dont have a car, and I am a strong supporter of public transit. However, if trains only came every 30 minutes, this would render Metro basically useless to me and many of my neighbors. I personally would purchase a car (its a step Im already considering because of the deterioration of Metro service in recent years), but unfortunately, I know that many of my low-income neighbors dont have this option. This would not be fair to the low-income people of color who disproportionately rely on Metro to get to and from work and school.

Trains would run only every 30 minutes from/to the Twinbrook, Rockville and Gaithersburg stations on the Red Line. Remembering the large numbers of people using the Metro, especially at the latter two, I dont see how Metro trains could accommodate all the riders once things return to a more normal time.

Trains need to come more frequently. People will be going back to work, to school and to doctors appointment.

I think it could make rush hours very crowded, and large events too crowded, assuming stores, museums, businesses, and events have resumed in-person hours.

This should be fine.

The frequency is too low and it would make outing with metrorail unacceptably inconvenient. Please keep the current frequency.

As long as that service is reliable, that would work. Do have a question about hours of operation. Needs to be able to service early and late sufficiently for going to work and going out at night

This proposal is the "throwaway" course of action, correct? This is not suitable, acceptable, or feasible to riders.

You dont say anything about the fares. Currently we pay a premium for rush hour, and I thought that was because trains came more frequently. If there is no difference through the day, will all the fares be the same? If not, how would you justify any fare differences?

Im at the end of the Blue line. This would increase my wait exponentially.

My concern is this would add another half hour to my commute due to arriving by bus. this may discline me and others from using Metro.

already my 4 mile commute, to/from DC each day can take an hour under the current conditions; with this new schedule it would take 90 minutes or more each way each day. every day I get numerous emails from WMATA with problems on the blue and yellow line that slow down trains or put them out of service and if you add those issues to longer wait times for trains....well its not worth it. I live close and it takes too long to get to DC, what the heck are those further out going to do?

I would like to use metro to get to work in Herndon when the silver line is extended. Train frequency during peak periods is needed to address the inevitable influx of passengers during these times, ESPECIALLY with COVID protocols and some social distancing in place.

The rich red line does not have delayed service but the other lines serving poorer areas do.. The rich folks on the red line can drive. Focus should be based on customer need not Metro revenues. You are supposed to serve the public not line your pockets!

It will really depend on how crowded trains are by that point. It will be a nightmare if trains are anything close to pre-pandemic levels. But if ridership is still pretty sparse, sure, that will probably work.

Trains would be extremely crowded during weekday rush hours and on weekends - It is quite possible that I would not even be able to board an Orange Line or a Silver Line train during those times. Before the pandemic, I used Metro for all my travel; if these changes are adopted, I will not be using Metro for any weekend travel.

Not acceptable. Ridership will go down even more since well have to use other options

Proposal to operate Metrorail service every 30 minutes

During the week, given usual demand for Metrorail service for working people (not during a pandemic but during what we usually call normal times), frequency on all lines at all stations MUST be much more frequent than every 30 minutes throughout the day! This proposal is unrealistic and potentially dangerous (i.e. overflowing stations during peak travel times and certainly potential damaging effects on the environment as well).

A 15-minute wait is not practical for the public transport system in the U.S. capital. Too many of us rely on Metro for transportation to work and school. There is no point to a subway system with wait times that don't actually serve the public's needs.

If you miss a train, 30 minutes is a long time to wait, especially if you are a parent who needs to take a child/pick up a child at daycare, etc.

This would be too long between trains to and from the Rockville station.

If longer wait times mean we can keep some lines open, ok. But 15 minutes is a looooong time to wait, especially during rush hour. People wont all fit on the train when it comes. Some people may end up waiting 30 minutes.

Assuming that things are back to levels even approaching normal in 2022, the proposed infrequency of of trains would cause intolerable overcrowding and waits on the platform for, literally, hours until one could squeeze into a train. That, of course, would reduce vastly ridership. Before COVID, the rush hour frequency at Union Station was already inadequate.

The timing between trains is too infrequent. Especially for rush hour. The rush hour times need to be 3-5min apart tops.

Travel demands will return to pre-CoVid levels by this projected date. Service should return to the same level to support the demand. Reducing trains will cause rippling effects through the entire commuter system into DC. Reduction in trains will cause heavy congestion on the roadways which will lead to traffic accidents and other stresses caused by difficult commutes.

During rush hour train service must be more frequent. By next January metro should at minimum be ready to at least resume normal rush hour times and train frequencies. The budget should be allocated in a manner to ensure that is possible.

If trains are going to be spaced out every 30 min, youre going to need to publish an actual schedule for when the trains will be departing. As a commuter, arriving at the station only to find out that you have to wait 20 or 30 minutes for the next train is going to be a problem. If people know exactly when the trains are leaving, they can plan on which trains they need to catch in order to get to their destination on time (like Amtrack or the airlines). When Metro trains ran every 5-7 min during rush hour this wasnt a big deal. But every 30 min is a big deal.

I imagine this could be fine for January of 2022, but ridership will most likely increase as 2022 goes on.

The red line is among the most important metro lines. Its the main artery for folks coming to work downtown, which is expected and desirable to entice next year after the vaccine rollout. My main metro stations are both in the red line, which, pre-pandemic, were always in need of more frequent trains, not the opposite. If you want a DC downtown reactivation, we need a solid, reliable and frequent red line.

Green and yellow lines, if Im not mistaken, are lined that gets busy at certain times of the day. I do not agree that a 30 min wait is going to be convenient friendly for riders. If its going to be a change in wait for those lines, it should be no more than 20-25 mins.

A 30-min wait for people depending on the Metro to go to work (a) would create overcrowding and the possibility of having to wait another 30 min for the next train, thus both an unsafe and untenable situation; (b) would most likely increase road traffic; goes against the purposes for which the Metro was created in the first place.

Thirty minutes between trains is way too long. That span would cause many folks to miss work if they just missed a train or if they were uncomfortable with crowding onto a packed train. Every other major city with a metrorail system has trains running way more frequently than 12-15 minutes or 30 minutes.

I believe it is important to have trains arrive/leave Grosvenor Station during rush hours at a more frequent interval than every 15 minutes.

The time period is acceptable provided train is not too crowded.

This would depend on the number of people who returned to work. If numbers are similar to pre-pandemic, the schedule may not have enough trains to handle demand. If I could get on the train when it arrived, the train arrivals were on a regular schedule, and there are minimal delays, this schedule could work as I would time my arrival to the station to correspond with shortly before the train I needed I arrived. Or, plan on reading material to fill the waiting time. If the trains were full and I had to wait an additional 30 mins, this would not work as I would be late to work or other events/errands.

As long as the time table is posted and I'm aware of when the train will arrive, I have no issue with this plan. It could work

Proposal to operate Metrorail service every 30 minutes

There are many issues with this proposal. First, it presents challenges in commuting to work. Given the current vaccine rollout schedule, I anticipate returning to in-person work in 2022 and using metro for my commute. I suspect this is the case for many others in the DMV. Trains arriving every 30 minutes will create serious overcrowding and make it very difficult to guarantee you will get on the train at your desired time. If I wasn't able to get on my desired train, I would be forced to use another transportation method to get to work because waiting 30 minutes for the next train would make me late. Even at stations where trains will arrive every 12 minutes, this would likely cause overcrowding and present significant problems for traveling to and from work in a timely manner. Second, one of the things that makes DC a wonderful place to live is how Metro makes it easy to get around the city. 30 minute wait times between trains would cause a serious change in how I think about getting around the city. Prior to COVID-19, Metro was my preferred option for traveling around the city, and I would like for it to remain that way once it's safe to regularly use public transit again.

This would create a huge mess at rush hour. If the trains are full or people are a little late, then they have to wait 30 minutes and possibly miss connections, making them late to work. Trains would be full by the time they arrived at stations with multiple lines. The inconvenience of this suggestion would further decrease ridership and encourage commuters to avoid metro.

My main concern would be crowding on trains during peak rider times. I imagine usage levels will remain lower until vaccination levels have reached critical mass and new case numbers are near zero, but during previous experiences with single tracking and the like that result in less frequent arrivals train cars can fill quickly on popular routes.

This seems like a reasonable proposal only IF the pandemic continues. These cuts to be addressed 10 months from now could cause irreparable harm to the reputation and credibility of the Metro system.

I board at Union Station to travel to work. It's already packed there (in normal times) on the platform. With people waiting 30 minutes between trains, it would be a disaster. Trains would be so packed by the time they got to Union Station, I would risk not being able to board and having to wait 30 minutes for the next train, which by now would make me late to work.

If this is done, Metro should make schedules available for each line. Also, station dwell time should increase if service is reduced to 2 trains per hour per direction. Basically, if only two trains per hour will be provided, passengers need to know when those trains are coming and the trains should wait in the stations longer.

On those routes with a high number of travelers (normally, not with COVID), are you proposing to increase the number of cars? What about service to events that hold large numbers of people reliant on metro? A reduction in frequency near the stadiums would be disastrous. Consider that there is inadequate public parking nearby.

I would not mind much waiting in the evening for 30 min between trains but rush hour in the mornings allows me to get to work on time. So it is helpful that there are more trains during rush hour.

If offices reopen, most likely this will lead to crowded trains. Prices for non-rush hour service should be reduced.

This would be disastrous during rush hour trips. Trains were full before, when they ran every 3-5 minutes. We'd never get to work this way.

Red line gets extremely crowded during rush hour. Every 15 minutes would mean very crowded stations and trains.

If I have to schedule my metro trips and get penalized by a 30 minute wait if I miss one - I probably won't use it.

Is this schedule corresponding to metro bus schedule? Once we miss the train, then miss the bus???

It is rare that I would be at a station with only one line, and in general 12-15 min will be sufficient. I will add that it could lead me to use ride share more if I'm pressed for time and at the long end of the timeslot.

It is so inconvenient (and annoying) to have to wait longer for trains on the weekend that I often give up and drive, not an environmentally sound option.

Not frequently enough, given bus cuts, to get me to work in a reasonable period of time. My pre-covid commute was 20 minutes. I am now looking at upwards of an hour.

I travel 6 times a week on red line at Grosvenor station.

I understand needing to space out the time between trains, given the low ridership and budget constraints. However, even making the gap 10 minutes, as opposed to 15 minutes (on the Red Line) during the day would help those of us who have and still will depend on Metro for most of our local travel. And perhaps 20 minutes between trains, as opposed to 30 minutes on the other lines and weekends.

I would really prefer more frequent trains, especially when transfers are involved, but it's better to have infrequent trains than no trains (system and/or stations closed).

Assuming we are all back in the office in Jan 2022, this would severely overcrowd trains (meaning we would have to wait for multiple trains before finding a spot) and I would end up finding another way to get to work.

This places a lot of pressure on ensuring you do not miss a train to / from work. If you do, you would potentially be late by at least one hour to your place of employment. This relies on bus service being on time too.

I like how no matter what time you're taking metro the time for arrival is the same and you don't have to wait too long for the train. But it's not fair for people who live or need to commute beyond Silver Spring and Grosvenor which is many people due to the high cost of living in DC.

Proposal to operate Metrorail service every 30 minutes

Once the pandemic subsides and we rely on Metro service to commute to our offices; (i.e., ridership goes back up) the 30-minute increments would result in trains being too crowded. That means that if I've already stood on the platform for 28 minutes and the train is too crowded for me to board, I'll have to wait another 30 minutes - 58 minutes total - which would not be feasible. With the inconvenience of 30-minute increments during rush hour, people will be even less likely to ride Metro; i.e., ridership will decline further.

I recommend that rush hour goes from 7 through 9 am in and 4 through 6 pm

The wait time is so long that it makes the metro useless if you miss it, especially for commuters. This makes the problem worse- fewer riders will use metro.

This plan will likely add at least an hour to my total commute time each day. More importantly, I work at a school and this plan would negatively affect the lives of our young students by adding significant travel time to their commutes and stress on their caregivers.

My biggest worry would be long wait times between trains but seems more ideal than severely restricting services to many stations

This would work to have all trains available

I believe that trains and platforms would be over capacity as early as the summer and fall of 2021 once vaccines are fully distributed and people, including, myself return to their pre-pandemic routines, which includes relying on the metro for transit to and from work on the red line.

This is an excellent solution

I would be concerned about overcrowding if there are not more trains during the peak hours.

Prior to the pandemic, Metrorail trains were already too infrequent and overcrowded. This plan would make the reliability and overcrowding even worse. Metrorails plan should be to make Metrorail trains more frequent, not less, especially on the Red line.

Travel time for trips from my home to my doctor would be significantly longer

Lack of increased service frequency during rush hours would be time consuming for commutes and 30 minute frequency at any time during business hours would hamper access

would prefer more frequent service on weekdays and during rush hours;

Not ideal. Would definitely need to budget extra time to commute to the office as fewer cars would come on the red line as compared to normal rush frequency. But I could begrudgingly make it work.

Trains every 30 minutes is simply ridiculous for a functioning metro in a big city. You can forget about ridership altogether with such schedule.

Not everyone has access to vehicles and totally depend on WMATA. The times are ridiculous!!!

It would be inconvenient, but as long as the apps and station boards were correctly tracking the trains in real time, I could make this work. It would be crowded, and people would probably stop using the metro as much- I probably would too- potentially making metro problems worse in the long run. I'm not thrilled about it, but I could make it work if I had to.

DMV officials cant in one breath say they want to reduce traffic congestion, lower pollution, and advance other environmental initiatives and then in the next breath say that public transit is going to be cut significantly. I get that the money has to come from somewhere, but cutting public transit is NOT the way to do it.

Many more people rely on Metrorail on weekdays to commute to/from work during rush hours.

Weekday rush hour service needs to be more frequent than weekend service for passenger convenience and distancing. Lengthy or uncomfortable commutes will drive riders with the most resources away from Metro. Raise rail prices for rush hour service if needed to have frequent weekday rush hour service.

While the following concern doesn't really affect me, this plan leaves an incredibly high temporal cost for missing a train anywhere outside of the city center (and a few places within the city too) which is not going to bode well for retaining or growing ridership. Every 15min at the better stations isn't awful, but it's not great either.

If the arrivals during rush hour are not more frequent, the trains would potentially be very crowded, so that would scare people away from riding. It's self defeating. If you want to regain ridership, deciding to offer worse service is not the way to go.

Airport travelers depend on the frequency of train arrival and departure to ensure timely arrival and or departure to meet flight schedule. Increasing the wait time of train schedule of arrival and departure will create overcrowding, and delays in travel.

Metro is already so unreliable that it is a poor way to get around. Cutbacks would hardly matter. However, it is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA.

This would work for me only if timetables are published showing exactly what time the train is coming.

I am not going to take Metro if trains don't show up with any sort of frequency. Every 15-30 minutes would be a shame and would make Metro less reliable for people. If you want ridership to increase, you have to make it convenient for people. I really want to take Metro, but if I don't know how long it's going to take me, I will likely choose other options.

You have not provided hours of service for this scenario; we currently use metro sporadically but given the hope that Covid-19 will not have the same impact in the future, this schedule could work for me and others in our community .

Proposal to operate Metrorail service every 30 minutes

work is a judgement call. It would extend my commute between 24 minutes and 48 minutes per day.

Trains every 30 minutes during rush hour is not feasible. Much higher frequency during rush hour is a must.

Need Service at Wiehle-Reston to continue as currently schedule.

In the plan, Grosvenor-Stratmore is shown as a closed station. How will this turnback work? I have concerns about Eisenhower station(Yellow). I go to the movies there and its a pretty convenient stop. Having the stop open on weekends would be nice or during certain hours of the day would be nice.

This works for me.

I will be traveling during rush hour times (eg. 7am - 9am and 4pm - 6pm) and would like more frequent trains to avoid crowding and get home faster.

Rush hours should be considered since there are so many people using the metro at those times

I live at Rockville Town Center which is adjacent to the Rockville Metro Station and commute via the Metro everyday to Metro Center. Reducing service to 30-minute intervals would add a significant duration to my total travel time.

why is Prince Georges county always on the negative end of your policies. I notice that the trains that would run less than 30 minutes apart are all in Montgomery county or in Virginia. We always get the short end of the stick.

I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else.

This level of cuts would decimate the economy of the DMV. It will add more cars to the roads. It will deprive people without cars the ability to get around. It is not in keeping with the allocation of tax dollars to keep the transit agency operating. It will be implemented at a time when most Americans will have been vaccinated and ready to return to our pre-pandemic lives.

I am government worker who takes the metrorail and the VRE in combination to get to my duty station. This may cause some conflict with coordinating my commute.

People needing to commute to work/ from work or to an airport will need certainty in train arrival times to ensure on time arrival. I voted no because a person who just misses a train is likely to arrive late to work, the airport, or to pick up kids. Lower frequency service could potentially work if metro could maintain a set train schedule. This would reduce the uncertainty associated with lower frequency to allow people to manage their schedules.

Cutting frequency to this degree is a virtually guaranteed way to send the system into a downward spiral and further failure. This is the capital of the United States and were well into the 21st century. Having such poor rapid transit service would be both an incredible embarrassment and a recipe for further disaster

I use Takoma red line to commute to Gallery Place and pre-COVID had come to rely on frequent AM train service. If we are asked to return to the office full-time--something my employer has not yet decided--these cuts would impact my morning and evening commutes.

I can schedule my time...this works

Orange line trains should come every 15 minutes during rush hours on the weekdays as well

This plan would be so inconvenient to riders! Each trains stop at stations for less than a minute and if I miss one train by a few seconds, I dont want to have to wait half an hour before I can get onto another train. Also, Coronavirus is not going away completely by Jan 2022 and with less trains means more people packed into one train. How am I supposed to social distant on a full train?

Trains every 30 or 15 minutes is too long of a wait between trains. It would result in me opting not to take the metro as often as I do now because I would take another mode to avoid the wait. Also, it would make the likelihood that I would be dangerously late for work much higher. This could be risky for lower-income residents who rely on the Metro and are also more likely to have a job that would fire them for being 15-30 minutes late. I can imagine many others forgoing the Metro as well, further reducing the Metros revenue. Decreasing service will be a downward spiral of not making enough money to cover costs. To get more fare money public transit needs to be RELIABLE, not intermittent. You could imagine that DCs more well-heeled residents would opt for private car or Uber, further increasing the traffic on the road.

I could see this working IF you guys got really consistent timing because half an hour is a long time to wait if you get there just after the last train leaves. But if the train just kinda shows up when it shows up like it does now, then this change would be pretty bad.

This is a ludicrous proposal. I do not own a vehicle and need to work in person downtown. Even during the pandemic, I have been a regular weekday rider. The idea of decreasing service to this extreme is frightening to consider. The idea of rush hour having the same level of service as a Saturday afternoon makes absolutely no sense. I still hope this is nothing more than a scare tactic for additional funding, but if it comes to pass, I certainly will no longer be able to be a regular rider due to this lack of reliability. I understand the need to decrease service due to ridership, but this is about the most ill conceived plan I have ever heard of.

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| Proposal to operate Metrorail service every 30 minutes |
| 15-30 minutes is too long to wait between train arrivals |
| This would not work during regular business hours and would significantly affect morning and evening commutes. |
| I like the simplification of the schedule but worry about the impact it would have on commuters. Am curious about the effect this would have on fares - would you no longer charge peak rates or raise costs across the board? |
| Perhaps, all the non-Red Lines could have 20-minute service, have shorter trains and actually have more motormen. Do you save that much money by having nearly no motormen at all? |
| With all the delays that Metro has a lot of times the wait could be longer than 30 minutes, so with that in mind all trains should run between 12-15 minutes |
| The regular frequency of service to stations with only one line is important. If there is a chance that I would have to wait 30 minutes, I would be less likely to ride Metro regularly and possibly drive/rideshare to my office around McPherson Square. Overcrowding concerns may be mitigated by a guarantee of 8-car trains being used for all of the 30-minute intervals. |
| this makes more sense explaining it this way, however, I currently I reside at a place with two trains but if this is long term and I move to a place with only one train this wouldnt work |
| This looks ok |
| Public transit doesnt provide much value if there is (up to) a half hour wait for every train and transfer |
| 30 minutes in between trains is a long time and difficult to time. |
| Why not have rush hour and non-rush hour periods continue to be distinguished? And half hour arrival times between trains is too long all day on weekdays. |
| Im still teleworking now due to Covid but my employer plans to bring us back to the office in DC in June or July. I have disabilities and need a seat on the metro or else I cant ride it safely. (I have a heart condition and back injury that make standing on a moving train dangerous, putting me at risk of falling or fainting.) Before Covid I had a hard enough time finding a seat because there isnt enough disabled seating. People without disabilities would sit in those seats (people like to sit in one and put their bag or backpack in the other and refuse to move, or teenagers like to sprawl on both seats with their feet up on one - when I ask politely for the seat, they ignore me, and given the assaults that have commonly occurred on metro in the past, Im not going to push it). Reducing service would make metro trains essentially inaccessible to people with disabilities like me. The trains will be so crowded that I wont be able to get on easily (when I try, other riders rush ahead of me and sometimes kick my cane out from under me in the process), and even if I can get on, there wont be seats, so I wont be able to ride. And dont tell me to ride Metro Access. My friends who have disabilities have all told me it is a terrible service and completely unreliable. |
| The idea of just missing a train - and having to wait 30 minutes for the next one - would make travel by metro extremely difficult and would likely cause unacceptable delays to peoples schedules. In addition, the amount of people who arrive to board the next train train within the 30 minutes of waiting would be an issue for COVID social distancing. |
| There should be more trains during rush hour. Also, I think 15 minutes is too long. Trains coming every 5-10 minutes during rush hour is acceptable. |
| This would work best if there was a definite time schedule so riders could plan appropriately. |
| It seems to make no sense not to take advantage of WMATA's data on usage times. |
| This will expectedly make life more difficult, as it could add up to an hour each day to the commute time to and from work. It will require careful planning to avoid long wait times in the tunnels. |
| For those that rely on bus to metro transfers the 15-30 minute intervals between trains would negatively impact the commute. Commute times would be lengthened for people who travel to DC for work. Additionally, more frequent metro prevents overcrowding and all the issues that come along with overcrowding. People would be LESS likely to take metro if this proposal is implemented. Lastly, making a train that leaves every 30 minutes would require riders to leave their homes much earlier. This can mean traveling very early in the morning before the sun has come up which can be dangerous for women commuters particularly. |
| The weekday traffic congestion on I-66 is to unpredictable for me to depend on a metro schedule of every 30 mins for my workday commute. I would either drive or take the bus. |
| By January 2022, I expect to be back in the office (as will many people) BUT I imagine that wearing masks and social distancing will also be still in effect. Having METRO run every 15-30 minutes based on line, etc. would mean incredibly packed and therefore unsafe trains, especially during rush hours. |
| While this plan would work for me personally, I typically only travel on Metro on weekends, when there is already a 30 min wait. However, I have traveled Metro during rush hours on a regular, commuting basis in the past, and I dont believe this plan would work well. I can see decreasing train frequencies during rush hours, but not all the way to 30 min increments! I think 10-15 min increments would be much more realistic. |
| I could manage with this proposal. Just DONT CLOSE GROSVENOR OR WHITE FLINT!!! |
| No, I'd like more frequent service especially if the quarantine ends. How is the city to open up if our metro system is not fully functioning? This proposed schedule is too limited. |

Proposal to operate Metrorail service every 30 minutes

If trains only run every 30 minutes on the Red Line, they will be extremely crowded, even if some arrive between Grosvenor-Strathmore and Silver Spring every 15 minutes. This will especially be true during weekday rush hours (many federal employees from Maryland commute beyond those stations) and if all trains aren't eight cars. If trains are more crowded, ridership will surely continue to decrease, which will only compound Metro's budget problems.

Keeping the service hours before the pandemic will be good.

Traffic on the Red Line between White Flint and Shady Grove tends to be higher when college classes are in session, and trains every 30 minutes might not be enough.

I live near Grosvenor-Strathmore and will be commuting every day again by January 2022. 15-minute intervals are not acceptable for my commute, especially coming on the heels of a large federal stimulus. This proposal would force me to consider commuting by MARC or car instead and, more globally, it would permanently reduce Metro ridership across the board.

I don't have a problem with this proposal because the service won't be eliminated only the waiting time is a little longer.

Every 30 minutes makes Metro inconvenient. I will use my car.

My commute includes bus service; the train schedule could impact which bus I would need to take in order to minimize my wait time at the station.

1) I would hope that there would be a posted schedule about train departures/arrivals. Also posting the time of the next available train would be helpful too - just like it is now. 2) Would the fare be the same throughout the day, since the trains would run the same schedule all day? That would be my suggestion.

Seems like you could reduce service somewhat, but not as much, and still save money. Why not run trains every 15 minutes at all stations on weekdays and every 30 minutes on weekends? Also, if there is crowding on trains, as there will be with so few trains running, that just makes COVID worse...which just makes people want to ride Metro less. If you keep the schedule to every six minutes during rush hour, you will have far more riders. If you don't have a lot of riders, then consider schedule change.

Every 30 minutes isn't a functional subway system. Even every 15 minutes is subpar. I moved where I did so I could rely on a (often barely functional) mass transit system. Now you're reneging and blaming the pandemic.

Limiting the times for the Metro would cause more congestion and cause for concern due to COVID.

I take the Metro from work to the VRE train for commute. Metro cars only arriving every 30 minutes means if I miss the one I expected to take then I would also miss my train home.

I hope it did not take long to come up with this plan because it is, for lack of a better word, foolish. The present difference between Weekend and Weekday hours is understandable. The majority (I think) of weekend riders are tourists and they do not mind waiting. You have always given preferential treatment to the weekday riders. Why not continue it? There is nothing more frustrating than getting off a Metro and transfer to another but then have to wait because one has just missed a Metro. I even ride the Metro on the weekends and I understand why I may have to wait longer. I realize you have lost ridership but this is not the way to regain it.

Proposal increases time necessary for trips and leads to reduced use of public transportation. This will put more vehicles on the street when we are trying to reduce the number of vehicles.

You understand the concept that making service shittier will only keep riders away and you'll never get the fares you need, right? Just creating a death spiral you cannot recover from. 30 minutes during rush hours is completely untenable and the people responsible for letting an idea this stupid get so far should be sacked.

Thirty minutes is a long time to wait if you just miss a train. 20-25 would be more appealing, so long as trains were super reliable so riders could plan to arrive at stations close to a train arrival. Also assume this would mean rates would be the same rush and non-rush, since the trains would not be rushing themselves anymore.

Depending on when we're returning to the office, etc., ability to know when the trains are supposed to arrive, whether rush hour or non-rush, would be paramount in planning my trips to various appointments, work, meetings, etc.

If federal agencies return to mostly working from the office this will result in severe overcrowding on all trains. I would be disinclined to returning to riding Metro if this proposal is put into effect.

I could live with this if Red Line trains went all the way to Shady Grove every 15 minutes. One train every 30 minutes is just not acceptable for people trying to get to work.

If I take the Metro rail to work it is from the Franconia Springfield station. Cars fill up quickly - pre-COVID - and seating becomes scarce. 30 minutes between departure for rush hour could be a negative.

Because our company deals with many government projects, travel to DC area would be affected. Closing the Clarendon station is not preferred and would definitely increase our travel time into DC areas. The increase in time between trains is ok, but closing the Clarendon station and the increase in time would make it more difficult to get into the DC area to meet with clients.

This won't work for commuting on the Red Line from Takoma to Union Station/Capitol South. If we're back up and running in the office, as I expect we will be, the train will be too full to get a seat. I don't want to have to retire or start driving to work due to Metro service cuts.

Proposal to operate Metrorail service every 30 minutes

Red Line service should ideally run every 10-12 minutes from Glenmont to Shady Grove; the train is particularly crowded during rush hour and warrants the demand. Running trains every 15-30 minutes will increase crowding and will force riders to make time-based transfers to ensure they are not waiting 15-30 minutes for a train depending on the destination.

This would effect me greatly as I do not own a car, nor plan to buy one, and the metro is a very reliable source to move about the city (to see friends, to go to dinner, to go to my employment) and making the gap larger between trains would make it less reliable.

I live in northern Virginia and commute to work on the orange / silver line daily -- while my office is currently closed due to the pandemic, when it opens I will resume traveling downtown daily Monday - Friday. Even with trains coming every 12-15 minutes on the orange / silver lines, it would significantly increase my commute time. Further, at pre-pandemic travel levels, even with trains coming every 3-4 minutes, trains were so crowded I would often have to let two or three pass before I was able to board. If trains were only coming every 12-15 minutes, people who live closer to the city would likely have a hard time using the trains at all because they would be so crowded with commuters from more distant stops. Further, in the past platforms have gotten dangerously crowded when trains were delayed or needed to be offloaded -- train platforms may get dangerously crowded during the week if trains are only coming every 12-15 minutes.

30 minutes between trains is likely to discourage ridership. Smoothing out the differences between rush hour schedules and the rest of the schedule is likewise problematic.

Simply too infrequent, especially during rush hour. Service on ANY line at ANY time should never be trains more than 15 minutes apart ... 20 at most!

Rush hour would be totally overcrowdedâ€”platforms & trains. After rush hour evening waits in some stations would feel unsafe.

This plan wouldnt work for me I would prefer that every lines run every 12-15 mins like it doing now. This would really push riders away for that year. I understand the reason why these service cuts are consider but I really dont support this.

I generally use the Red Line mostly. 15 minutes can be a long wait, but doable.

This takes planning to have less frequent arrival times but it can be worked around. Workload at my job can change a lot and determines when I can get to a Metrorail station. This change may put me in a situation to use other transportation like Uber, Lyft, taxi, car sharing service or carpooling depending on the day/week.

Assuming that ridership increases back to anywhere near pre- covid levels, I can't imagine that a train every 30 mins will cut it. Trains at all hours will be crowded, and the chance that you have to wait up to 30 mins (or 60, if the first train that arrives is too full) is absolutely ridiculous.

How many times have we done this? If you cut service you cut ridership.

Assuming people go back to work again and take Metro, it is hugely crowded during rush hours and not very busy at all during the weekend. I think this would be not serve the community well at all.

The short time between trains has always been the perk of the Metro. If waiting for 10-15 minutes for a train becomes the norm, I would chose another mode of transportation, and only use Metro sparingly.

30 minutes between trains is a long time, but better than stations being closed altogether. The long wait time would cause me to look at other modes of transportation (slugging, VRE, bus).

If people are going back to the office in full force after COVID, this will absolutely not work. Trains are already packed with five-minute headways on weekdays at rush hour, 15-30 minute headways would only result in people leaving Metro and never coming back.

For the moment, I am not using metro. Once I start having to go back into the office, I use the green line from the Georgia Ave/Petworth station and then transfer to the red line at Chinatown. If the trains only run every 15 or 30 minutes, my 45-50 minute commute would likely be about an hour and a half, which would be impossible to do since I will also have to pick up my daughter from prek.

Intervals of 12-15 minutes during rush hour are way too long. This is why the trains are always packed. Packed trains arent safe, sanitary, and allow for harassment. Rush hour periods should have more trains.

I think not having trains run later on Friday and Saturday nights puts communities at risk. The trains keep folks off the roads that dont need to be driving.

Thats fine

By January 2022 I would expect much higher ridership and use than currently - I dont think trains running every 15 min on the red line will be sufficient, or 30 min on the other lines. And we certainly need a rush hour schedule thats more frequent. I take the train every day right now during rush times and its hard to socially distance from others. I cant imagine what it would be like if the train were to increase in ridership a lot and decrease running times by more than half. It would probably be total chaos. I plan to take the train daily for the foreseeable future (years) during rush hour, and have a stroller with me, so I need the space and the trains to run regularly (a screaming baby on the platform is not a good scene).

My daily commute is already over two hours round trip and involves transferring between yellow and red lines during rush hour. This reduction in frequency would add 30-60 minutes a day to my commute, depending on schedule alignment

Proposal to operate Metrorail service every 30 minutes

Not ideal -- it might work, it might be painful.

This totally ignores those who take the yellow and green and the difficulty connecting to other lines when the times are disparate

A delay of 15-30 minutes to wait for any train would cause a commute time to be intolerably long . It would be very difficult to anticipate a destination arrival time, especially if a transfer is involved. This horrible wait time would make the system almost unusable. By the time any train arrived at a platform, the crowd could make it impossible for all riders to use that train, and if some had to wait another 30 minutes, how t=could they justify the waste of time? It would be a sad day if this became the norm, and I cannot believe that riders would use the service. How could anyone plan if they had an appointment to meet, a meeting to attend, a work schedule that demanded an individual not be late?

Comparing 30 minutes to 60 plus minutes when catching bus in NE to Nursing Home it is NOT bad. But, if while waiting 30 minutes for train, people start pouring into the subway, then it would NOT be good. Would hope that less people would still be riding the subway.

30 minutes is way too long for anybody to be waiting for a train. Especially if they have to transfer. This would greatly delay travel times and make me less likely to take metro.

This proposal would be much better than closing Metro stations. I live in the Grosvenor Park I Condominium. The closure of the Grosvenor Strathmore Metro Station would devastate our community. Please do not close the Grosvenor Strathmore Metro Station.

I would prefer to keep the same way it was during rush hours

The trains need to be scheduled so transfer connections are not missed

I live near a station that has multiple lines so my wait would not be too long. Otherwise, a 30 minute wait would be a deterrent to my using Metro.

This could work only until we reach the point where we are able to return to regular work - hopefully summer 2021. It would be good to calculate the change between a current commute from/to various points in the system in order to show people how their personal situation might be affected. If the wait/journey is too long then people will obviously further abandon metro.

Crowded trains would make this difficult to travel

20 minutes between trains, max.

This seems like a pretty good compromise, as long as the trains generally arrive as scheduled. For those who will commute to work, this seems feasible as long as they know when to arrive at the station to catch a certain train.

I use Metro Rail primarily to get to Greenbelt and Forest Glen Station for doctor appointments and occassionally Morgan Blvd Metro Station to volunteer and meet my mom at her work. I understand that things would have to be reduced, but I am not sure how likely this change would increase the time frame of me getting to my doctor appointments since I take the W14 to Southern Avenue and then from there use Metro Rail. Without changes it takes me normally 3 hours to get to doctors in Greenbelt (W14 to Southern Avenue to Greenbelt to G14), and 2.5 hours to get my doctor in Silver Spring (W14 to Forest Glen Station to walking to Holy Cross Physician Building). I would be hesitant to use MetroRail if this would significantly increase my time to get to doctor appointments because of the fact that to get to my doctors without changes I am leaving at 5:30am and I have to get up 2-2.5 hours earlier.

I believe this schedule can accommodate the majority of riders. Especially if it is the same for weekdays and weekends.

During pre pandemic rush hour, trains would be overcrowded, often leaving at least as many passengers on the platform as they picked up. Spacing trains at longer intervals would not provide good customer service, and more altercations could occur, or dissatisfied riders would find another provider (e.g. Uber, Lyft)

This is laughably insufficient train service for a such a densely populated metropolitan area. Considering how crowded trains are during rush hour--to the point that people have to wait for multiple trains until there is enough space to ride--I can only imagine what trains every 15 minutes would be like during those times. Furthermore, as the District continues to push for more reopening, more people will soon rely on public transportation again.

As ridership picks up again with reopening, Metro will have additional revenue. If this is a temporary measure it might be appropriate, but having to wait 15-30 minutes between trains indefinitely will make it a significantly less attractive transportation option for both regular and periodic riders.

During peak times, the stations with 30 minute wait times have 15 minute wait times during peak hours.

I work from about 8AM to 9PM on a regular basis, with about a 45 minute commute. 30 minute waits would add a significant burden to travel times. Also, ridership is slowly increasing, so with significant cuts to trains, social distancing would be impossible and this would exacerbate the pandemic, especially to WMATAs fee paying riders.

It would require me to change my travel time also would affect my transfer connection time

This would be a disaster during rush hour.

With more of the population getting vaccinated and some employers already expecting workers back in the office, this is not frequent enough during rush hour.

All trains at all stations should have 15 minute intervals.

Proposal to operate Metrorail service every 30 minutes

The red line has no connections to other lines until farraguth north. Bus service to downtown dc is not optimal from shady grove to metro center. The population de density between shady grove and medical center has gown exponentially the last few years, with lots of communities being built near metro. Trains from Grosvenor need to be at least every five minutes during peak hours. Otherwise trains will not be able to accommodate the number of people and the platforms will be overcrowded and unsafe

If we are physically back at work in January 2022 then every 30 minutes would be a long time between trains and could cause overcrowding on trains as people would not want to wait 30 minutes for the next train to work.

I would suggest still offering differences between weekday and weekend schedules - more frequency during weekdays

Im 80 and retired (and mostly use MetroAccess) so longer waits for me are not a problem.

You will be taking away jobs and what is left of Covid will spread more with people piling up on the platforms.

I use metro to commute from Falls Church city to Washington DC every work day. Increasing intervals between trains will double my commute time which is already an hour.

-

I would be using a bus connection, making scheduling an issue. Busses typically run late or are unreliable. This could add an extra hour per day for a commuter.

Maybe this would be acceptable for leisure travel where running late somewhere isnt the end of the world, but a schedule like this can MAJORLY screw hourly workers if they just miss the train departure. Obviously managers dont like employees who run consistently late, forcing them to turn to more expensive options, which can be unfeasable for lower income people dependent on metro services. As someone dependent on the metro for work, even just missing a departure with a 7 minute wait has made me late. Bad luck with a 15 minute wait could hurt a lot of people.

this much time between trains could be disastrous during busy commuting periods- causing crowded platforms and jam packed trains the end up bypassing stations the closer into the city they go. Pre-covid there were times were stations were bypassed due to overcrowded conditions, especially when mechanical issues, medical emergencies etc. occurred and this caused a great deal of frustration for commuters. If you want to attract ridership back to metro it cannot take people 2-3 times longer to commute to their work than driving or alternate modes of transportation which if someone just misses a train and it only comes every 30 minutes would be the case

The main issue with this proposal would be rush-hour needs not being met in either a best-case (trains run as scheduled) or worst-case scenarios (delays and interruptions). As someone who regularly used the metro for work before the pandemic, it seems there could be crowding issues with fewer trains, not to mention potential conflict with riders feeling they need to push their way to the door when trains come in.

I have to return office on july 2020. I don't have car and the only transport is the grosvenor station

I am a government worker and have been commuting for 10 years. Any changes to my current commute would be detrimental to my continued use of metro. Parking at my government site is limited and my drive would be a a three hour round-trip. Currently my commute costs are covered by my agency. Parking is not covered but I walk to the metro Strathmore- Grosvenor if this is closed I would have to drive to White Flint, park and go past(!) my apartment! This would be costly and detrimental, increase traffic on 355 and increase pollution... this is a BAD MOVE ON METROS PART!

At least, people can plan ahead and take the slower service into account when going out & coming home.

First, you have no mention of the Green line which I take every day during the week. But like I said before no mention of the Green line.

While I'd prefer to avoid eliminating rush hour service frequency, I would strongly prefer moving to a standard service frequency if that would prevent station closures.

I go north on the redline at ~7 AM and south at 5 PM. So, this should be ok since the train is not crowded (Woodley Park to White Flint). For people going south from Woodley Park, its too much time between trains. At rush hour, both the trains and platform would be extremely overcrowded. There would be fights to board. Its already sometimes too crowded on an arriving train that no one on the platform can board. This proposal would make that a standard occurrence.

Trains every 20 min would be acceptable for this proposal to work. Or, provide fans and heaters for outdoor stations if trains had to run every 30 min. Thirty minutes can be a very long time to wait in extreme hot and cold temperatures.

The metro during 8:00am-9:00am is full of commuters, and often on the red line when trains you cannot get on as the train is full when they are running every 3-5 minutes. If trains are running every 15 minutes, I envision lots od commuters having trouble getting to work on time. This would lead to people not being able to rely on wmata.

Less frequent trains while keeping stations open makes sense.

I wouldnt be willing to wait that long for a train and would be less inclined to use Metro services

As a retiree who normally uses off-peak service I have the flexibility to adjust to less frequent service.

my bus arrives at the Metro station at 4:40. would I have to wait 20 min for a train?

Proposal to operate Metrorail service every 30 minutes

At the moment, I work from home and my travel needs are limited. Though it would make it difficult for me to get to my job in person using WMATA, it would not be impossible. I would hope that when more people are working in their offices again and using Metro Rail after January 2022, more frequent rail service would resume.

I like that there would be weekend service on this plan. I'd be worried about train overcrowding and long wait times during rush hour because the frequency of trains would not increase during this time.

Morning rush hour should at least be treated differently with quicker service

As long as all stations are available

This could work but the trains would need to be on a set timetable for departures from each station and potentially staying at each station longer. Not knowing when trains are leaving and potentially having to wait 30 minutes for a train would mean metro is no longer a feasible commute option. I don't understand the second part of this proposal for stations serviced by multiple lines, are you proposing staggered arrivals from each line? It would be helpful for this to be clarified before this proposal goes any further.

Waiting thirty minutes between trains will further decrease ridership unless you are served by a station with multiple lines. In addition, trains will be more crowded. At stations served by multiple lines, does that mean every line will run at least every 12-15 minutes? More frequency is needed at rush hours than non-peak time.

Trains need to run the same intervals at all stations. It is too confusing to have train arrivals not uniform.

Can rail service be reduced now to shift funds to bus service in the future when more people will be riding?

A half hour between trains seems a long time but since I live near Grosvenor and seldom go anywhere but downtown, this would be fine for me..

Plan appears insufficient to handle passenger load and inconvenient for timing during rush hour

This change would make taking Metro much more perilous. The consequence of having to wait 30 minutes if I missed a train would make it much, much more difficult.

If rush hour trains don't run as often, they will be very crowded and unhealthy to ride.

It works OK for me since I only use stations with more than one line. 30 minutes between trains at rush hour would be pretty rough.

This does not account for overcrowding on all trains during the busy hours of going to- and from- work.

I commute from Grosvenor to NoMa (and back for work). Missing a train and waiting 15 minutes would increase my already long commute time, although it's certainly better than having to wait 30, which would potentially make the commute prohibitive.

I am retired and can rely on adjusting my schedule. Many work in my area and the time changes will require major adjustments to schedules, especially for those taking care of children and elders. People within DC, especially in my area have consciously chosen not to have a car or have given them up. Please take that into account.

I'm concerned about the limited frequency during rush hour, but in the worst case, would be ok with a maximum of 15 minutes on the most frequented segment of the red line.

I currently am able to get to my work on foot, but am not sure I will be living in the same location in 2022. Moreover, if I ever need to get across town or to go to Virginia, this would NOT work for me.

If I'm understanding this correctly, you're saying during non-peak hours the green line would run every 30 minutes, and every other color line would run every 12-15 minutes? If so, that hardly seems fair to green line riders. I think every 15 minutes during non-peak hours should be universal for every line. No more than 20 minutes and even that can be excessive unless you create a schedule so people are aware of what train they need to catch (outside of using trip planner).

I can adjust my schedule as long as Metro trains depart and arrive according to schedule. Otherwise, waiting longer at the platforms and sitting in trains due to delays are a waste of time.

By January 2022 enough people should be vaccinated that people are returning to work, and there would be sufficient numbers that 15 minute intervals would cause too much crowding. It would be too infrequent to be convenient/useful for people trying to get to work, and would discourage ridership for rush hour. It also makes no sense if you charged the same for rush hour but provided the same level of service.

For optimal flow of service, rush hour requires more frequent arrivals and departures at most every metro station. Additionally, the Red Line, at all stations requires more frequent service than 30 minute arrivals, if heavier use of metro throughout all areas transpires within this and the next year, and most likely heavier use of metro will be a likely development as COVID vaccines are more widely distributed and more people resume working at offices rather than from their homes.

Trains should be running more frequently in the morning and in the late afternoon early evening when people get off work

Certain lines and sections are being prioritized for more frequent service. It looks like predominantly white neighborhoods serving downtown workers are being prioritized, when residents of those areas probably have greater resources to take other forms of transportation. Please service areas for which public transportation is a necessity.

15/30 minute intervals are way too long. It would defeat the purpose of using the Metro (speed and convenience). This would discourage people from using it.

How many cars per train?

Proposal to operate Metrorail service every 30 minutes

Seems like a reasonable way to spread the pain of cost cuts.

First of all, I expect ridership to increase once coronavirus vaccinations increase and more people return to work and use also use Metro for shopping and other personal uses. Also, I don't drive and I moved across the street to the Grosvenor Metro station for transportation convenience. I would be forced to rely on cabs, which are unreliable and expensive.

During non-pandemic times, morning and afternoon rush hour trains were very crowded, standing room only. Only having trains every 30 minutes would make it almost impossible to get on trains, with very large volumes of people trying to get on at one time. And if you weren't able to get on, you would need to wait 30 minutes before another train, which in the winter, on an open platform will be very difficult to do.

I will need the trains to run more often during the morning rush hour, at least every 10 or 15 minutes.

Previously, the red line from Fort Totten to Gallery Place is jammed pack. Increased weekend access would encourage tourism, DMV folk to pursue nightlife, entertainment, restaurants and sporting events.

The time between trains (15 minutes) is too long, particularly for rush hour.

This would cause massive delays, overcrowding (which was a problem before the pandemic) and extremely poor service overall.

As long as this plan does not require closing the Van Dorn Station, this plan can work for me, my family, and co-workers.

Missing a train and having to wait 30 min for the next is too long. I (and presumably others) will end up late for work, appointments, etc. The economic impact of such a move will be enormous--all the lost productivity. It's the equivalent of introducing rush-hour traffic and having everybody sit uselessly in traffic for an hour on what should be a 10 minute commute. You would be costing the economy billions to save millions.

I like the consistency of knowing that at a set interval period, the train will be arriving (eg, every 30 minutes). This would help me plan when I should head to the metro station to catch the next train.

This would work only if ridership does not rebound much at all in 2022.. If ridership rebounds even partially, there is no way that a train every 30 minutes would work at rush hour. They would be entirely too crowded to get on. Also, if trains only run every 30 minutes they need to be on a set schedule under which riders would know that the trains arrive at their stations at, for example, 10 minutes and 40 minutes after the hour, so riders can properly time their arrival at stations and not be forced to waste up to 60 minutes a day (30 minutes in the morning and 30 minutes in the evening) on their daily commutes.

I get off work in the evening which would impact my ability to take the orange line from Clarendon to Vienna metro. If it takes too long to get home I would be better off driving. As long as this happens before 8 pm.

Accurate schedules and real time arrivals will be very helpful for planning purposes and to avoid waiting 30+ minutes for a train.

The train should arrive every 10 minutes during rush hour (6AM to 10 AM and 4PM to 8 PM every week day).

During rush hours the trains should arrive every 10-15 min, otherwise the train will become overcrowded and it will not be possible to keep a social distance between passengers. . Also, the 30 min waiting the next train is too long during the rush hours.

I personally travel into DC occasionally, but my wife is expected to resume her daily commute from the silver line (Wiehle) to Smithsonian in the late spring/early summer. She currently travels around 12-20 minutes to the station, and depending on parking, will arrive somewhat inconsistently. The change to trains every 30 minutes means that she would, on average, have to leave earlier in the morning and arrive back at the station later. This could be as much as 58 minutes of variance each day. That would be extremely hard to deal with day in and day out. Coupled with the fact that she currently gets off at Smithsonian (we'll talk later about the proposed station cuts), this could add an additional 10 minutes to her commute each way if she needed to get off at Federal Triangle or L'Enfant. That's now a range of at least 20 minutes more, up to nearly 1 hour 20 minutes. And that's per day. The service cuts could cost my wife at minimum 1 hour 40 minutes to 6 hours 20 minutes per week. She's not alone in this.

This plan works for me, however it seems like having a set time across weekends, weekdays, and potentially higher traffic times (ie rush hour) doesn't make a lot of sense. Not opposed to what is proposed but it might be useful to understand how this decision was made.

This plan would mire DC in horrific congestion. It would do serious damage to the Districts economic development, and would reduce housing values near metro lines, with implications for the Districts tax base.

Many grad students rely on the metro to get to campus. I think changes to each of these lines would affect both graduate workers and people who work on campus at DC universities. Less frequent trains would also mean more crowded trains, which especially immunocompromised people like myself may not be comfortable with.

These wait times are ridiculous. It's already bad enough on the weekends. We need more funding! I heard the DC government has a surplus in the budget this year, as does Virginia. Where's that money going? This is essential public infrastructure and I am so tired of hearing about proposed service cuts because this region refuses to properly fund public transportation.

Proposal to operate Metrorail service every 30 minutes

By January 2022 one would hope that most people will be vaccinated and that a good proportion of them would want/need to commute via MetroRail again. I think you might end up with heavily overcrowded trains on a 30 minute schedule, especially during traditionally busy hours.

While workable, this leaves long wait periods for Silver/Orange line stations in VA to/from west of Ballston. Those areas are likely to see more ridership after businesses return. WMATA should be willing to increase service quickly if ridership increases.

Having service every 30 minutes every day of the week and is not workable. There will be over crowding on platforms and I will likely be late for work, appointments, etc. Please reconsider other options.

I do not use the Metro to commute to work, but many of my colleagues do and this would be an issue for them getting to our office in Reston.

I commute to work on the green line. When trains are delayed during the day, especially during rush hour, it becomes very difficult to get a spot on a train. I would not be able to effectively commute with Metrorail.

People are more willing to travel when trains are more frequent with shorter wait times.

12-30 minute intervals is too big when you are traveling from a bus that has less reliable timing due to traffic and the number of riders picked up/dropped off along the route. Missing the train means waiting a half hour which is an unacceptable level of tardiness when you use metro to get to work, meetings, and appointments. You would lose even more ridership as a result from those who could afford other modes of transport. And you could cause others to lose their jobs.

This would not work for my daily commute, which depends on a short (<8 min) wait.

Rush hour train frequency was already insufficient before the pandemic. Reducing it further would result in more crowded trains. Having said that, this is probably the easiest way to adjust service to demand and could be scaled up easier if ridership increases, relative to station closures.

It works for me, but seems silly. Weekday service should always be more frequent than weekend.

Stations/trains will likely get really crowded during rush hour once the pandemic work-from-home ends.

I assume that this frequency is sufficient to handle the number of riders that will be using the metro. If not, a packed train will result in a person potentially waiting up to an hour. If ridership increases and thus revenue, then maybe additional trains may be considered. Having an app or method of accurately determining the status of the trains may also help lessen the inconvenience of a sparse schedule

In pre-pandemic times, during rush hour, these trains, especially red line, were so crowded I'd need to have trains pass to get some space to squeeze in. Presumably there would be some- but maybe lower - amounts of travel list pandemic, but not 4/5 less during rush hour. Also anyone transferring now has a much much longer commute to the point where it's not even worth taking the metro at all. Most of the time, the weekend frequency is so low that I choose to use other options - even walk if the weather is nice- to avoid weekend metro waits....and having that always be the case would make it harder to choose metro.

While these changes would reduce the number of trains, based on the reduced ridership, these changes seem reasonable.

Except at rush hours i think every 40 minute full save some money.

There should be more trains inrush hour and more and later trains on weekends

Train arrival should be every 15mins

If Im back in the office most of the week, then I will be moving to extended telework so I dont have to ride metro more than once per week. One train every 15 minutes during rush hour is going to be horrible. My office hasnt decided when well be back in.

McLean is the station I use to commute to DC. If it's absolutely necessary to reduce service, I could live with this proposal.

This plan is appealing to use on the weekends, but I think it would be very bad for commuters during rush hour, including myself. The only way this would work if the trains do not fill up and skip stops because they are at capacity.

With people going back to work I think this would be disastrous to the overall system. I could see implementing this with current ridership levels, but when people start commuting again it will be absolutely terrible. Also, having longer weekend hours was a huge benefit pre-covid that is fine now, but would be extremely disappointing when there are activities happening again.

I hope to begin taking metro again when we return to work, and this proposal would mean that if I missed my exact train, then I would end up being 30 minutes last for work. The only other option this gives is to wait in the station for long periods of time.

There should be more frequent trains at least during rush hour otherwise the waiting areas get really crowded really quickly, and overcrowding of trains. These combined would decrease overall ridership when things pick back up, waiting an hour for a train to get to home or work due overcrowding will cause to look for alternative modes on transportation.

Proposal to operate Metrorail service every 30 minutes

This is an unacceptable decline in frequency. The point of metro is that it is a show-up-and-go service. Trains should be coming at least every 10 minutes all day long and on the weekends.

Muy tardado el servicio.

Because I live between the Shady Grove and Rockville stops, I rely heavily on these for transportation. Switching these stops to having a train every 30 minutes would be incredibly inconvenient for me.

Not sure what the teleworking situation will be but I expect it to go back to pre pandemic commuting by summer of 2021.

If we get back to pre-pandemic ridership levels, I think not all passengers on the platforms will be able to get into a car when the rush hour trains arrive. Before covid the cars were a crush of people 5 PM - 6 PM, so even adding cars might not solve the problem. Personally, I am willing to wait 30 minutes for my 20 minute ride, but not 60 minutes. There would be other issues as well: are the platforms big enough to hold two or three trains worth of people at a time? Will the prospect of not being able to get a place on the next train (or two trains) lead to even more pushing on the platforms? Im small - I dont want to be the one who is pushed onto the tracks.

What is rush hour going to look like at East Falls Church? We're accustomed to trains every 4 minutes or so. Even at that rate, not everyone can get onto a train. Waiting 15 minutes would be terrible over crowding on the platform.

The pre pandemic rush service is incredibly useful and helpful in commuting to work. Cutting service in 2022 will lead to further reduced ridership.

In hopes the city will be returning to normal as close as possible with more stores and restaurants re-opening/ opening, I think maintaining the regular weekday and weekend schedules is the sensible thing to do, as the Red Line services much of the subway traffic to and from the District.

Too much time in between trains. Red line would be completely packed during rush hour.

Do Not Close Stations

The long wait times at the station would highly discourage my use of the train. I would be worried about train crowding and lack of seat capacity, and likely opt to not take the train (when I would have previously). Im worried how the longer wait times would affect minimum wage workers who use the service. If anything, rush service, but during all metro opening hours would encourage my use.

The long wait for trains will discourage us from taking metro. More convenient to use Uber. Shorter wait times make metro a better option.

That works. My bigger concern is during the weekend, on weekends I plan my travel with extra time for the bigger time gaps

I agree. These schedules would make it easy to go to and from destinations.

I ride from McPherson to McLean on weekdays and a 30 minute gap between trains is not workable. There is also no way everyone that is resuming commuting would fit on trains running that infrequently.

Trains should not be limited during rush hours

30 minutes between trains is too long, no one wants to have to wait 30 minutes if you get to the station and you just miss the train.

I work in early childhood at Adas Israel Congregation next to Cleveland Park metro. I would need a reliable form of travel to get to work.

This type of schedule would make it nearly impossible for me to take metro to work. Prior to the pandemic I took the bus to the redline and the redline to the silver line every day. 15 minutes or more between trains would lengthen my commute to significantly making it impossible to use metro.

The pandemic would end sooner than January 1, 2020 to sell, if that happens they will have to increase your ridership as soon as the pandemic is over increase the metro rail service so just to let you know the pandemic will definitely be gone by January 1, 2022 but it could be sooner than that people are starting to get vaccinated now then more people will probably be vaccinated by about July August and September so when the pandemic is over metro rail will increased completely and run more frequently

Service that infrequent would be a deterrent from riding Metrorail at all.

For work purposes, having the option of a train every 30 minutes is not often enough. The current schedule works and I recommend maintaining that schedule - assuming that COVID restrictions are lifted.

My main use of the metro is to get to my office Monday through Friday - I board at the end of the silver line (Wiehle-Reston Station) in VA so wait times would be 30 minutes between trains when starting my commute in the morning. If I missed a train for any reason (train leaving early/late or otherwise not at scheduled time, traffic delaying me driving to station on time, etc.) I would certainly be late to the office. Unless WMATA could guarantee trains run on time and leave only at their published scheduled times (not early) I would likely find this situation too difficult to deal with and take other methods to get to work or work from home. If I did decide to take the train - I had previously purchased a monthly rail pass every month - due to the uncertainty under this plan I would no longer do that since there would likely be significantly more days that I could not count on Metro to get me to work on time. I think I would be likely to seriously consider using metro less or not at all for my commute under this plan.

Proposal to operate Metrorail service every 30 minutes

I won't ride Metro because I don't want to get stabbed. How many stabbings have there been just in the past year? And I heard about that one on a shuttle bus. Are you waiting for a self-defense shooting like on the New York City subway in 1984 before you get some more security and clean it up?

Typically rush hour times are when more passengers are commuting to work and non-rush hour times are when fewer passengers are traveling by metro. Having no variability in service between rush hour and non-rush hour will only exacerbate passenger dissatisfaction with metro and result in fewer people turning to it for transportation once large numbers of people begin to return to work in person.

The wait times are too long especially since most of us who are dependent on public transportation have already returned to work and need to make several transfers from metro rail to metro bus and vice versa on a daily basis including weekends. This makes no sense. The system needs to be more efficient and dependable to improve ridership.

I, my kids and spouse included my neighbors depend on Metro for all activities in and around town including commute to DC from East Falls Church and local destinations and activities around town.

The issue isn't the frequency, but the capacity. If the trains are full and you can't get on, we need either more frequent or longer trains.

Yes, this would work well. While companies and organizations are expected to be back in office by January 2022, the impact of COVID on public services cannot be denied. People will have to work around the metro schedule. By January 2022, there will certainly be some hybrid/return to office schedule. It is vital to keep metro service available, rather than closing it down. Grosvenor Park is a heavily commuted station when used for weekday commutes because metro is the most efficient method (truly the only way) that office workers living can travel to DC in only 30 min!

Arrival times should be more frequent for rush hours.

I am retired and do not use Metrorail to go to work. When I do use it I very seldom use a station that will be cur back to 30 minutes. I can understand how others would be negatively affected.

During the weekday this would be difficult for students who have to make connections to get to school on time.

Trains running only 30 minutes is a sure inconvenience for my schedule

Though this proposal would create inconvenience for me, I could live with it. This proposal remains silent on higher fares and increased fees for parking. Perhaps, your survey highlights these two variables later.

This would effectively convert metro into commuter rail; as that is primarily what I use it for it would be a change I could adopt to. However I'd be concerned about the longer intervals between trains leading to even more crowding than there usually is - spending an hour on a standing-room-only train, especially in the summer, would not be a commute I'd want to take. It would likely mean metro was no longer an option for non-commute travel (concerts, sports, etc.) for me. If this were adopted I would spend LESS per year on metro.

I am concerned about the bus/train connections and having to wait for an extended amount of time required to commute due to the need to transfer. I'm also concerned about the crowding on the train. As a senior citizen I need to sit on public transportation and with fewer trains running the trains will be overcrowded. Overcrowding is a concern due to COVID too. I don't think the pandemic will be controlled by January 2022.

The decrease in frequency in trains will increase my commute time, which ultimately decreases my time with my family.

This would be a DISASTER! Rush hour is already insanely crowded as it is. Many people do not have alternative ways to get to and from work (ie cannot afford a car), and even if they could drive, traffic in DC is already horrible. DC should be INCREASING the frequency of trains, not decreasing. PLEASE PLEASE DO NOT DO THIS.

I'll be back in the office full time by then, and with the elimination of the 7y, have no other means of getting from Alexandria to Foggy Bottom other than the blue line. 12 to 15 minutes is too long to wait on a train when you have both a bus and a train in your commute, if we could get it to below 10 minutes that would be far better.

That seems like a way to make cars really crowded in 2022 during rush hour.

There would be no space for people to fit on trains that are arriving that infrequently.

The description says there won't be a Rush Hour, but saying that doesn't make it true. There will still be times during the day with increased need for transportation. Having fewer trains available during higher levels of need will cause delays and over-crowded trains. Currently we are seeing Metro usage down by 90% but that is because of COVID. When more professionals are able to go into work, we will need the full service of the Metro again.

We're likely to see people back at the offices and more willing to use public transport once the pandemic weans out. With this frequency and 80% of the usual ridership, packed trains are going to be the norm in rush hour. This will discourage people from taking public transportation in the future.

As someone with a disability I rely on using the metro in my daily life. If metro reduces rides it would greatly impact my daily commute.

Weekday rush hour trains are necessary for frontline workers to arrive on time to their shifts. If nothing else there should be a shorter interval between trains during rush hours on weekdays.

Proposal to operate Metrorail service every 30 minutes

First of all I/we commend the leadership of metro for removing shorter trains between Silver Spring to Grosvenor-Strathmore. Terminating Redline trains at Shady Grove makes it really convenient to connect to buses beyond Shady Grove to our homes. We ask leadership to maintain this schedule, and Dont bring back Silver Spring -Grosvenor-Strathmore routes. Thank you.

It would require that I plan carefully, not just go to the station and take the next train.

It's difficult to arrange the hours of operation of the train as well as the bus services. For an example often times the buses for run on a consistent schedule, early departure, late arrival, no show, no arrival at all, waiting for the next bus, if it would arrive on time. I'm a resident of Maryland and disable, it's a challenge as it's self. Several factors change help to improve riders from the station managers, to the bus operators and for the riders services. The WMATA App isn't accurate at all. It's hard to reach some one to ask a question about the bus services in your neighborhood, but customer services do not open until 8 am... (inclement weather) often buses may "show" and when riders call customer services they don't have as much information for the riders as well... since technology is such a fast way of providing services for the community perhaps that would be a #1 priority.

Metrorail service should be compatible with the demand for service.

Trains need to be more frequent

This timing inefficient for my commute

If I miss a train that only arrives every thirty minutes, I now have to wait up to thirty minutes for the next one. And what if my trip involves two trains? I could be an hour late. I already pad my arrival at stations to try to be early--when I think of all the time Ive already spent waiting--and the thought of waiting even more--its pretty maddening

My job said that we will be returning to work full time in July 2021 so this schedule will not work for my commute.

I think it's better to operate every 12 to 15 minutes per line than every 30 minutes per line. Because we might be back to normal life by that time. Plus I think u should cut back on your employees salary.

In general this is a good plan (much better than closing some stations!). My concern is rush hour, when everyone will be coming back from downtown. In normal times, you have to let 2-3 trains pass before you can get on. With trains every 30 min, this means a potential wait of 1-1.5 hours. I assume youd revisit the plan based on ridership at that time, so overall this is an acceptable plan. Also Id have all 8-car trains.

My employer will resume regular office hours September, 2021. My daily commute on the Metro is from Grosvenor/Strathmore - Union Station and return, and do not want to wait 30 minutes in between trains. I also take the #6 bus to the Metro Station each day, and do not want to have to wait 30 minutes between trains, which would be very inconvenient.

Time is money. Even pre-pandemic I had to carefully time trains and monitor delays. Less frequent train service will just make it more necessary for me to continue remote work or switch to driving.

I take the red line to work downtown and every 15 minutes is not frequent enough during rush hour. Its too long of a wait to get to work on time, and it would cause even more crowding.

I rely on a shuttle to get from my town to the station and this could cause me to be late to work depending on the arrival of the shuttle.

These wait times would deter me from choosing to use Metro for my transportation needs.

It isn't clear for Orange and Silver line stations like Ballston or East Falls Church would have service every 12-15 minutes. Going from every 12-15 minutes to every 30 means up to 30 minutes more a day could be taken from one's day waiting longer for a train. And clearly going to Dulles by rail could result in up to a 15 minute extra wait per ride.

There should be distinct rush-hour service since so many riders are using the transportation for a variety of reasons throughout the day, i.e. early morning hours to late-night hours.

We are retired so ;out time limits are flexible. I am not sure, given the normal, i.e. pre pandemic ridership from the Grosvenor/Strathmore station that would work well. The starting of trains from Grosvenor every 15 minutes might solve that problem.

I live in one of the Grosvenor perk buildings and mÃ©tÃ©o is my only mode of transport to work, groceries, medical appointments, weekend bits unthinkable to wait 30 mn d'or a train to get anywhere

With ridership and revenue down sharply, cuts have to be made, especially given Metros very high labor costs. The conclusion might be different if ridership was expected to bounce back to its pre-pandemic level once most of us have been vaccinated, but with more employers and workers familiar with telecommuting, ridership will always be sharply below what it was before 2020.

This would provide reliable service that would enable riders to depend on Metro to commute and get to other scheduled appointments.

waiting on any current station and major station during rush hour even for 5 more minutes, would make it very difficult to get a ride, and if you can it will be more than overcapacity each and everytime. If there is going to be a reduced rides I propose express lines to be introduced. For example: regular stops from shady grove until grosvenor strathmore, but from grosvenor strathmore - to - farragut north nonstop ride. Then stop again on every stop until union station, then skip stops again until silver spring.

Proposal to operate Metrorail service every 30 minutes

With proposing this, whats the point of even having a mass transit option? With proposing this, we dont even know what the Mayor will/will not allow due to COVID next month, let alone next year, so how does this make any sense? Why does it seem to difficult for a public organization to manage and figure out solutions that work? A private company would be finding ways that dont cripple their business nor cripple the city. I have never owned a car in the 40 years of my life. If this proposal happens, I will need to get a vehicle because (1) if I miss a train, Im SOL; (2) I need to transfer stations and if it doesnt coincide properly I will need to stand around another station for that transfer; (3) it will take 3 or 4 times as long to commute to work via Metro than it would by car, even with heavy traffic. Go back to the drawing board and start thinking outside the box. Dont allow the union to essentially manage our transit system.

I would prefer trains to run a little more frequently, but this plan will work.

15 minute intervals between trains at rush hour would cause excessive crowding, increase automobile traffic in the city causing gridlock and exacerbating air pollution, and damage the local economy by making Washington a less attractive place for employers.

Standardizing times across the entire week at least gives riders a chance to plan commutes.

As an Assistant Property Manager for a 505 unit high rise community adjacent to Eisenhower Metro Station, our concern is keeping Eisenhower Metro Station (Yellow Line) open. This concern has been voiced by many of our residents who are under the impression our management company can influence WMATA in doing so.

No comment on frequency

Missing a train by just a second and then having to wait 8-12 minutes for the next one during rush hour is bad enough but having to wait 30 minutes for the next train should not be an option

Waiting up to 30 minutes for a train would mean I would likely find an alternative to metro

But it will be more of a challenge to get to and from Nationals games. I go to about 12 per year.

I ride on the yellow line and dont have a problem with the opening and closing times but 30 minutes between each train is an issue. Sometimes I have appointments in Wash DC and I usually change to the blue line at King Street. If for reason the train out of Huntington is late (i.e. problems with signals, delays further down the line) I might miss the connection to the blue line. Im a senior citizen and the thought of having to wait another 30 minutes for a train would be a problem. Public transportation is my only way to get around.

Trains should run at least every 15 minutes no matter how many lines are on that station. Otherwise the bus becomes the most efficient way to travel.

While this works for me because I would be using the Grosvenor-Strathmore Metro station (if it is still open) to commute to DC (to Metro Station, Gallery Place, Federal Center SW, etc.), it will create a significant hardship for many people who would have extended wait times to travel to and from their places of work served by WMATA Metro - it is largely non-productive dead time.

I am a Red Line user and am fearful that trains would be too crowded to get onto during rush hour with 15 minute intervals between trains.

I see this as dangerous when it comes to rush hour crowds. This is because it increases the risk for people falling off platforms and onto the tracks.

Tough to say, in some cases like my normal commute to work, it would be fine. But Id be nervous for something like the end of Nats games where everyone is trying to get on the green line at the same time

That seems very inferque

My most efficient commute requires 2 transfers, so the potential of waiting up to 30 minutes adds a lot of time and uncertainty to that trip. Other trips would be impacted in the same way. I dont go to the office more than a few times a month now, but that is subject to change soon. I dont have a car by choice because transit is and should be the most convenient way to get around in any place like DC. These changes would drastically undermine that state of affairs.

Frequency of trains is less important to me than hours of service, as is I cannot get to work on weekends by metro in my commute to airport since service does not begin until 7/8 AM Sat/Sun respectively...

This would literally make my commute impossible. Pre-COVID, trains running through downtown every few minutes were still so crowded that I would often have to wait for multiple trains to pass before being able to board. If they ran every 30 minutes, I could be waiting 1.5 hours for an open train.

If teleworking federal workers have to return to their offices additional trains would be needed from 7am to 8:30am (at Grosvenor) or longer trains would be needed.

None at this time.

Without the Grosvenor stop riders would have to go to either White Flint or NIH. Neither offers adequate parking for additional riders. If Metro wants to encourage ridership why make it difficult for patrons. Hopefully, riders will return when businesses reopen and government employees go back to work. Surely this will happen before January 2022.

Proposal to operate Metrorail service every 30 minutes

During COVID-19 people were told to stay home, so ridership decreased. By January 2022 people will need to commute to work once again. With many people taking advantage of low mortgage rates and moving out to the suburbs during COVID, the demand at stations beyond Grosvenor and Silver Spring will be even higher than pre-pandemic. If you limit service you are not going to resolve your budget issue. Instead, people will find alternatives to the metro and you are going to decrease your long term revenue.

I feel like 30 minute waiting period for trains is a long time

Assuming ridership returns to pre-pandemic levels, this would result in long wait/commute times, especially during rush hours. Even 8 car trains were uncomfortably crowded prior to the pandemic, and often individuals would have to wait for the next train. This solution would remove the waiting for the next train option for many commuters based on solely on timing, resulting in more crowded trains. I would also assume that people will be less comfortable packing into trains post-pandemic as well.

The trains at rush hour might be too crowded (8 am and 8:30 am, for example).

Having one train every 30 minutes would make the platforms and trains much more crowded in the mornings and afternoons. If I cant get on the train because the platform is so crowded, or because the train is already full, I would now need to wait an additional 30 minutes for the next train? Thats just not acceptable. I typically commute on the Red line (from Rockville to Gallery Place), and this type of schedule would routinely make me late for work. I grew up in NYC, so Im a big fan of public transportation and use it all the time. But a train every 30 minutes? That would force me to stop taking Metro to/from work.

It would be horrifically crowded during rush hour (and pre and post rush hour); and perhaps not really safe since COVID variations may well still be a danger. Or, the huge crowds may discourage people from using Metro.

In order to get to work on time, I need additional trains to help me make transfers between Orange and Yellow trains.

This would cause even more crowded waits and trains during rush hour times. It would also mean a higher chance of being late as you have to wait longer if trains are off schedule or you are not able to get on a train as it is full

depending how busy rush hour will be in 2022 30 minutes may be enough to back things up (at least in the past).

I think it is important to keep the increased rate of trains at Strathmore - I think this drives ridership from the Rockville Potomac areas

It would not impact me. However, this suggests that the ends of lines where commutes drive in from further out and park, would be incredibly packed if train only coming every 30 min.

too infrequent

I travel in between VA, MD and DC when I am able to work. When you have to arrive at a set time at the job, late metro buses or trains will delay work arrival.

I would adjust my leave time to ensure my connections get me to work and events in a timely manner.

30 min between trains would work during the day, but not during a rush hour period.

I really dont want WMATA to have to cut Metro service on any of the lines. It will continue a downward spiral of people not using the system, which feeds the underfunding, which results in further cuts in service, which causes even more people to stop riding, and so on. The local jurisdictions need to step up to give Metro the funding it needs. Public transportation benefits everyone, including drivers, by taking cars off the road.

The trains will be too full for every 12, 15 or 30 minutes. The amount of people that would end up on teh platform waiting will lead to people pushing to get on the train and there wont be space. So now people arent waiting 12, 15 or 30 minutes for a train, theyre waiting 24, 30 or 60

I think this is a great option. I dont drive and need the metro to get around. Keeping everything the same for all lines is the best decision.

I am concerned about the metrorail running only every 30 minutes because I do not catch the red line everyday to go to work also, closing at 9:00 p.m. instead of 11:00 p.m. since this is my only mode of transportation.

Keep the service on all red line stations, but trains should run more frequently during rush hours.

15 minutes is a long time to wait for a train if you miss one.

I would not be happy about a 12-15 minute timespan between each train, however, I would be willing to live with it IF funding doesnt arrive.

I am retired, so the timing between trains would not affect me unduly (although it would definitely be inconvenient); if I were still working, I would be quite unhappy about this.

this will only work if the trains arrive and leave each station at the exact time they are scheduled. This way I can plan which train to take that will allow me to arrive to work on time. If the times cannot be strictly adhered to, then you will be making me 30 minutes late to work for no fault of mine, but yours

This would make already long trips on the metro even longer. What should be a quick ride can easily be extended to 45 minutes or an hour when you have to wait 15 minutes for the train upon arriving at the station, and another 15 minutes if you need to transfer.

Need more frequent during workweek should we be back to increased in-office work.

Proposal to operate Metrorail service every 30 minutes

By Jan 2022, I expect in office work to be fully open and therefore more trains would be necessary to support the ridership.

After Covid, many companies are insisting on going back to 3 days a week IN OFFICE. I would want Rush hour increased to every 15 min

None

i give it a thumbs up.if that be the case

I anticipate the federal government will be reopened and such a large gap between trains will mean I miss it only being prompt to work but also back home for dinner and bedtime with my children. Please do not make such drastic changes to weekday ridership.

When you have to wait more than 10 minutes for train to arrive it starts to become more convenient to just use a lyft/uber cars to get around, Im worried this would push more people away from using metro and further harm the services bottom line.

This proposal - while sound during time periods (e.g., CY 21) in which most individuals telework or possess the option of doing so - will become increasingly impractical as a phased physical return-to-work schedule is implemented by multiple agencies and organizations. Such a proposal also appears in direct opposition to metros stated aim of improving customer service, enhancing responsiveness, and strengthening reliability. A more logical approach would be to examine ridership data over time and subsequently phase and/or scale an increase in train schedule and frequency commensurate with growth therein (e.g., start with some semblance of this proposal but collect data on ridership and scale or upgrade services as needed; this could entail upsizing or downsizing schedules within a single day based on data).

I would not commute on metro with 15 minute rush hour headways, and I would almost never use it for other purposes.

I live pretty far from the city so only one line that comes into my area is silver, and only a couple stations later does orange come in. If headways are 30 minutes then it would seriously affect how I have to plan my trips. How are single-line stations expected to be at all convenient with just two trains in an hour?

I enjoy having shorter headways (as Im sure everyone does) and its very noticeable on the weekends when the headways are something closer to 20+ minutes at some stations. If I knew the timing to expect, with proper updates to Google Maps and similar services, however, I could plan accordingly.

Once COVID has been maintained and I return to work, I would need to find different way to get to work. I plan on using the Clarendon Metro- this cannot be closed.

Trains are already not very reliable with their arrival times, and this is going to lead to a lot of people missing trains by just a minute or two and being forced to wait unreasonably long times, which will make them late to work or school, which is a huge problem especially for workers whose employment might be threatened by recurring lateness. Saying just leave a few minutes earlier isnt a solution, either, a hundred small things can go wrong along the way and cause a responsible person to get to the station just a moment too late, especially for people with children. Additionally, pre-Covid rush hour trains were already often packed full to bursting, and theyll probably be back to that capacity by January 2022, which means that people are going to get stuck waiting between 12 and 30 minutes for a train thats too full to take any additional passengers (after theyve already paid fare, and in many cases after the grace period has expired). So basically, this plan is going to waste peoples time and money and interfere with their ability to get to work and school (jeopardizing employment in some cases), and create a rail system thats really only useful for tourists who have all the time in the world to get where theyre going in non-rush hour periodsâ€”totally failing the people who actually live in the DC metro area.

Reducing frequency to this level would be a disaster. Metro would cease to function as a proper commuter line, and the platforms would likely be over-crowded and dangerous during peak commuting hours when trains are expected. Trains would be unlikely to accommodate everyone on the platform, which would lead to frustration. Commuters would revert to their cars thus contributing to gridlock, pollution, and parking issues. You cant evaluate future commuting needs based on pandemic data. In our family, in normal times, the metro is used regularly by two family members: one adult who commutes daily on the orange line from Clarendon or VA Square to Farrugut West, and one teen who commutes to a high school on Capitol Hill (orange line to Red line). These changes would render the metro unviable for the teenager and potentially unviable for the adult. it would also lead to the further demise of Metro by creating conditions that are so unfavorable that ridership will drop permanently. The entire family uses the metro to commute to sporting events, etc.. Please dont do this.

By only coming every half hour, the convenience of metro is gone. Not worth it for working folks.

Services should stay the stay regardless of ridership. It seems that changes are being recommended based on low ridership due to COVID 19. This pandemic will NOT last forever, how about considering reducing some of the corporate positions and take that salary reduction to repair and keep services running.

I am a big supporter of public transit and have a very negative view of this proposed change. I take multiple metrorail lines to get to various appointments, and with the proposed 30-minute interval between trains on much of my route, it would inevitably happen that missing a train (or more than one) by a small amount of time would require a long wait for the next train and make me late (VERY late) for some appointments. Missing timed appointments (doctors visits, etc.) is a serious matter and goes well beyond personal inconvenience.

This would be a good idea, provided that the last train arrival remains the same.

Proposal to operate Metrorail service every 30 minutes

what is the impact on traffic flow

Those are terrible headways. Especially when the train that arrives is full -- waiting an hour because the last train was a problem is unworkable.

This is a reasonable change given lack of funding.

This might work well unless there was congestion, meaning enough people would be using the metro to cause congestion due to waiting for arrival of a car. In that case, since the ridership warranted it, I would assume that you would provide more service, without complaint, as the ridership revenues should support additional expenditures on your part.

It will depend on whether I'm working in the office, how crowded the trains are and what will happen for special events, assuming they're happening (sporting events, concerts, etc.)

Disaster!

Though this still works, it will prolong travel time.

Since my office is not convenient to a metro station, I do not take metro for work, except for an occasional meeting downtown, or if my car is being fixed, and whenever possible for outings downtown, especially on weekends or in the evening. I use Grosvenor so this is not a big deal for me.

If I am back to work in Jan 2022 and trains come only every 30 minutes? There would be two trains per hour at my station, Braddock Road? NO. THIS WOULD NOT WORK. First - the blue line during rush hour is much more crowded than any Metro person seems to believe. we would be packed in like sardines if there were only two trains per hour (this is post-pandemic of course). Second - most of us have busy lives and we are rushing home - kids, sports, exercise, dog, etc. If we missed a train and had to wait 30 more minutes - our after-work schedule would be blown.

Add more trash cans so that debris will not accumulate on seats as people wait longer for trains to service their stations. Also, require a quicker response for cleanup of water seepage on platforms.

During any level of demand times service from Ballston only every 30 minutes is not acceptable. As the station is serviced by the Orange and Silver lines the timetable would at least have to be set up to guarantee service every 15 minutes. However, during peak demand times trains would be overcrowded even with 15 minutes intervals.

Decreased frequency in arrivals means more people waiting on platforms for longer periods of time and more people on trains at once. If we are still needing to socially distance, which seems likely, this will limit the ability to do so. Also, in January and beyond we will likely start to see some return to normalcy (i.e., many returning to work in-person and resuming commuting). If there are no differences in arrival times with rush hour trains, again this will increase number of people simply waiting around, which seems like it would discourage use of Metro overall. Finally, many people's commute time on Metro may be less than 30 minutes in total. Missing a train and having to wait 30 minutes for another seems excessive, when simply walking the distance between stops would likely get people to their destination more quickly.

Anything under 15 minutes all day, and really 10 minutes all day, is unacceptable. In particular, 30 minute frequencies between Alexandria and L'Enfant provides commuter-rail level service. WMATA needs to consider short turning branches from their end to join points. For example, Yellow trains can be run from Huntington to Mount Vernon, planning to arrive two minutes before northbound Green trains, and then leaving Mount Vernon southbound two minutes after southbound Green trains. This would give seamless connections for Yellow riders into points north on Green while reducing service hours on Yellow, and providing more core capacity north to the red line. (If this could be also lined up to provide a cross platform wrong-way transfer between Yellow and Green, facilitating trips between Alexandria, etc. and SW DC, that would be even better.) With such low frequencies to Huntington and Franconia-Springfield, you should consider running all trains from both points as Yellow trains to Mount Vernon, and then turn the Blue line into a shuttle between Rosslyn and either Pentagon or National Airport. With trains at Rosslyn coming only every 10 minutes in each direction, there would be enough time to pull in northbound on the eastbound platform and have the driver walk to the rear of the train and then run it back towards National on that same NB/EB track without an out-of-revenue move, and then do the crossover at Arlington Cemetery. (Conversely, one could come reversed in on the westbound platform, and then go straight out.) At the other end this could either be done at Pentagon, or the pocket track at National could be used, allowing a cross-platform timed transfer to Yellow there. This would then allow both Franconia-Springfield and Huntington branch passengers to get service to both Rosslyn and L'Enfant without a transfer penalty, and with other connections could allow good access to Farragut and the CBD. These kinds of transfers can also happen at East Falls Church, and possibly Armory, depending on how simple the crossovers are.

It would be important to have a schedule to arrange plans.

I think that we will be in a slightly better place in regards to the pandemic. I think that 10-12 minutes may be possible.

Knowing trains run much less frequently I would be less inclined to choose Metrorail to get to and around DC. I would assume the reduced frequency in trains during peak hours would be accompanied by a reduction in peak fares.

Trains would be absolutely packed -- to the point that people would have to wait for the next train, IF THEY CAN FIT ON THAT ONE -- during rush hours. Additionally, I take the MARC to the Metro as it is, and have a Metro transfer to a different line. So, I'd have three transit lines with relatively long wait times in between instances, and that would likely mean I'd opt to drive.

Proposal to operate Metrorail service every 30 minutes

Eliminate overtime and reduce wages.

This would increase my commute time an average of 15-20 minutes each way, and I would much rather pay a higher fare for rush hour service. If this would disproportionately affect lower income riders, consider a voluntary program where participants pay some portion of another riders rush hour increase; e.g. normal rush hour increase is 15 cents, then participants might pay 20 cents more. I would participate.

I am part of the green line and I use the meter and bus every day. For work, for my kids charter schools, also my husband goes downtown every morning. When there is a event on the weekend we take metro and bus to make to our fun destination.

While this may temporarily make sense with ridership down, once the District returns to some sort of normalcy, ridership will greatly increase. With trains every 30 (or 15) minutes, riders will be crammed onto platforms. With this proposal, you are telling your riders that if a train comes by and is fully, they in theory would have to wait another 30 or 15 minutes. This in turn makes metrorail an inviable mode of transit. This proposal in my opinion is worse than the permanent closure of stations (which will also cause more crammed conditions, since stations will be consolidated)

We are retired, so rush hour is not too important to us

Trains need to more frequent (every 5 minutes) during rush hour. Trains were too packed, less frequent trains will lead to more crowded trains.

I imagine that Ill have to return to the office by then and waiting for 12 to 15 minutes for a train in the morning or afternoon will make the trains even more packed and extend my commute

We are elderly and use the East Falls Church metro to go to our doctors in Washington, DC.

very 30 min doesnt work at all - at that point I dont need the metro - I would just use uber service. every 15 min should be the most in-between train times

As long as Metro provides a clear, timed schedule of when trains would be scheduled to leave from end stations in order for riders to time arriving in the station so they can catch the next train (understanding that if there are interruptions in the schedule, that could throw things off.

I do leave on the red line path and rely on the service heavily. Proposed changes to the services and limiting the schedule means, commuting to work with constraints and adding more burden to common man

Im fine with the lesser frequency of trains, but I would like a development of an app or tool that gives real-time updates of when the trains are coming to each station so that we can plan for getting on each train to get us to where we need to go.

I would be able to arrange my schedule to fit this one, provided there are enough cars available to carry the number of passengers resulting from fewer trains running.

This would result in pushing the younger riders who can't afford housing â€œclose-in' to drive to the city adding pollution and even more traffic gridlock. This is exactly the opposite of what our regional transport policy should be doing.

Right now the trains dont come frequent enough. I miss the connection to the bus many times,and since the buses dont frequent enough, Im stuck waiting a while for a bus

At every 15 minutes, I would consider alternative modes of transportation.

This would significantly increase my work commute since I need to transfer to a shuttle at the end of the line

This action would essentially turn Metro into a commuter bus line--a strategy that has seen a decline in bus usage proportional to the length of wait time between buses. For those who need to transfer from one line to another, the overall travel time on Metro would lengthen considerably. Metro serves NOT just commuters but also retirees and tourists who would like to travel around the DMV area easily and quickly all during the day, not just during rush hour.

30 minutes is too long time to wait for a subway ride...and a long time to wait for a bus too!

I plan my trip to work with MetroRail or MetroBus. I have a specific time I need to be at work downtown (7:30 am, M-F). A 30 minute frequency will not get me there on time, and there is no mention here of timing of buses with trains considered, or not. And will there still be a rush hour and non-rush hour fare? That seems unfair even now with the 8-20 minute headways - the current nor this proposed frequency gives rush hour service for a rush hour fare.

I utilized METRO in Spring/Summer 2020 when train service was every 30 min. and it was HELL. The train service does not coincide with the bus schedules, so I waited 30 min. for a train and ANOTHER 30 min. for a bus. I noticed that with Metrorail Proposal 1, there is no difference in arrival times between rush hour and non-rush hour, however will riders still be charged rush hour fees?

having the same schedule everyday would help in consistency and remembering the schedule / planning for trips. But every 30min is a long time to wait if youre using this for work and just miss the train. Having to wait a full 30min would not be feasible for most people. Waiting 20min would be a lot better.

Every 30 minutes would be difficult to manage during rush hour, if a train is full and you cannot physically fit on to it you would be required to wait at least 30 minutes until the next train which could cause significant personal delays. I do like the same hours all week, if the trains arrive every 20 minutes or less.

Proposal to operate Metrorail service every 30 minutes

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| First of all, youre giving the game away by saying youll increase rail service from Jul-Dec 2021. If drastic service cuts are truly necessary to balance the budget, why not start in 2021? This is obviously an unserious proposal designed to scare people into demanding more Federal funding. These service cuts would only accelerate the death spiral of declining ridership. If people cant rely on metrorail to get somewhere in a timely manner, they will turn to other modes of transportation, as has been documented time and again. |
| I don't think it make sense to make decisions about 2022 based on ridership in 2020. I used to take metro to and from work every day. Now I'm working from home, but I intend to go back to the office sometime this year. If this is how often metro comes, it would significantly extend my commute because I connect from Metrobus. I would be forced to drive to work or face a more than one hour commute on public transit, with all the frustrations of significant delays. If you implement this, I probably won't ride metro anymore. |
| A half-hour is a long time to wait, especially given that Metro riders are often using several lines or buses in connection, and a few minutes' slide would add a half hour on to a one-way ride. If you want to drive ridership into the ground and close the system, that's your ticket. To make it be useful to just about anyone, the entire system would have to be as on-time as a Swiss watch. No, just No. |
| No, this plan would not work for me because Im an essential-healthcare worker at an area hospital. Unfortunately, our shifts end at 11:30pm, which conflicts with your 11pm closure. This is also a problem for retail workers. If ridership is down, maybe you should consider extending your hours to Midnight to accommodate the needs of late night essential workers whod rather pay more to ride metro than an over-priced Uber/Lyft/cab. |
| This depends on how and when the pandemic is resolved and normal pre-2020 daily activities resume, but it doesn't seem this option would be feasible for rush hour. On the orange/silver lines, cars are often packed even with the increased service. If the ridership returns to around pre-2020 levels, it's difficult to see how this wouldn't result in extremely long wait times and extreme frustration of riders. |
| By January 2022, it is likely that workers will have returned to offices and 15-30 minute headways will result in very crowded trains and stations. |
| Inconvenient but possibly tolerable. |
| Does the 15 minute scheduling apply to stations such as Courthouse, where both the Orange and Silver lines are serviced? |
| Waiting 30 minutes is too much and considering that the scheduling for the metro is not that reliable for one to plan to get to the station close to the time for the train to arrive and spend the least amount of time around other people, or in very bad weather given that the station is outside |
| After the pandemic is over, we will all be back to normal commuter riding. Trains will be excessively crowded at rush hour with this proposed plan. |
| Due to vaccine availability, I was planning to return to the office and thus resume my commute at the beginning of 2022. With this new timetable, I dont know that I will a) be able to reliably get a spot on the train due to infrequency and overcrowding (assuming many others will also be returning to work) and b) get to work on time. |
| It is unacceptable for the green line to arrive the less than 12-15 minutes apart because of the need to transfer from bush to rail and vice versa especially in wards 7&8 |
| In addition to proposal 1. The Elimination of all Federal subsidies for commuter outside the District of Columbia, and fare differential within the District itself ; lower the base for Metro / rail |
| Totally apart from pandemic related issues, Metro has not been providing rail service that could be relied upon to get to users to work or other other essential functions at my station over the past several years, due to repeated and extended closures (SafeTrack, reconstruction of the platform and track, I66 work, etc.) Reduced hours when actually open only made using Metro less attractive, as it became useful ONLY for work, closing toe arly and running to rarely to make using it for pleasure possible or enjoyable. Now Metro is proposing to make limited service permanent - or at least for several years. Its hard to understand how this will regain the ridership lost to the many failures to date. In addition, even when trains do run, they often do not run on time or consistently, so a schedule that begins with an assumption of 30 minute gaps between trains is likely to translate to something far worse. As someone who has been commuting by Metro since the 1980s, recent years have been a great disappointment. However, I had hoped that post-Covid, we would be seeing improvement. This proposal suggests otherwise. |
| I am able to go online to determine the next train near my house, so the frequency would only occassionally matter (e.g., when I had a connection to catch). However, I fear the trains would be overcrowded |
| This is unacceptable for those of us who rely on metro for doctors appts., having to go downtown to office, shows, plays, business, or restaurants. Do you want to kill downtown commerce? This is a bus schedule and that is just crazy for a train system. And to charge us the same price or more for this longer wait--as well have to err on going early or else will arrive late. I stayed in DC BECAUSE of metro access. i cant drive. You are penalizing those of us in most need of train service. DC will be a laughing stock as it is a major city and tourist and vacation destination but it will be downgraded due to lack of a proper and modern mass transportation train system. You will be competing against UBER and lose. This is just a white flag going up and you are dooming the system by such a proposal. |
| It depends on what you mean by trains. Do you mean, for example, at Federal Triangle, a green train would come, then 12-15 minutes later a yellow train would come? Or do you mean that a green train would come every 12-15 minutes? |

Proposal to operate Metrorail service every 30 minutes

| |
|---|
| While I am closer to the city center, this plan sounds like it will be very rough for the people who live or work outside the beltway. If Blue, Orange, or Silver line service are every 12 minutes but you can only take the orange to get to your destination, would that passenger be expected to wait over 30 minutes if they barely missed their train? Supplemental trains that travel from the end of the line to the first transfer point may help to alleviate this issue for those riders. |
| This would be a nightmare - I use metro to get to work, to get to doctors appointments, to visit friends and family. I need frequent service so I can connect between trains and arrive to my destinations. Metro needs to compete with other modes of transportation in order to reduce traffic and increase pedestrian safety. |
| I like that frequency stays the same at all times, but I would like it better if trains were more frequent. |
| Shorter wait times are crucial during rush hours periods. Even with pandemic precautions it is likely that a higher number of riders will be present during rush hour and it would be beneficial to have shorter wait times to reduce crowding. |
| If demand for commuting goes back to pre-pandemic levels, this proposal does not work for me. I will likely drive to work if headways are this long. |
| This makes transfers exceedingly unreliable. Additionally, commuter congestion will increase. While this wont be as extreme as trying to catch a train to a Nats game, this is an extreme adjustment. To be reliable, trains should run at least every 10 minutes during rush hour.Outside of rush hour, if this adjustment is made, I will take uber in situations where a transfer may be required.This prospal is disrespectful to the metro-area tax payers who have invested over \$6BILLION in metro-area improvements over the last several years. |
| If offices are fully reopened by January 2022, that would not work well for my commuter needs on weekdays. |
| 30 minute wait for a train to commute to work is unreasonable |
| I moved to DC to rely on public transportation. This shift does not create reliable transportation for me. Less trains=Packed trains |
| Service needs to be more frequent, especially during rush hour. Instead of a 30 minute wait at most stations, the wait time should be reduced to at least 15 minutes at most stations with a 10 minute wait at hub stations. |
| As commute frequencies return to normal levels, this plan would lead to significantly overcrowded trains and slow commute times. |
| 30 minutes is too long of a wait between busses, especially when my arrival is dependent on traffic and metro bus. |
| I like the service before the pandemic so if this is the same keep it |
| The proposal likely will result in overcrowding and then eventually finding alternative modes of transportation. If trains dont run exactly on time, it would greatly extend time required on trips. |
| This would represent a significant delay in my commute time -- as I make multiple transfers. If each had, on average, double the delay, this proposal would result in my commute time increasing from 75 minutes to likely 90 minutes on average. |
| This would add significant time to work commutes; if you just miss a train, this is makes an already long commute 30 minutes longer (and makes catching bus connections incredibly difficult). This proposal would only put more people in cars. |
| Many people commute from Clarendon, and travelers can barely get on trains that run every 5-8 minutes during rush hour. Having rush hour trains run every 15-20 minutes means nobody would practically be able to actually get on the train |
| It takes me approximately 90 minutes one-way using Metrobus and Metrorail to arrive at my place of work. Due to the frequency of unexpected delays within the rail system on any given day, waiting 30 minutes for the next train to arrive would be detrimental to my arrival at my workplace in a timely manner. |
| This would work for me in the mornings, but not coming home after work. This is because the metro station I use near my home has more than 1 line. |
| My office is currently closed, but my employer is looking to resume in-office work this summer. I know many other employers with the same plan. This proposed plan does not account for increased volumes on work days that are likely to accrue before January. |
| Commuting and only having a train every 30 minutes would be incredibly difficult |
| A thirty minute wait for the next train to arrive at a commuter stop like Rockville, Vienna, and Huntington would wreak havoc on the daily commute of hundreds of thousands of passengers that rely on Metrorail to get to work everyday. This proposal would further decrease ridership on Metrorail and cause significant difficulties for the low-income individuals, essential workers, and folks with disabilities who rely on Metrorail to get them around the DC metro area. |
| This would only work if trains and buses stay on schedule, including with broken buses, trains, and switched, sick passengers, road construction, and traffic. |
| This station is instrumental in supporting the businesses in the area. |
| Vitally important as a senior citizen living at Grosvenor park to have metro service |

Proposal to operate Metrorail service every 30 minutes

In 2022, I plan to commute by redline between Takoma Park and my office in DC. Even with the redline running every 15 minutes, this schedule would present a challenge during morning and evening rush hours. I would expect trains to be more full of passengers if they are running with reduced frequency--and the ability to just take the next train would be severely limited. Missing the train could also substantially impact arrival times at the office and at home. I am also very concerned about the impact of 30-minute wait times for all other lines. As a former user of the Green/Yellow lines to commute in DC, trains running every 30 minutes would force me to find alternative commuting solutions. It simply would not be worth the wait. I would be concerned that this proposal would have very negative consequences on overall metro ridership in 2022.

This would result in too few trains and lead to issues of overcrowding. It also would most negatively impact the most underserved areas of the region (SE DC and NE PG Country). With no rush hour would that mean no surcharge? Hopefully, Metrorail would no increase the cost of a trip due to the loss of the rush hour surcharge.

I suggest a published schedule similar to a bus schedule?

On weekdays, I use the Green Line exclusively to get to work in College Park. I have no other mode of transportation, only Metrorail and Metrobus. Trains running every 1/2 hour would make it difficult to get to work on time and to coordinate transfers between Metrorail and Metrobus. Inevitably, transfers would result in longer wait times of up to an hour if the transfer is missed.

Two factors arise immediately: when the downtown offices re-open, and whether (as many in the neighborhood suspect,) access to the Medical Center station is curtailed. A return to normal commuter volumes - or a situation where even the present traffic is forced to shift to another RrdLine station - could result in bottlenecks at that 15 minute interval. Further, I wonder if cutting off the late and early runs would imperil the jobs of many shift workers, and those who do not, (economically) have the option to resort to POV alternatives.

I would need more information about the stations with service from more than one line.

It's hard to know if things will be back to normal by January 2022. But if they are and this part of the plan moves forward, it'll be really inconvenient! I probably wouldn't take the train if I need to get somewhere on time. Would probably still take it to head back home after work or any appointments/engagements, or during weekend outings.

On the Red Line, oppose trains arrive every 15 minutes between Grosvenor-Strathmore and Silver Spring stations.

A half an hour is way too long to wait at certain stations and even 12-15 minutes is too long for stations like Grosvenor-Strathmore that are outside, especially in the freezing winter and scorching summer, but of which are risky to one's health and wellbeing.

With reduced time between trains I fear this would make rush hour impossible to get on a train, from overloaded trains, worse door issues, and thus further propagating issues of additional delays or disabled cars which long term would reduce ridership and continue worse metro budget and service problems.

This will not only make trains crowded to an unsafe degree, but it will make it almost impossible to get to work on time. We've all had the experience of missing our train by a few seconds--having to wait 12 to 30 minutes for the next one can make people late to work, school, and appointments.

I rely on the red line for my child's school, my work, help my mother in her daily needs. To wait for 30 minutes would not be suitable and it would delay my whole schedule alongside my child and elderly mother.

There should be a middle ground - say 20 minutes, instead of jumping from 15mins to 30mins. The 30 minute time would have a significant detrimental affect on ridership - people would instead decide to drive in fear that they would miss 1 out of the 2 trains that come each hour (many people can arrive at their destination within 30mins by car).

Waiting 30 mins for metro is unacceptable. I will not take the metro if the plan is executed.

There is no justification for turning back at Silver Spring and Grosvenor. I ride to Glenmont, and I see as much use at that station as some of the inner stations. We have too little knowledge about whether people will be going back to work, whether there will be a Covid resurgence next winter, to risk cutting service and packing trains indiscriminately. If usage does not normalize, cuts may be justified, but you need information about patterns of use. You do not know how much telework will continue, or if partial telework will continue and follow a pattern. That information will not be available before January 2022.

This will be a challenge for those who rely on extended night time hours on weekends for work or entertainment in the DMV region.

I take two metro lines to get to work. It would need to move more quickly.

Well, I prefer not to wait for longer periods of time but if I have to; I'd adjust my schedule accordingly.

Metro bus H8 and the Metro rail are my only ways for transportation and cutting the H8 bus will make traveling to work very difficult for me to get to work on time. I catch the H8 bus to Georgia Ave - Petworth metro station and I take green/yellow train to L'Enfant Plaza and transfer to Orange line train to Minnesota Ave. On weekend I catch the H8 bus to run errands.

Proposal to operate Metrorail service every 30 minutes

This is absolutely crazy. The overcrowding on Orange/Silver during rush hour (my typical travel route) would be unbearable. We should be increasing service on OR/SV line relative to 2019 levels. While current ridership levels are awful, many riders of these lines (including me) do not have alternatives to commute into the city once the pandemic is over and we return to our white collar jobs.

Rush hour trains headed downtown (to get to work) are likely to be very crowded by the time they reach Dupont Circle. Based on past experience, it could well be the case that not all passengers will be able to board the train, meaning that actual wait times could be significantly longer. There have been instances in the past (pre-COVID) where 2+ trains would pass without being able to board due to crowding. However, this approach should be okay for people going outbound (e.g., my son headed to school if he opts for the train instead of the 96 bus).

Awful idea! 30 minute headways would effectively convert Metrorail from an urban transit system to a light rail system. Ridership would drop precipitously if riders had to anticipate at least a 45 minute trip to basically anywhere, when driving would be quicker. The metro systems Ive used in cities around the world that work have significantly shorter headways. Those with long headways like this proposal have noticeably low usage. Moreover, long headways do not reduce station staffing and maintenance, and they likely wouldnt reduce track maintenance much.

Provided there is a schedule which we know in advance and can organize around the timing might be workable. I am concerned about crowding however.

I am retired, so I can time my use of the Metro-rail to fit a schedule that runs more frequently during rush hours and at larger intervals the rest of the time. I would support such a program if it helps with Metros finances and keeps all the different stations open.

I live where I live (across the street from Virginia Square metro) so I can get to my job easily in the morning and come home at night without at wait. All the businesses and schools and churches around here are geared towards this population -- Rosslyn to Ballston on the Orange line. Theres an implied social contract here. Weve paid more for our condos and higher taxes for it. Weve had enough stress with COVID. Essentially forcing people to drive to work in DC is bad for the environment, bad for DC residents, and bad for the health of the metro area. For Northern Virginia/Arlington transportation to be curtailed during high commuting times when we are back at work is devastating to Northern Virginias and the citys health and wealth.

Metro would not be a feasible way for me to get to work. I have to change stations and cannot be delayed by 30+ minutes because the timing does not match. The benefit of Metro is that is can be faster than driving. This change would completely eliminate that benefit.

This would back up commuters and cause extensive issues for roads and mass transit

It is important to keep the trains running on all lines with no station closures. Why the decision of every 30 minutes and not 20 minutes? Metro can start off running the trains every 30 minutes, but then adjust accordingly. Again, regardless what ends up becoming the time intervals of trains, it is important to have trains running with no station closures.

I am expecting that metro riders will return to use Metro once vaccines are received and employers begin asking their staff to return to work. i think that by Jan 2022, we will be back to normal, and the delayed schedule will increase overcrowding on metro. I would not continue to ride metro if overcrowding occurred.

My daily commute is by Metrobus; Metrorail is used on the weekends

With social distancing needed for a while. We should actually have the reverse (more frequent train) to avoid large crowd

If metro changed its schedule to every 15/30 minutes during rush hour, I would stop using metro entirely and switch to driving.

This kind of scheduling makes Metro a deterrent for riders. This will cause overcrowding, train break downs, and even longer delays. People who need to use the Metro to get to work will not be able to get there on time and could risk losing their jobs as a result. This is a terrible way to serve people reliant on public transportation.

Proposal to operate Metrorail service every 30 minutes

I live within walking distance of the Grosvenor-Strathmore station. I do not own a car and need the metro to get to work starting in June when our offices open again. My husband and I recently bought the townhome where we live just recently precisely because it is within walking distance of a metro because I need to travel by metro for work, doctors appointments, shopping, and to visit friends in DC and the fact that I do not want to have to buy a car due to my commitment and desire to travel in an environmentally sustainable manner. Closing the station would not only have a huge negative impact on me and be a detriment to my mobility needs, it would also likely force me and many others in my neighborhood to purchase cars adding to green house gas emissions, pollution, and traffic. This would also likely lead to a downward spiral for WMATA ridership as lower frequencies would certainly push others to move to private vehicle ownership permanently. While I understand the budget crisis, cutting lines, stations, and frequencies would only exasperate not solve the financial crisis brought on by pandemic-related ridership loss by leading to further and permanent loss in ridership. In addition, countless numbers of low income individuals who can not afford to buy a car would be put at further disadvantage by reducing their mobility options and access to jobs, food, health care, and social opportunities. In short, I believe that the plan is short sighted, particularly given that people are getting vaccinated and will soon likely return to WMATA and public transit generally. In the long run, if these cuts are made, it will only put further strain on our road systems and make the DC metro area less livable. I implore the board to consider other more sustainable long-run alternatives such as seeking ways to build confidence in transit users that it is safe to use public transit again as we all get vaccinated. -for example, through use of high filtration systems on-board vehicles and better enforcement of mask requirements or revenue from parking fees in congested downtown areas, and gas/congestion fees that would be earmarked for transit.

There is a large federal building at the twinbrook station with limited parking and lots of metro riders. May need more frequent trains at rush hour.

I ride the metro bus every day and ride the metro train about 5 times a month

This proposal will work fine if the Federal government (my employer) will allow me to telework 2-3 days a week. I will just need to time my arrival to the station to minimize train wait time on days when I commute.

While the reduced frequencies would probably work, packed trains during rush hour would be a deterrent for me.

With November 3, 2020 General Elections and President Joe Biden and Vice President Kamala Harris, there is a new federal direction and charge to lead the United States, through and out of the COVID-19 Coronavirus Global Pandemic, Safety and Health, and Economic downturns and threats. On Friday, 2021 February 19, both my mother and father recieved thier second Phizer Vaccinations. As more and more Americans are allowed access to and receives their vaccinations, the safety and health opportunities improve our chances for life and the business and economic impacts and have greater opportunities to emprove. Obviously, this will not happen overnight, and will take some time through 2021.

A 30 min wait on trains is too long during rush hours

Not frequent enough, even for red line which is the busiest line. If it's only running every 15 mins the chances of the cars getting too full will mean lots of people won't be able to get on and then have to keep waiting. Lots of people need green and yellow and silver lines too.

More frequent trains is desirable

Too infrequent for the load of Metro commuters. Supply will not meet demand

This seems reasonable unless there is a surge in ridership - return to pre-pandemic ridership.

Currently that would be fine, but would disrupt things if I'm back in the office June 2021 as my company proposes to be

Assuming most people return to office commutes by this time, I think trains would be packed during rush hour. I've been on many trains that are overcrowded, which often leads to offloading, and I think that would happen frequently with this schedule.

Trains should be scheduled more frequently than 30 mins. With significant gaps in trains, potential riders are forced to turn to alternative options, thereby decreasing ridership. Additionally, with less frequent trains, there is less flexibility for commuters. If one is to miss a train, waiting an extra 30 minutes for the next is often not feasible (think of hourly workers who utilize public transportation and cannot afford to be late to their jobs). The train frequency is more burdensome than anything.

The trains during rush hour are crowded already, pre-COVID, add in the build up from fewer trains and youd make many stations unusable due to overcrowding and long waits.

Lots of commuters on the silver line and orange line. This would hamper daytime work commutes a LOT.

That would make a daily commute on metro much less attractive and would clog up traffic once we are able to use public transport again

If the pandemic continues to impact the workplace then I would expect this to be a suitable schedule for my purposes, however if the region begins to reenter the office setting, this would be grossly under service.

The above appears to require more planning and time for those of us who are retired or otherwise not working or traveling during rush hour.

These plans would increase the length of my trip from 1:15 to at least 1:45 - an addition of 30 minutes taking into account one transfer.

Wont be able to get on a train during rush hour

Proposal to operate Metrorail service every 30 minutes

The company I work for plans to bring all of its employees back to working in the office towards the end of 2021. I do not own a vehicle and rely on the metro to travel to work. If the metro stops near my home and office were to shut down, it would impact my situation significantly. Not to mention the incredibly negative financial impact it would have on the value of my home and all other property owners and business owners near those metro stops.

I live near the Twinbrook metro station in Rockville, MD, and this proposal of trains arriving every 30 min. at stations north of Grosvenor would make trains too crowded. Even with the previous pre-pandemic schedule, many south-bound trains arriving in Twinbrook for the morning rush were full. I have waited for up to 3 trains at Twinbrook during the morning rush in order to find space to board safely. Post-pandemic, no one is going to be thrilled about being in such close quarters with so many others riders. People will start to drive to work instead of cramming into metro trains like sardines. Loss of the riders north of Grosvenor station post-pandemic will compound Metro's budget issues. It's not clear why metro hasn't reduced service now, when there are fewer riders, to save money now instead. I see trains at Twinbrook much more frequently than I would expect during the pandemic. It doesn't make sense.

30 minute arrivals is not a reliable form of transportation to get to work. Missing a train could make someone late enough to lose their job or have substantial enough impact that I wouldn't rely on it.

My intellectually disabled daughter travels on the Red Line to and from work. Her shift ends at 8 pm. While I think the commute to work will be manageable, I'm worried about how late she will be getting home. She travels between Shady Grove and Medical Center.

By January 2022 the pandemic will be mostly under control and we will all be heading back to our offices more normally. Trains every 30 minutes during weekday morning and evening rush hour would not meet the needs of all the riders.

Service every 30 minutes virtually negates the usefulness of the metrorail system. I live near White Flint, and these changes would render the Metro as too difficult to use.

No change in the arrive time for the above trains.

I still come to work for United States Government (Army Hospital Logistic)

I think adjusting the amount of time between trains and/or the number of trains running at a given time in relation to capacity needs is a reasonable solution to reduce operating costs. This change makes the most sense to me.

30 minutes is a long time to wait if train service is not exact and the schedule fluctuates.

Prefer more frequent weekday service vs. weekend service. (Weekday trains every 20 min. weekend trains every 30 min.)

I deeply appreciate having more trains currently, but if there need to be drastic cuts, this is workable with planning.

If Metro can GAURANTEE the times that trains would arrive and depart this would help me decide.

If there is no difference between rush hour and non-rush times it would not make Metrorail a viable option for commuting for work. The 30 minute interval times between trains would also not make Metrorail an attractive option for getting around the region for day-to-day activities or for leisure.

I am willing to wait 8 min max at the station for the train.

Provided there is a train every 15 minutes and trains remain on schedule that should be fine. The issue is when you plan on a set arrival time and a train is either early (so you miss it) or so late that you are late for work/an appointment.

I would still take metro sometimes, like when I wasn't in a hurry and didn't need to transfer, but otherwise it would add too much time to travel. Reminds me of how much I avoided metro on the weekends before the pandemic because of the long arrival times - devastating for transfers.

I expect to return to commuting to work by Jan 2022. So trains every 10-15 minutes would be the max that I would want to wait without making other arrangements.

This proposal is better than any proposal that closes stations.

Need an accelerated schedule for rush hour.

I assume we'll be back to work by January 2022 and that doesn't sound like nearly enough capacity for rush hour. I ride both the red and orange/silver/blue lines and feel like that would inevitably lead to overcrowded trains.

Metro provides an excellent service to all communities within the Great Washington Area. Therefore, I think that the service should continue with some minor adjustments only. The economy and Metro activities will be in full swing towards recovery by January 2022. Thank you Metro!!!

It seems stupid and irresponsible to propose to close 22 stations and delay service during rush hour, particularly downtown exactly when Federal and state workforces will begin to return to the office post-pandemic.

As long as Metro provides accurate times on the app, one can easily plan to cut down on waiting.

As long as trains keep to posted schedules. No one wants to wait half an hour for a train.

Proposal to operate Metrorail service every 30 minutes

Metro has had service issues well before COVID-19! From train derailments/malfunctions to weekend shutdowns to SafeTrack to the Capital/Platform Improvement Project, Metro train service has been seriously reduced or shut down altogether....in addition to fare hikes! This proposal would make travel MORE difficult, especially for people who can only use Metro to get to certain areas. Having trains run every 30 minutes at all times is an AWFUL proposal which will force people to either wait longer or find alternate transportation besides Metro altogether!

Waiting for 30 minutes at an one line station should be embarrassing for WMATA and the involved cities. As a rider, it is disappointing to leave work, play, events and have to wait that long, not even mention dangerous. During the work peak hours, this will also result in more crowded platforms, then obviously the trains will be overcrowded.

This would work for me because it is consistent and I live at Grosvenor.

I would think rush hour trains would need to be more often.

This plan give me peace of mind, knowing that I can take the Metro to go to work like before, not have to worry about driving to work, or moving closer to work.

We rely on the Metro to go downtown and come home. Rush hour should have more frequent trains.

Every 30 minutes is simply not enough to support peak traffic hours. These timings could maybe work the rest of the day if there was increased service during rush hours.

No, I am not happy that the Employees is going to be lay off that work and have many years with metro if they do not get the funding that they need . If lay-off so many people is going to be upset and They will be Angry and will be without a Job and take care of their familys

frequency much higher than 30 minutes during rush hour would be needed

I rely heavily on the Cleveland park and Woodley park stations to get to work downtown. Trains arriving only every 30 minutes would make the morning commute impossible given that trains would be absolutely packed. Normally when this happens I'm able to catch one of the trains a few minutes later when there's more space. There's no way I could rely on metro to get to work by 8am if trains came only every 30 minutes.

While it may not be as convenient, as long as the times are genuinely the same so that I can plan around them, I would be ok with this. I cannot emphasize enough that the times must be the same -- consistent and on time -- so that people can effectively plan around it. If I miss a train because it came through earlier than scheduled and then have to wait 30 minutes for the next, I would be very upset and I can only imagine the complaints that would come in.

Once Federal employees go back to their offices waiting 30 minutes for a train would be crazy. The trains are already packed at rush hour, especially at the end of the day. I believe you would lose more riders.

Is this a joke? Unless DC and the feds are paying literally everyone to stay home, how are you proposing people get to work?

It will literally be dangerous to be on the red line platform at Gallery Place during rush hour if trains are only arriving every 15 minutes. The platforms are too narrow for the number of people who will be crammed onto them waiting for what will surely be overloaded trains.

Trains should arrive every 15-18 minutes instead of 30 minutes. On the Red Line, trains should arrive every 6-8 minutes. I travel by Metrorail everyday to work on the Red Line, and I have seen several passengers inside the train as well as those waiting on the platform without wearing a mask. This happens on a daily basis. Some even took off their mask (or pulled it down) once they got on the train. This will become a safety issue if we cant have social distancing because of overcrowded trains due to long waiting periods between trains.

We will need more trains at rush hour once commuters return to their workplaces. This is way too long a time between trains both at rush hour and for any transportation purposes. The proposed times between trains will be both inconvenient and too crowded.

I believe the reduction of rush hour service would lead to much more crowded trains and greater difficulty in getting on a train. Prior to the Covid shutdown, I would be lucky to be able to get on the first train that came through the station, given the amount of people on board, less frequent trains would lead to a much greater problem.

30 minutes too long

This may present a problem for those connecting to VRE or other modes of travel.

Do not close/shut down any metro station even if there is low ridership-- to compinsate increase fare prices on subway or bus & have shorter trans on subway lines or have subway trains skip stations that have low ridership-- like having a subway train only service a station with low ridership less frequently having trains blow by certain stations but only service those stations with every 2nd 3rd or 4th train, but have it be at predictable intervals.

This will increase my travel time significantly since I travel from MD to VA daily for work daily.

Each line should run at least every 20 minutes between 6am and 8pm with overlapping lines every 10 minutes. .

If ridership returns to pre-COVID levels, no.

This would hurt low-income riders who use metro to commute increasing their commute time

Proposal to operate Metrorail service every 30 minutes

Not ideal, but workable for the short term if commuter numbers remain relatively low

This works for me. I live close to EFC -- for non-rush hour, every 30 min for orange and silver is okay.

honestly dont understand the proposal. trains would only be every 12-15 minutes in downtown? that kinda bites.

I rely on metro rail service including routes with multiple lines. Increasing time between service would make my commute to Virginia and around Washington harder, and would likely push me to rely on car transportation instead.

Increased wait times adversely impacts parents of children in daycare. If a rider were to miss a train and have to wait 30 minutes for the next train, especially during the evening commute this would mean they would be late picking their child up from aftercare facilities, which incurs an addition cost (most \$1/min). Frequent Metro trains are essential for most passengers.

The current service plan works quite well. I am in Cleveland Park, and the reason I take Metro is because I can rely on the service--a train shows up in 3-5 minutes. From home to office is about 40 minutes on Metro (versus 15 minutes to drive to Courthouse). I take Metro because it is better environmentally.

Too long intervals in between trains and long wait times that would cause essential workers to be late for work.

Even just 15 minutes is a long time to wait for a train. It would also cause rush hour trains to be very crowded once most people have returned to the office.

This plan will lead to overcrowding and make transit impossible to use, especially for disabled people who require extra space to navigate onto trains.

15/30 minute wait is too big a gap - i need to use the metro to commute to work, from Grosvenor to White Flint, and sometimes even from Naylor Road to White Flint! If I cant use the metro, I may lose my job.

I have to get to work on time!

It would take me hours to commute from Shady Grove to Rockville and this would make it impossible to commute to DC

I don't agree with metro rail opening later on weekdays to match the weekend schedule. 20 minutes is the max time someone should have to wait for a train since many people catch multiple trains and buses to get home or to their destination.

Those proposed times feels like its happening now.

The statement that trains would arrive every 12-15 minutes at stations with service from more than one line is misleading, because it encompasses all lines at those stations. Just because I can get a Blue or Yellow line train at Pentagon doesnt mean the Blue line train that I need to get me to Van Dorn St is going to arrive any sooner than the 30-minute wait specified in the opening paragraph of this page.

Would certainly like to know the times that trains would arrive/leave a station, such as always at 1:10, 1:40, 2:10, 2:40, etc., on a regular schedule so you can plan.

Not ideal but better than closing stations.

I use a combination of Metrorail (both Blue and Silver lines), Metrobus, and a private shuttle to commute to work. This schedule would significantly increase the time of my commute, especially if a train or bus is delayed and I miss a connection. I would have no choice but to seek out alternate (more expensive!) transport methods (Rideshare, buy a car, move closer to work) and stop using Metro.

I am currently working from home but expect to be back in the office before or by January 2022. I solely rely on the metro service for transportation because I don't own a car.

On the red line, every 15 minutes is not great at any time of day, and especially not great during rush hour when conditions are back to normal (post pandemic).

During rush hours, trains arriving every 12-15 minutes will be crowded and there would be no alternative to wait for the next train to alleviate the traffic

15 minutes during rush hour is an unacceptable delay

Arrival times at multiple-line stations are acceptable. Closing many ,22, metrorail stations in between is going to be very inconvenient for metro riders!

train service in the morning is needed every 15 minutes for commuters to get to work along the redline, between shady grove and SS. 30 minutes in evening is OK.

If trains only run everything 30 minutes, it would significantly impact my ability to utilize the metro for my commute, particularly in instances of unexpected delays or incidents that impact train capacity. I would be forced to drive instead, and would likely end up not using the metro except in special circumstances if I no longer buy a commuters pass. This would be a significant impediment to my expected travel needs

Less frequent train arrivals make metro use a less convenient method of transport. Not to mention the frequent delays that are already experienced on a frequent basis (pre-COVID). This could potentially mean that people would be stuck 30-40+ minutes on a train platform.. waiting for a train... which would eventually be crowded (less frequent trains means more people on each train...

Proposal to operate Metrorail service every 30 minutes

I am very concerned, as many of others that ride the P18 bus on a daily basis to commute to Fort Washington. Are aware that this is the only bus that run into Fort Washington? We need a bus that run to that area of PG County. When the P18 doesn't run because of snow or ice, it can cost me \$60 per day or even more just to get to Fort Washington from Southern Avenue or from the National Harbor.. Is the PG Government taken action to provide a bus service to replace the P18 if this bus is eliminated. I ask on behalf of all those that ride this bus to reconsider this route before any action is taken. I am planning to contact PG County Officials to get their input about this urgent and important matter to those that use this route. I travel every day except weekends (since the P18 doesn't run on weekends), from Bethesda (5101 River Road (about a mile NW from Friendship Heights Metro Station) via 2 buses and two train lines to get to Fort Washington Road and Beech Street, Fort Washington, MD to care for my granddaughter while her parents work. I don't have a car, so I need the P18 bus route to take me there. When this bus was suspended from March of the end of August of 2020, it cost me thousands of dollars to travel there. When the bus route was restored, it was the best news I received since the pandemic restrictions started. I am grateful for this route and ask you to please keep it running. If you have to increase the amount charge for each trip to keep this bus, please do. I am 74 years old and live on a medium fixed retired income, but I am happy to pay for whatever is necessary to maintain this route. There many other people using this route to get to work along the route of this bus. Some of them go to the end of the line. there is no other way to get to this area from anywhere within the Washington, DC area, Maryland or Virginia. The P18 is the only bus available. It is a service that the residents of this area need to get to work and home. Thank you! Rosa Elena Bland 5101 River Road, Apt. 716 Bethesda, MD 20816 roselena.bland@gmail.com 301 641 1769 (for text messages only)

Keep higher frequency at rush hour

Future plans should operate as if things will go back to normal, and emphasize and encourage more use of public transit. Before the pandemic, WMATA was already going the wrong direction in terms of service compared to other major city's train systems such as New York City and Chicago (short hours of service on weekends, frequent station closings).

every 30 minutes seems like a long time. Like, if I arrive at a metro and see my train is 22 mins away, I'm likely to leave the station (within 15 mins which would get my money back) and take a rideshare instead.

Every 30 minutes is not a useful service, I would choose Uber rather than wait that long each time.

would appreciate more frequent red line service during prime commuting hours (7-8:30 am and 5-6:30pm) - running trains every 15 minutes will lead to significantly increased commute times and way overcrowded trains (they were already crowded)

Trains running every half hour basically means I will not be taking the train. DC metro has always been a reliable way to avoid traffic and reduce my carbon footprint. If I'm going to a meeting near Farragut North Metro and I am near Dupont Circle my 20 minute commute now becomes 45 or 50 minutes. I'll have to take an Uber.

With up to a 30 minute wait, a trip with a transfer could be extended 45-50 minutes. This is not acceptable for someone who uses public transportation exclusively.

I would need a car. If I miss one train I wouldn't be able to wait 30 min for the next one. I would be late to work

Wait times are too long, and switching trains will make commute even longer.

During the week there would be longer wait times to get to work in the morning. Less trains also means more congestion.

I think that trains should be more frequent during rush hour (as has been the practice). Especially during times when health is of great concern and anticipation that mask-wearing may continue for perhaps another year or two, people will want to be able to socially distance from others on the trains. Having been on crowded trains during rush hour, I think it would be ill advised to reduce the frequency during those time periods

Rush hour commute would be impacted because schools and daycares would not open earlier to accommodate the additional commute time required by riders.

Too many trains will have too many cars packed with too many people. Not a working solution.

Could work assuming capacity is sufficient to cover peak times

This is absolutely unviable for me as a commuter. Even assuming some drop in ridership due to more flexible WFH arrangements post-pandemic, I commute by one of THE MOST CROWDED LINES pre-pandemic. I would have to allow at LEAST a two-hour period for what normally takes half an hour IF Metro doesn't randomly break down, suspend service, or take trains out of service during rush hour. That is ridiculous. It is NOT a subway system serving the commuters who pay for increasingly substandard conditions. The day my office shut down, a man was stabbed IN RUSH HOUR on the Pentagon platform, showing how unsafe the system is.

I think this would work fine for most of the day, but increased frequency during main commute hours.

This wouldn't account for rush hour which will be coming back.

I only use metrorail on offpeak times occasionally. With longer times between trains I would use my car more often as there would be less use cases where waiting for a train would make since.

Proposal to operate Metrorail service every 30 minutes

If you must close stations it would make more sense to do that now when people are not vaccinated. We will need full metro service again when a majority of people are vaccinated and many of us will have to return to the office. Removing stations will hamper anyone who lives near that station and does not have a vehicle. The metro needs to prove that its reliable and removing stations will not attract riders. Its also difficult to operate on 15+ minutes without a timed schedule (which most metro/subways have - ex. Vienna leaves at 8:00am and then 8:15am etc.). The metro will never recover if its seen as inefficient after the pandemic (which was the case previously).

If the every 15 minute service on the red line was extended to Wheaton, that would work.

I use the Metro daily at all hours and need it running frequently not just during rush hour for work, Hockey Games, Baseball games, anytime I want to go to DC and not worry about parking or getting home safely after a night out. I use it all the time for visitors from out of town to go to museums and monuments. I also use it to go to Tyson's, Reston, DCA.

I have to take a Metroway bus to my train and it is possible that delays on the bus could cause me to miss a train. That would mean that Metroway busses should be more frequent or should pick up passengers within 1.5 miles of the train station approximately 15 minutes before trains depart.

I would expect ridership to be at higher levels again by Jan 22. If they are not that would be fine, but I see the trains getting over packed.

This is not nearly often enough. If I have to wait 30 minutes for a train, I will start using a different mode of transport. Especially if I also have to change.

This proposal would add considerable time to trips to visit friends in DC (I live in Alexandria) as I would not be able to rely on transfers at stations like Lenfant plaza. Since I do not own a car, it would make it difficult to use Metro to maintain these relationships.

I would strongly prefer slower service as opposed to reduced hours or closed stations. I can plan around trains coming a little less frequently but cannot plan around my station closing or the metro closing hours before it used to. As ridership increases and revenue increases, increasing frequency will also be a lot easier than reopening closed stations etc.

Pre-COVID, there were plenty of mornings when I had to wait out several trains before there was room to board. If we return to an in-office scenario and the frequency of trains doesn't increase during rush hour, trains are going to be so packed no one will use them.

I would prefer to have even less frequent trains during non-rush hour periods and more frequent during rush hour. Even just 35 minutes for non-rush and 25 for rush would make a big difference as a commuter

Every 30 minutes is not often enough for rush hour commuting.

It would be nice to reduce from 30 minutes to 15 minutes so we do not have to wait a bit longer.

People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around—especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinate, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around.

First, a general pint. You should have listed the current times, schedule etc. give the Corona virus situation, I dont remember the current status due to stopping travel due to the virus.The thought of a longer wait into the evening for trains is bothersome. The Parking lot is valuable when we go Downton with family members. Ive driven a family member to the Grosvenor-Strathmore to park her car and take the Metro to work in DC. The NLM Metro station has no real parking, its very busy and crowded which will get worst if there are less trains. I know I will avoid overpacked trains in the future.Bottom Line let Grosvenor take some of the pressure off by loading and unloading riders instead of adding even kore riders at the NLM Metro status.

I generally use the Red Line in the area where the trains would arrive every 12-15 minutes. I dont often ride on weekends, but when I do, the importance and urgency of my trips is about the same as it would be on weekdays, so I dont object personally to trains at the same intervals. However, I think it would be a true hardship to my friends and colleagues who live near Rockville/Gaithersburg, Huntington, Reston, or other areas that would only have trains running very 30 minutes. When I was in Vienna, Austria, 1.5 years ago, it was a common perception that a) public transit is an essential public right and 2) that the only way to provide adequate service to residents is to operate transit (buses and trains) all day long every day of the week, more frequently than once every 15 minutes. Operating every 30 minutes or even less frequently means that people cannot get to a transit line and expect a train or bus to come along within reasonable time to get them to work or wherever they want to go reliably, without undue wait (for example, 15 to 20 minutes or more waiting outdoors in all weather).

30 minute wait between trains, during rush hour, is too long.

Keep RUSH HOUR Schedule the same from 5am-9am, then switch.I have to be at work at 7am. In order to get work, I need to be in Old Town Alexandria no later than 645am. The 28A bus wont get me there in time unless you start 28A bus at 4:30 am to King Street Metro. So I now have to walk to East Falls Church Metro at 4:30 am in order to take the first train in order to make the transfer at LEnfant Plaza.

Proposal to operate Metrorail service every 30 minutes

Thats a long time to wait especially at the open platform in wintertime. .

There is a benefit to having added trains during rush hour.

I assume that by January 2022 most people will be back in the office so trains every 30 minutes will not come anywhere close to being able to handle that many commuters. Also, with reduced service to this degree people will stop taking metro because it cant get you anywhere and then you will never make money

I am retired and not frequently traveling into the District. However, how will ridership be rebuilt after the pandemic, if the communitys rush hour needs are ignored?

Need more options during work hours rather than on weekends or nights

Assuming rush hour service would return when ridership again reaches normal levels, I think this would be a great solution.

I live close to Fort Totten. The neighborhood has new residential construction projects in progress. Housing units marketed as "Metro accessible" have already been sold. This will bring a lot of new metro riders to the area and we can't afford less service. Rush hour ridership (pre pandemic and presumably post pandemic) is often standing room only. Motor vehicle traffic is very heavy during rush hours and many residents, like myself, want to avoid that.

It would depend on accurate prediction of when trains will arrive so that I can time my commute, and trains that would have space on them for me to get on.

Rush hour service needs to be faster to get into work on time.

Would work well for weekends but would be a poor decision for weekday commuters-- trains will most likely be packed.

Every thirty minutes PLUS waiting for a bus makes mass transit unworkable.

I think when things get back to more normal, I dont think every 15 mins will work, especially during rush hour.

I rely on metro for morning and afternoon commute to work everyday. These adjusted times not considering rush hour would drastically hurt my commute time. If you make the trains run less frequently I guarantee that will reduce ridership even more, especially for daily commuters. Please note that during the pandemic I am not riding metro but once the pandemic is over I plan on using metro again. Need to think about long-term ridership.

30 minute frequency is absolutely absurd. The purpose of a metrorail service is the frequency and flexibility it provides to its riders. This would not work. I would drive and use rideshare instead of using Metro if the frequency was this poor.

Need McLean

This is too long in between trains.

This is not a viable option. With 30 minutes between trains the stations will either be absolutely packed with people, creating a dangerous, litigation-inviting rush to get on when a train arrives to avoid waiting a half hour, or people will avoid the metro altogether and the budget problems will only continue to escalate.

If service were cut this much, this would change the math on how long it takes to drive from Reston to Ballston such that Id likely end up driving more often. To offset the cost of tolls if the drive became too long trying to avoid them, Id just arrange a work from home schedule to offset the cost of tolls and the inconvenience of dealing with curtailed metro service. If I just missed a train and ended up having to wait 30 minutes for the next one, Id likely just go back home or opt to drive to the office and insist on my parking fee being returned.

Its ridiculous. How can a modern city operate effectively and efficient if trains are moving at a snails place. Metro needs to do everything in their power to lobby congress for additional funds and find other way to save money to maintain service at pre-covid levels.

This would make commuting nearly impossible. It would be much for difficult to time my commute and the trains would likely be too packed to even be able to get onto a train. If theyre only coming every 30 minutes, that means having to wait a full 30 minutes for the next one and likely being late.

I would like to have other trains operate every 15 min not just certain trains. My main source of transportation is Metro and I do NOT like to wait for half an hour NOR do I like to be LATE.

I will be commuting to work as I did before the pandemic and will need reliable train service more frequently during the week. If the trains run every 30 minutes I will not use the trains and will find different way to get to work.

Concern about the timing being too long.

Im scared to even think about how long it would take me to get to work under this scenario.

Assuming I am back at work in Tenleytown in Jan. 2022, having to schedule trips downtown for business meetings around a 30-minute schedule would be very inconvenient.

Every 30 mins is too infrequent

I retired from Government Service in 2015. Pre3viously I commuted from Arlington VA to College Park, MD and this change would have certainly made my daily commute longer.

Thirty minutes seems like a long time to have to wait if you miss your intended train.

Trains coming every 30 minutes at anytime of the day can result in a passengr being late for work, events, and appointments, ecs. That time needs to be shorten.

Proposal to operate Metrorail service every 30 minutes

Given my mom traditional 9 to 5 work day, this plan would essentially strand an essential employee at the station

While I dont expect to need to ride Metro, I would hope that the frequency of trains would be adjusted with increased use. Waiting 15 minutes for a full train would not be acceptable.

I dont use those lines

If you consider 10 minutes instead. There are still essential workers who depends on these lines to get work. We are working throughout this pandemic also.

I realize its hard to predict what the new normal will be. However, not having increased frequency of trains during rush hours could lead to long waits for commuters and possibly finding other modes of transport.

My station is Shady Grove, waiting 30 minutes for every train will not work for me.

The rush hour trains would need to arrive much more frequently, especially in the mornings.

I have not used Metro in past year due to COVID concerns and working remotely, however, I expect this to change in mid to late 2021. I hope to once again rely on Metro for transportation to and from work and miscellaneous doctor and other appointments. I moved to this location in order to take advantage of Metro and I hope its up and running in 2022. Also, theres a huge population in the local vicinity that counts on Metro. Prior to COVID I rode Metro almost daily and during the week, it was packed with people and there was standing room only. I expect that to return and so many people love the Grovesnor station (although parking is a bit tight some days).

This would work OK now with ridership low because of Covid. If rush hour returns, i dont know how crowded it would get.

Interval between trains is long.

The only place the Blue Line goes to that other lines dont go to is Arlington National Cemetery, Van Dorn Street, and Franconia-Springfield. There should not be more Blue Line trains on the track than Yellow Line trains.

More trains during rush hour make a big difference. If we have longer spaced trains things will back up and platforms will become too crowded. This would result in fewer people using the metro.

This frequency would meet my expected travel needs because I live and mostly expect to travel in January 2022 in a corridor with service from more than one line.

Would depend upon travel volume. If trains are packed and space unavailable, this would not work for me.

I anticipate being back in the office regularly in 2022. This would work for March through June of 2021, but not starting in 2022.

Consistent frequency throughout the week is very important; as a frequent tourist but not resident, I cannot comment specifically on the 30-minute suggestionâ€”for me in N.J. it would be better than I have, and when I visit I can certainly plan around that, but residents who generally have more frequent service than that may find a 30-minute wait when a train is missed to be too much.

frequency of every 30 mins would be tough to manage

People will be late for work. There would be more people on the platforms as they wait for their train to arrive. Metrorail cars will be more crowded due to the increased wait time in between Metro trains.

I think having the trains run 30 minutes apart is not a good idea, especially at the outside stations in the winter. your plan to implement this right as the colder weather is beginning to take hold is short sighted. This long time between trains would be best suited for spring, summer, or fall.

This would force a large amount of people onto fewer trains once offices open back up as it was before the pandemic. Waiting times if someone misses a train would make a huge difference in people getting to work on time, especially if the station is very busy and someone cant get onto a train and is forced to wait for the next one. Additionally this restricts workers schedules much more than they were by having very regimented train times, in the past there was freedom to get any of the next several trains without stress of missing one

My commute is roughly 75-90 minutes door-to-door, one-way, including walking time, a bus, and a rail transfer. The proposed changes potentially adds 30 minutes to that time and an hour to my total daily commute. As a single-car family, this proposal would push me to commute less, if my work allows. Subsequently, I would pass less to Metro and RideOn for service, worsening their problem.

I would worry about even more crowding during rush hour, both on platforms as well as in the cars. It is pretty dangerous already.

I am assuming that the pandemic will ease in 2022 and life will return to normal or at least start to. Pre-pandemic I rode the orange line. If a train didnt come every 5 - 6 minutes during rush hour the trains would become so packed that people couldnt get on with out cramming in - something that obviously people are not going to be willing to do while we are coming out of a pandemic. If Metro doesnt provide more trains during rush hour then rush hour commuting will be a nightmare and people will move away from public transportation altogether.

This is. Relatively sane.

Proposal to operate Metrorail service every 30 minutes

I take the Metro to/from work, so not having rush-hour service would be very undesirable for me. It would lengthen my commute in terms of time and each train would be even more crowded than it normally is. As it is, I feel like a sardine when I'm on the train, and can almost never get a seat. Adding even more people to each train would really make it unbearable.

30 minutes is way too long between trains. This would harm commuters immeasurably.

As someone who takes the Metro to work every day and has to change lines sometimes late at night, trains that are 12-15 minutes apart significantly increase the commute.

I think an interval that big would be awful.

Rush hour yields higher demand and when trains are full, this could effectively double transit times. When trains fail or non-scheduled maintenance would increase issues and transit times.

Every 30 minutes on weekends might be OK, but I'd prefer more frequent service on weekdays, especially during rush hour. My closest station has 2 lines, so I could probably make do with outbound service every 15 minutes, but if other stations are only served every 30 minutes, the return journey may take much longer than anticipated. The trains would probably get very crowded during peak travel times on weekdays.

If I miss the train, I'll probably be late for work

I have not been commuting for the past year but expect to resume commuting as soon as Sept 2021

This plan would work for me, as I am not commuting every day, but I imagine this would pose problems of overcrowding during rush hour and extended commutes for people who commute regularly.

January 2022 demand post-pandemic at East Falls Church Metro Station will be greater than pre-pandemic January 2020, based on growth in activity and conversations were having within our community during the pandemic.

Missing one train because of traffic, parking, slow elevators at Forest Glen, would mean a thirty minute delay at the station. That would effectively double the length of my commute (Forest Glen to Gallery Place).

Trains will be overcrowded and limited seating

It's OK for me, it works

Don't stop the A6

This would be a nightmare.

If it was a schedule we could depend on to plan it.

Every 30 min is not acceptable

Would result in packed trains, especially during rush hour.

If my bus would run, I would not have to try to take a one-per-30-minutes rush hour commuting train. But if my commuter bus (7Y) were cancelled, this would be a problem. There's no way commuters could squeeze themselves into trains at the Pentagon to get downtown.

Rush hour trains need to operate more closely together in order for folks to get to work on time. Especially with ridership bound to increase after pandemic

The infrequency will affect my commute.

No?!?! I work in an industry that is on hiatus right now, but I expect to be commuting during standard weekday rush times beginning in fall 2021. This would seriously hamper my ability to get to/from my office, as I have a 2-seat ride from Petworth to Eastern Market. - even with 2 colors of trains running on each service, that's a potential of up to 30 minutes of wait time, which would substantially change my commuting habits. IIRC, train frequencies were 6-8 minutes at rush on the green line and faster on the O/B/S, which is frequent enough that even if I completely missed my train and had to wait a full cycle of headway, I wouldn't be more than 10 minutes late. There's a big difference between 10 minutes late and 30, from an ability to get to work reliably perspective. And this idea is terrible.

I NEED METRO TO GET FROM A TO B PLEASE DON'T CLOSE THE STATIONS

Please don't close the Cheverly stop! That's how we are able to commute to work.

I currently live on the redline at Twinbrook so I would have a 30 min wait for a crowded train. Trains would be very crowded as well and is that wise considering COVID?

While I wouldn't be happy about it - it's nice to be able to just leave and walk to the Metro and know that within 5 minutes a train I need will come - I guess I would just need to plan more. It would be helpful to have a solid schedule of times. For example, would trains arrive on the 00 and 30 of every hour? That's the deal for my work commute. For weekend travel, this would be more inconvenient and frustrating since I have family and friends who live out in Rockville and on the silver and orange lines where getting out and back would be a major challenge. I also coach in VA and MD sometimes, so having quicker access to meet my players for games is important.

| |
|--|
| Proposal to operate Metrorail service every 30 minutes |
| Provided service returns as ridership improves. |
| 30 min gap would only work if the schedule is reliable |
| Assuming that people go back to work sometime even in 2021, this frequency of trains is going to cause huge bottlenecks. |
| Depends on vaccination roll-out and pandemic |
| Most people would be back in the office by Jan 2022 and that was the case it would take too long to get to work and make commuting very difficult |
| This would make life hectic, crowded on the trains, and challenging for meeting my work commitments. |
| During weekdays the trains will be packed beyond capacity as more normal travel patterns return. |
| 30 minute wait times at Cheverly would not be conducive to my schedule and having to also bring my toddler on the train every day. I cant imagine having to wait on the platform in the cold with her for 20-30 minutes if we miss a train. I would move. The awful metro schedule would diminish my home value, and I would move. |
| I expect to be back to my regular MD to DC commute in 2022 and waiting 30 minutes for a train on an already 50 minute trip is not acceptable |
| I expect the trains to run as they normally would, including a rush hour schedule. |
| This would only work if the apps that predict arrival times for trains are accurate. I would be limited to a line that will have trains arriving at the station every 30 minutes and would need to plan accordingly. |
| Once I return to working in the office, 30 minutes between trains will not be a workable service and I would not be relying on Metro. |
| 30 minutes is way too much time in between trains. This schedule would make me choose not to take Metro. |
| In 2022, more people will be returning to work and trains will be full. |
| My metrorail usage depends on the client contract that I work on. Sometimes my needs change dependent upon who Im working for. I cant predict my needs for January 2022 But if the Cheverly station is closed down then I would not have any options. |
| While it isnt ideal, Id prefer to see fewer trains, timing spread apart, than closures to vital stations. |
| 30 mins is too much gap. Unless the schedule is very much exact, so people can plan their schedule. Like the VRE train schedule, very much on time, so people can plan for it. |
| Cheverly is only served by the Orange line. If the Silver Line were to alternate between the Blue and Orange line stations on the eastern leg the issue might be mitigated. |
| How would you expect to fit non-pandemic size crowds on the trains during rush hour? I can't see a universe in which that would make sense. Have you ever ridden on the orange line at 8:15am? They are absolutely jammed with riders (during normal times, with trains 5 mins apart). Aside from that, the trains would have to arrive exactly on time at the same time daily in order for this to work. Missing a train would cause so much disruption in a persons day. This whole concept of one train arriving every 30 minutes during commuter hours gives me a panic attack just thinking about the crowds. |
| The rush hour matters. It means more people will be in one same place to wait for the next metro to arrive. Less people waiting, better itd be. |
| This would make commuting to work very difficult. |
| My concern is the Cheverly Metro. Here are some bullet points:1. Cheverly is located right next to the where Rt 50 & BW Parkway intersect. One of the highest volume road usage in the area.2. Cheverly is the 1st station in Maryland just pass the DC line.3. Development is increasing dramatically in this area. The 26 acre Prince Georges County Hospital Hill development will be done including demolishing the hospital. |
| This would drastically extend commute times, especially for those who only live on one metro line (which tend to have higher minority and lower income individuals). |
| I think this will definitely help people who work full time shift work. It is not right if I work at night or on the weekends, I am often stuck walking or paying a higher price for cabs because I dont have a car that my job wont reimburse me for parking anyway. |
| How would we know, before getting to the station, when the next train is scheduled? |
| The 30 minute schedule would make the trains overcrowded and hinder my ability to get to work on time |
| insufficient frequency |
| Shorter headways encourage use and enable mobility for everyone. Run more trains. |
| This severely limits ability to use the metro for parents who must time use with bother work and daycare/school pick up times. Waiting 30 minutes for a train does not provided sufficient flexibility. It also means trains will be packed so parents trying to travel with children is strollers will be unable to board. |
| Not enough trains for commuters |
| Thats just not often enough. If Im running five minutes late one day, Ill be half an hour late to work? |
| This works for me as a commuter. My day would just have to be more structured. I like that no stations are being closed. Access is so important!! |

Proposal to operate Metrorail service every 30 minutes

This would work for me ONLY because I am retired and can plan my Metro travel to fit reduced service. I think commuters would find it very difficult to cope with the loss of extra rush hour service.

Given frequent service disruptions to begin with, trains that only run every 30m would likely lead to problems getting to work on time, which may lead to employer retaliation

I understand the rationale, but this will be extremely challenging for outlying stations on all lines other than red

That reduction in service would be the start of a death spiral of service. Anything over 15 minutes between cars during rush is a killer.

As long as there are no station closures

Make sure that youre not charging more for rush hour if the service level is the same during non-rush.

I commute between Greenbelt and Crystal City- the proposed change would add 15 minutes to my commute if I have to change from the green to the yellow line. I am OK with that.

I can plan for these longer intervals

Making no distinction between weekend and week day service doesnt seem to make sense to me. If the goal is to reduce traffic congestion and assist people getting to work, maintaining higher level service during work days makes far more sense to me.

It makes sense to me to have more trains running during rush hour. Other times would be every 30 min

Keep all stations open

Once the pandemic is over, more service will be needed. This will most likely occur in 2022.

For someone who takes a bus and a metro plus a shuttle to get to work this will make my already 50 min commute even longer.

Well - what is it now? How would this be different than current arrivals?

I use the metro to commute from Shaw-Howard University station to College Park-University of Maryland station. I would still need rush hour service once in-person activities resume at the University of Maryland, which will hopefully be in Fall 2021.

As an outside station, a 30 minute wait is not acceptable. I have two household members who have some disabilities and the delayed or terminated service would prevent them from getting to their employment.

Luxurious

In my opinion, frequent trains at rush hour were needed to accommodate the number of passengers as much as an issue of scheduling. IF the trains run on schedule, one can adapt to less frequent scheduling.

So much depends on whether Businesses and Colleges open up to in person classes/work.

Rush hour more trains are needed due to capacity.

Why not every 10 min on weekdays and 20 min on weekends? I may be commuting to work again starting in January.

Green line travel needed much more frequently

30 minutes is a long time to wait.

When using the system downtown, 30 minutes is too long to wait

Depends only whether I have to return to the office by then.

I board at the end of the Green line (Branch Avenue). Potentially waiting half an hour to enter the system at the beginning of the trip would add a lot of time to a commute that already takes me more than an hour under normal circumstances.

There will be no appeal to take public transportation.

I am legally blind and use Metro as main source of transportation. 30 minutes between trains would delay me getting to and from work.

As people return to work, it seems incredulous that this would even be considered an option. Even trains every 15 mins during rush hour would not be able to accommodate the necessary space for riders? Why couldnt WMATA scale its level of service to meet ridership demand, and prepare to ramp up/scale-up quickly rather than pre-determining a very limited schedule?

Proposal to operate Metrorail service every 30 minutes

Having trains every 30 minutes is not the best, but it could work if customers have paper or electronic schedules. This way, a customer would not have to worry about standing for long periods of time, on the platform. This would be crucial to customer ridership because there is limited seating and limited space on the platform to wait for the train. People who routinely catch the Metrobus can only do so, once they know when an expected bus will come. Because the Metrorail is usually scheduled to come frequently, there was not need to have a schedule, simply show up and a train would arrive within 12 -15 minutes. This will require some retraining of old habits that were developed over the last 20 years. Plus, they really need to get pricing in line. Sometimes Metrorail discourages riding by charging \$5.00 or more each way, plus \$5.00 for parking. Charging \$15.00 per day is way too expensive. Why not charge a flat rate similar to NYC?

This would work for me ONLY if the trains ran on time. If trains RELIABLY arrive every 30 minutes, I can plan my commute around that.

Wont work for a lot of people, but we are retired

Every 15 mins would be best. Every 20 is okay. Every 30 is too sparse.

At that interval during rush hour every train would be completely full.

Every 20 minutes would be better. 30 is pretty sparse, especially if theyre late.

More frequent trains would better meet my travel needs.

It's counterintuitive to have the same weekend and weekday schedules when there will certainly be more commuter ridership once most of the region has been vaccinated, which is expected in fall of 2020. Also, significantly intermittent train service would make riders LESS likely, not more likely, to resume taking metro.

I would much rather have trains run less frequently than close stations.

Going back into the office via Metro would be very difficult and take a lot longer with this plan / headways.

Can reduce service during non-rush hours and weekends

Im really concerned about crowding. Were just seeing the light at the end of the tunnel with the pandemic, and if people see that trains are crowded it could lead to a vicious circle of falling ridership.

I commute from College Park to Farragut North and there are many times that I have had to wait for a train on my return trip because the trains were full. If there were a limited number of trains I might not make it home.

This is workable for me.

That sounds like a good idea

That is not frequent enough to rely on.

Are you nuts?

You will never have a twenty four hours city if your your mass transit stop at nixie pm

30 min frequency would likely preclude commuter ridership on yellow and green lines...why are the red lines only being given the ability to have more frequent stops? Seems to be a racial-social injustice issue to confine updated service to the wealthiest sector of the system...

Trains that arrive every 30 minutes (or 12-15 minutes at stations with multiple lines) are next to useless for commuters, travelers, or anyone. You might as well get rid of Metro.

This would take additional planning to make sure I would arrive at a station on time to get to work, though it would be manageable on the B-O-S stations. My larger concern is how crowded the trains will be if the frequency is cut in half as proposed. Missing a train due to crowding will have more significant consequences than it does now as the wait for the next train will be longer, and even in a post-COVID world, dense crowds should be avoided as we have seen how easily illness can spread.

Yes, if thats the best option the budget would support.

15 mins es mucho tiempo

Don't eliminate 89M because I visit Maryland in Laurel and the 62 takes me home because I am disabled and it is convenient for my disability.

My son needs to get to DC for school every day at a specific time and he couldnt wait 30 minutes for a train. This would cause him to need to be driven instead.

The red line is very busy and people will return to their offices by then

What times would train service stop and start? Not clear.

Education would be needed for whether this were to be a permanent fix or a temporary one. I could navigate a different rush hour for a year. But if it led to unpleasant congestion and it was not clear how long it would last, I might actually look for alternatives that worked in the longer run, e.g. a second family car. I want Metro to stay afloat, but the frequent rush hour trains have always been a major convenience, so if this were a permanent change it would change how I feel about my daily commute.

This could work if the times for the trains are set. If I know that at 8am there will be a train then I can plan for that. I MUCH prefer reduced service to closed stations.

Proposal to operate Metrorail service every 30 minutes

30 minute intervals are too long. Waiting at a station, especially at night, can be a major safety issue. Also, 30 minutes in inclement weather would not be feasible for the young and elderly.

Weekend service during the week would mean long waits and very packed trains, and would probably cause me to just drive every day, especially as I have to switch lines to get to my office downtown.

There needs to be a link to the sports schedules permitting persons at the games easily to make the last train AFTER the game is finished.

Working in a hospital and using the metro with patients this is not enough frequency

I prefer to use the Metro (green line) to get to the red line to go to Union Station during rush hour as otherwise it can double the time.

Every 12-15 minutes during rush hour at stations with more than one line is not frequent enough. Riders have experience with this when there have been metro delays and trains get backed up with people packed into platforms trying to squeeze into trains.

My concerns is that with reduced intervals, trains will be more crowded, making people feel less safe, and then even more ridership will be lost.

too infrequent service during the weekdays - need rush hour increases to safely accommodate all travelers (social distantly)

Preference to have variance (increase) during morning and evening rush hours (eg 7:30-9:30am and 4:30-7:30pm)

Its too much of a time gap for metro to remain a feasible reliable option. Like this, yes, you cut costs, but you also undermine commuters reliance in your services. People will abandon your services altogether.

This would work, if College Park (where yellow and green run together) also counted as a multi-line station.

This is a racially-biased change in service. The primarily white, affluent Montgomery County line would retain higher levels of service than the less affluent more racially diverse green and yellow lines. Even prior to Covid the Metro was biased towards the red line. Being primarily a green-line user I was always struck by the better quality and cleaner trains on the red line when I had occasion to ride on that line.

Rush hour trains have historically been very full and it would be difficult to effectively commute.

Too much time between trains. It could make my commute really long.

Does this proposal involve a reduction of the bus schedule as well? If so, will the buses departing from respective stations be synchronised with the trains?

This would work for me because I use the metro irregularly, but it would cause LOTS of congestion during busy travel times so would likely cause a problem for other travelers.

Since I commute on the Red Line and expect to be back in the office later this year, this would be okay for me - however, if I lived on any of the other lines, trains only coming every 30 minutes during rush hour would not be feasible at all.

Generally more frequent service would be preferred.

Absolutely infeasible. Not near enough service. 12-15 minutes in the middle of the city is not tolerable.

A max wait of 30 mins would make me move to another neighborhood closer to work or to buy a car

Would more sheter and seating be provided, given the longer wait times. If so, this could work for my schedule.

Trains arrival every 30 minutes during weekdays doesnt make sense to me. They should arrive more frequently during the am and pm rush hours.

If Covid is no longer a substantial factor, people will start taking the Metro into their workplaces again, so rush hour trains would be too crowded. Also, the bus connections would have to be adjusted and the buses might be too crowded, also.

For every route, a peak hour schedule for at least 2 hours in the morning and 2 hours in the evening should be available with trains arriving every 15 minutes during weekdays.

When I am called back into my office in DC for work, I will again rely on the rush hour schedules for the Silver line from Greensboro Station to Union Station in DC. Reducing the frequency of train service during the rush hour period would increase my daily commute time and will encourage me to commute by car. This seems to run contrary to the pre-pandemic push to increase the use of mass public transportation in the DC metro area and the development of transportation oriented development in places like Tysons where I live.

the most important thing is a schedule - more trains better, of course, but as long as I know I can count on when a train will arrive - all good.

This would be difficult with having to get kids ready and dropped off and then back to metro to get to work on time.

In 2022 I'm not sure what my travel needs will be.

Trains only arriving every 30 minutes would make it difficult to connect with Metro buses or schedule appointments.

Having trains every 30 min only makes travel very unattractive. A delay of a bus could delay the planned travel by 30 min or more, this is not acceptable.

Proposal to operate Metrorail service every 30 minutes

Waiting 30 minutes for a metro train is unacceptable. You should anticipate the increased needs of a major metropolitan area and develop a plan that encourages MORE ridership rather than less.

If the purpose of mass transit is to decrease traffic congestion and focus on transit-oriented development, these proposals are absolutely counter to all the research and trends in urban planning, transportation planning, economic development, etc.

trains were already crowded. 15 minutes means theyll be crushed full.

This is the closest to normal scheduling and keeps all open

15 minutes is too long to wait and too infrequent. It would stretch my commute out to where it would be more efficient to use a car.

trains too infrequent

I use the Green line and cannot wait a half-hour if I miss a train. That would be disruptive to my work schedule.

every 30 minutes is too long of a wait time; think it should be 15 across the board.

That is far too infrequent and would seriously detract from the flexibility of using public transport that is supposed to be one of the services greatest benefits.

not convenient, but workable

the main priority should be to keep the hours of operation and days of service unchanged

Would this plan also include decreased bus service? If yes, that would increase its difficulty for me. Would the higher rush hour fares still apply even if there were not a greater number of trains at rush hour? If yes, there will be great rider dissatisfaction when rush hour trains are packed and riders end up paying a premium to wait (and significantly longer than previously) for the next train.

way too infrequent

Trains should arrive at much shorter interval during rush hour

This takes too much time for me to get work. Need to drive instead.

This is extremely inconvenient! We moved out of the city specifically relying on the metro, and we highly rely on the frequency of its service, especially during rush-hours. P.S. It's against every rationale to NOT to distinguish between rush and non-rush hours!! It will without doubt result in extremely crowded rush hour trains, and empty non-rush hour trains. This is not fair for most of the working class, who needs to arrive at the workplace on time. I hope you can please reconsider.

I think during rush hour it would be better to have the trains run every 15 minutes, say between 7:30 and 10 AM and 4 and 7 PM.

I'm not quite convinced that having fewer trains during rush hour is a wise idea. It would really depend on whether government agencies and businesses continued expanded telework, so as to lessen the rush hour congestion. I do prefer this option over closing metro stations altogether (though you said we should consider the proposals separately... not every option is truly as independent as it seems...)

That will lead to more crowding and less people taking the train.

I would need red line trains to come more often

Trains running every 30 minutes on weekdays would create difficulties with commuting in case of a missed train.

30 min is too long to wait

Thirty minutes is too long to wait for the green line

I think this needs to be a pending option but not Plan A, given the vaccination rates

la frecuencia de lunes a viernes deber a ser menor a 15 minutos, la gente trabaja y necesita usarlo de manera regular en las horas pico

is this a joke?

If ridership increase, the number of riders will quickly over fill train cars and make it unreliable for anyone needing to get on mid-line.

Ensure that the new train times are easily accessible so that riders can plan in advance, e.g. within an application

Citizens of Cheverly Ward 4 which is adjacent to the Metro stop still work and use the Metro as their main source of transportation in to town. Having a need to travel downtown at specified times after handling domestic chores (kids to school and or other activities that require hands on), the availability of frequent trains is a necessity.

The wait time are too long. Assuming people go back to work, trains will be WAY too crowded at peak times

I only use Metro outside of work hours and within the city, so this would make it super inconvenient

This is an absolutely terrible idea

Proposal to operate Metrorail service every 30 minutes

Rush hour service is concerning, because the trains are typically packed at that time. I do not think that the same frequency is appropriate for the weekend and rush hour on a work day.

I do not live in the DMV, so I cannot comment knowledgeably on details. When I do visit the area, I park at one of Metro's Park & Ride lots, and I use MetroRail (and my feet) to get where I need to go.

Thats why customers not paying cause everything always out of order

Trains coming so infrequently on weekdays mean more people will be late to work.

I dont ride the train much so it wouldnt alter my travel very much. But for those traveling by train for work this may become an issue and you may lose more ridership.

What happens if ridership increases? There could be serious crowding and potential altercations. If a person arrives at the station having just missed the last train, and then the next train is full, they will have to wait a full hour for a train. That wont work for anyone.

This would make metro an infeasible option for me to get to work. I take the metro now, but that would likely push me to purchase a car.

I think it would take a little advanced planning on the part of riders because were so accustomed to walking into a station and more than likely a train is only a few minutes away if not already pulling up. But the time difference wont be that bad once people get used to having to leave out a little earlier to make up for the time gap between trains.

It would work if trains operate on schedule

My issue is w/ service end times. As an essential worker who works the second shift, I would like to see Metrorail service extended to at least 1:30a. This would provide service for those who work not only the second shift but the overnight shift, as well.

30 minutes between trains seems excessive. Suggest a maximum waiting time of 20 minutes.

Crowd management during rush hour.Lines or ques

I think also try to squeeze in time frame for weekends. For an example. my Son and others work a mid shift 3p-11:30p. We live in Maryland But Work In Virginia. Thats A struggle. We make it work. He and others Uber home.

If the arrival times are to be the same than there needs to be a gade fare and no peak versus non-peak fare.

The traons world be so crowded and dangerous because of COVID-19

This would be my preference should I feel safer to take the metro, depends on the situation with covid

30 minute headways are unacceptable.

This plan would require that all bus routes and their arrival and departure times were in line with the train departures and arrivals. As it is some times Im waiting 30-50 minutes for a bus if I miss it due to the train. So timing becomes more precise to ensure that those of us who are reliant on public transport can get to our destinations.

It's understandable why you would look at it like this. However 30 minutes is a major inconvenience. Anything passed 15 minutes is a inconvenience.

Rush hour should have a shorter arrival time like say train arriving every 6mins

That seems extremely long between trains during the week as normalcy should return by then.

I am an essential healthcare worker that relies on the metro to get to and from the hospital and this would significantly affect me

No porque el intervalo de horario es muy extendido

This seems like a way to overcrowd the trains and would take significantly more transit time to ensure I got to my location on time. I prefer trains every 5-7 minutes.

I rely on the train's constant arrivals in order to make it to work on time!

Trains should arrive at least every 15 mins on all lines

It is not optimal but does allow for planning.

Once ever 30 minutes!!!!!! Are you crazy? During rush hour, and the trains will be packed to the gills.

Incredibly inconvenient for traveling, especially when coordinating with others or other modes of transportation (metro to airport, metro to Union Station Amtrak, etc)

The infrequent timing of trains (30 min, 15 min) would reduce ridership even further. I cannot see how this plan is sustainable. The need to rein in costs to offset decreased revenue is understandable, but not by enacting such a drastic measure.

Red Line cuts would make it harder for me to get to work.

None

This would prevent getting to work

I will rely on the metro to get to work, and limited schedules will impact my ability to get to work on time and get to classes after work.

Proposal to operate Metrorail service every 30 minutes

I think it's a great proposal! The DMV is always on the go and having this transit operating at that capacity helps tremendously

This would mean 30 minute wait for any trip with a transfer

Assuming continued risk of COVID in the community, this would increase risk by increased time spent in proximity in stations and higher density on trains. This seems like a bad idea.

You might consider keeping schedule for connecting lines on bus routes, and getting more courteous drivers, they seem to think it's funny to take off on someone who's running to catch it

I use the metro to get to work and would really like the current work week schedule - trains coming every few minutes

I feel Metrorail should stick with non-rush hour schedules to maintain budget until more funding comes in to maintain other services.

Due to the pandemic I have stopped using metro train/bus. I'm speaking for the people in my family that NEED Metro to get to work.

30 minutes between trains is ridiculous

None

It seems like a very long time to wait, however considering the circumstances it sounds reasonable. As long as NO train takes an hour to come. For example: late night 8pm or so

30 minutes is too long. Please consider 20

That's extremely limiting to folks out in Springfield

Length of trains would have to be increased. No 4 or 6 car trains. Is there any way to safely run 10-car trains?

Hospitality industry personnel work 24hrs are lowest paid and most likely to need reliable public transportation

I have retired and I rarely ride the subway. I ride the trains to doctors appointments, I will adjust my schedule and leave home earlier so I can make my appointments on time.

Some lines like the green and the yellow may need more arrival times when more people start going back to work. 15-20 mins would be better than 30 mins

People work late on the weekends and need to get on the metro

Every 30 minutes would not work. I take the bus and train daily and even on rush hour time frame it takes me over an hour each day to get to and from work.

Mucho tiempo

Lots of people take bus and train. If the trains keep their schedule, busses should too. Oftentimes, we are running to make a tight connection.

I really need the green line and orange line to operate on a peak sched with frequent service times just as they do now. I'm a frontline healthcare worker and I rely on metro to get back and forth to work during peak times

How will weather delays affect this plan? 30 minutes is, for me, the most time there could be between train arrivals and it still work. What about staff call outs? Will those affect train arrival times?

As long as the timings on the train match with the busses I catch, or that I can time it with my scheduled time I leave for work, then it's fine.

30 minutes is a huge wait! Especially if it doesn't go the full length of the line. Or your connection is delayed and you miss the other line and have to wait 30 minutes! Not reasonable.

I take silver line when I am late from work

Me parace bien la propuesta

It needs to be more frequent regardless of line or day of the week. Waiting thirty minutes or possibly more if there's delays no matter what day of the week is absurd

Esta bien porque uno necesita llegar temprano a los trabajos todos los días

While I understand the impact the pandemic has had on our economy and metro ridership, 30 minutes is too broad a timeframe between trains. 15-20 minutes is a better idea, if such a change is absolutely necessary. Also, a train schedule should be developed so that people who rely on metro as their sole source of transportation would be able to plan their travel. Remember, you have people that would use metro rail to get to the airports, and timeliness is critical.

Deben transitar menos los sábados y domingos ya que esos días no hay muchos pasajeros. De lunes a viernes es necesario que circulen más en las horas pico.

Metro is essential to our country's recovery from Covid

Having the rail run differently would put a strain on the buses. More people would be trying to be at a certain location at certain times to overcrowd the bus.

My only way to travel in VA, DC, and MD is by metrorail and buses; it is very difficult and often unsafe to wait for printed times as a handicapped elderly person.

I work later at night and I need more frequent service

Proposal to operate Metrorail service every 30 minutes

Metro is my main transportation. I already spend time waiting on metro everyday and catch Uber on Sunday mornings because metro opens at 8:00 AM. I understand budget, but please, let metro rail and buses run regular.

I understand that these have been rough times but, some people (me included) depend on the metro to get us places for work, school, ie. You could say that we should plan to arrive around the time of the train but, that's not as realistic as you may think. I strongly believe you should reconsider the times.

It should be the same times throughout the whole entire metro stations.

I depend on the bus and the train and only traveling to the Longworth Bldg..all those sts are already cut off..my transportation budget has gone from 20\$ a wk to roughly 50-60\$ Im already disturbed..

Will take too long to commute

It will make me late for work.

keep rush service

OK for weekend, not OK for weekday rush. Opening and closing hours are important, but not described in the proposal.

Too long to wait. Should be 8-12 minutes

I need the morning rush in order to give me flexibility if I miss a train.

Every 20mins and 10mins for metro stations with more than 2 train line.

I live near a station only served by the Green Line and don't own a car. As someone who will likely be working from an office at that time, this would greatly affect my commute.

I live in Rockville, so this does not directly impact me, but sounds similar to previously done Metrorail things

This is unusable for transportation

I don't own a car so metro is my primary means of transportation. Waiting 30 minutes for a train would make metro near unusable

I don't have to use those routes as I live close to my place of work. It may pose problems for people who have to travel long distances for work.

This will make for very crowded trains particularly on the green and yellow lines where persons live outside of the downtown area in DC. Please consider trains every twenty (20) minutes to ease the crowding and reduce travel time for passengers that live outside of the downtown area.

Reluctantly, yes since I currently appreciate the frequent trains which allows me not to worry about timing my trip. If this reduction in service occurs it would be vital for trains to be on time.

A standard schedule is a plus but since I transfer from the Red line to the Yellow line it seems I could be waiting a while depending on how they sync up.

This would be too infrequent to be useful to riders, especially essential workers who are more likely to live near stations only served by 1 line

People will be back to work then and the morning commutes will be fucking hellish if trains are only coming between 12-30 mins depending on the station.

Too long between trains

Too far apart

None because I don't take subway to work

shorter headways can drive greater ridership because of passenger psychology. consider shortening headways from 30 to 24 minutes.

This is so infrequent, when people start back at work this is going to make metro unusable.

The times are way too far apart that negate the purpose of mass transit.

Based on the travel situation during Covid in 2020 this doesn't work at all since the Travel times of Metros and bus are not coordinated enough. A usual 20 minute commute would turn into a 40-50 minute commute for me

Once back in office, I will need to rely on the Orange/Silver lines to get me to Rosslyn in order to transfer to the Blue Line to my office in Alexandria. This option would make commuting to my office next to impossible. I might have no choice at that point but to drive

I understand people don't want to pay the fare yet, if you raise the pricing up more, you will see a huge decline coming in 2022. It is a fact that Uber and Lyft do cost in order to go directly to where they need to go, yet to skim service all because of budget will be detrimental to service for all riders. Even for the ones who need to go to work and depend on Metros service.

It stinks to miss the train and have to wait 30 minutes

Because I have to travel to do essential shopping as well as other essential errands so it's important to keep this line open

Do this, and I'll buy a car. You'd be murdering the planet with a policy like this. Trains every 12-30 minutes is absurd. I'd never be on time to work again.

Proposal to operate Metrorail service every 30 minutes

Could make it work, but it'd be a challenge.

30 minutes is a little long but 25 minutes would be great. Many of us work from 11-7am and midnight to 8am and need to make sure we can get to work to pay the fares on buses and trains.

The buses that being cut are majority of the bus need to get to important location like job, grocery store, doctor appointments, hospital and family homes. A6, P6, X2, U5, V2, & V4 play an important in our community . Please consider these bus to stay running.

It is feasible because a rider could plan their trip.

I think there should be more arrival times during rush hour than non-rush hour.

This would be good because it gives you time to be early what I mean by that if I know they run like that and I gotta be to work a current time it allows me to improve time management

It going to be so many people at one time.

Unfortunately I don't use Metro since I am retiree.

I would prefer more frequent silver line service but this is workable.

I just have to plain accordingly

seems fair and workable

Vienna/Dunn Loring Orange Lines are already packed at 8 min. 30 min would be impossible to get any additional passengers on after Vienna

We use Metro for pleasure rather than business, so longer wait times would not be a problem.

If I were to rely solely on metro for my commuting needs, this proposal would not be the most convenient but I would be able to make this work for me.

This schedule is doable with proper planning

N/A

This new proposal conflict with my work schedule, trains running every 39 mins is outrageous!

I wont rely on metro rail service if trains aren't coming frequently enough during workdays.

How will this affect volumes in the train?

Trains should run every 5 minutes

15 minutes seems a long wait with crowded cards during peak hours - I believe we will have peak hours once again.

more trains during rush hour and extend rush hour timing. I expect to be in the office as will others. trains are crowded enough. there are always mechanical issues causing delays

Horribly inconvenient, but I can make it work.

I still use trains at peak hours to commute. Please keep higher frequencies during peak times.

As long as the Blue line arrived no longer than 15 minutes apart

I would assume next year school will be open and most will return to work. This would mean over crowding for both.

I'm not to sure that cutting out rush hours is a smart thing because it's well needed and it allows customers who missed one to still be able to make the next.

I still dont know for sure if Ill be going back to the office one day a week or more often than that. Assuming its only one day a week, it should be fine. If its more often, then I would have more difficulty catching a train.

Inefficient. Trains crowded at some times and empty at other times.

Please do not decrease ride frequency. Increase prices and invest in electric and self driving train to cut labor costs

This would be terrible. Would change my schedule of getting to work. Would increase possibly of being late. This change would discourage me in planning to stay in this city for longer. If the public transit isn't easily accessible that makes every aspect of life harder. Even very basic things like running errands for groceries.

This would very probably reduce ridership even further especially for commuters who ride internal to the system and not to or from a terminus. There is a diminishing point of returns as time between trains extends beyond 10-15 minutes and even more so for those with changes between lines. If service is not frequent enough or reliable, people will go elsewhere. For instance, the circulator is faster and cheaper for me but it is almost always unreliable so I opt for metro. A 30 minute wait between trains multiplied by two with a line change will drive me to other options.

Any lines at metro center or Lafont Plaza should run 6 to 10 mins most busy lines to use

Proposal to operate Metrorail service every 30 minutes

A fixed schedule may make some trains full, but having a fixed time would make it easy to schedule around. I hate that there are such different schedules between peak and off peak hours. I never quite know when the switch happens.

Inconvenient times and missing one train would push my eta back too far.

These changes would require daily rides to manage their time.

Hours would have to run late enough

Would be an inconvenience to riders throughout the entire DMV area.

Weekdays you need more frequent service to get to work.

I dont ride the train

Since I would only be riding Metro for non-commuting, it would be fine, especially if WMATA listed the arrival times somewhere (preferably online and/or outside the station--why go into a station when the trains not due for another 30 minutes?--might as well keep doing what I was doing).

If I have to be back in the office (post COVID), every 12 mins may not cut it. Right now, this schedule would be fine.

30 minute-interval seems to be too long for many passengers, as they still need the public transportation for work and lives. I think 20 minutes would be appropriate during non-rush hours.

The infrequency of the trains makes sense during the pandemic.

I don't take red line often

Need to be more frequent than every 30 minutes

If I am waiting for 12-15 minutes and the arriving train is not working, that means I have to wait another 15+minutes for the next train. This will not work considering I am dependent on the metro system to run efficiently.

I think this proposal would work best for those people who work at restaurants and bars late at night.

As long as times are posted and trains are on time the time between trains doesn't matter as much.

In 2022, I fully expect most of the country to be vaccinated and to be busier than ever. As a result, more trains running during rush hour will prevent overcrowding and still provide some type of safety protocols. Metro needs to stop focusing on the bottom line in dollars and focus more on customer safety.

El tiempo de espera es importante para mi. Yo llegar a tiempo a mi destino

Because I normally use Metro for work travel, I want to be sure that rush hour service is not affected. That said, I often work late nights and find that off-rush hour times tend to make a commute home much longer, even if at 30 minutes at a max between trains. If it could be made system wide that 12-15 minutes between trains was the norm, that would cut down on times waiting in stations, potentially around other people and increasing risks of transmitting COVID.

As people come back to work in offices, those trains are going to be full and the stations will be dangerously overcrowded. Remember when people couldnt get off escalators after a train had to unload?

I do not believe this plan would work given the infrequency of trains; however, I currently do not rely on metro rail.

As long as nothing changes during rush hours, I think people will be fine with this.

While it is hard to tell, but I cannot think that this would be reliable for me to get to and from work and catching buses. 30 minutes isnt frequent enough. This doesnt seem like enough trains to hold all commuters. Trains every 30 minutes will make more people non each train creating more health and safety issues. Trains need to run more than every 30 mins

Every 10-15 minutes for the red line. I have to work and this is not conducive to my getting to work on-time.

Is possible you can still keep trains still running every 8-10 mins please and thank you.

Sometimes I might be in a rush to get to my destination as soon as possible.

given the current circumstances with Covid 19 it is a reasonable proposal to me.

Im currently working and I have to be able to connect from the bus to the train. At this time the trains arent running every 6 mins during the peak rush hour times

I work very early mornings and Metro already BARELY gets me to work on time. Reducing the number of trains would likely mean I have to get up earlier and get home later, totally to over 30 minutes EVERY DAY.

I believe this would work for me although it would be much less convenient

Every 30 minutes might be too far apart.

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| Proposal to operate Metrorail service every 30 minutes |
| Reduced ability to get to where I work. |
| During work days the trains need to run at least every 15 min during peak commute hours. |
| Though ridership is down in 2020 and 2021, it may return to near-pre-pandemic levels by 2022. If so, this plan would result in packed trains, which would still be a risk to public health. |
| Please consider additional trains during rush hour. Otherwise this is not a viable commuting option for many. |
| This plan would result in me never taking the metro again. There is no way I am going to plan my day around catching a specific metro at a specific time, only to miss it by a minute and then have to wait half an hour. Forget it. You would generate zero dollars in revenue from me. |
| As long as rush hour arrival remains the same |
| Each day I ride the train there is ALWAYS some sort of issue the one thing you can count on is METRO having issues daily!!!whether its track related ,personnel related, anything there is ALWAYS SOMETHING.As a native Washingtonian who has seen METRO from the beginning stages to now I can honestly say The Glory Days of Metro ARE GONE!!!! |
| It seems to be a significant change for 2022 to go from what was 8 minutes between trains to 12 minutes in 2021 and then 30 minutes in 2022. Is it possible to spread the pain out over the remainder of 2021 and 2022 meaning 15-20 minutes between trains starting now and through 2022? A half hour between trains puts increased pressure on people's professional and personal schedules and planning. |
| Metro is all or nothing for me. If service is degraded, I cannot rely on it for my daily commute. |
| I currently commute on metrorail daily and this would greatly impact my commute as well as possibly further decrease riders. |
| That is not frequent enough to meet my needs. |
| There are people who cant afford cars or parking in the district and their is limited parking. To help alleviate car traffic, Metro should run ore frequently during rush hour-max every 6 min during stations with more than one line |
| Its difficult to make an estimate for 2022 when there are still a lot of unknowns with the coronavirus. My primary need for metro is when Im commuting from Dunn Loring to Farragut West during the weekday for work. But, this seems like the best option for the circumstance |
| I use the train to commute to work, and 30 minutes between trains, even during "rush hour," would complicate travel to/from work. |
| It won't hurt people to plan ahead a little to time buses and trains right. I do it even now with buses and trains going at their current rate. |
| Do not charge rush hour fares if there are no additional trains |
| I totally understand the changes and would definitely agree to it. In order to prevent layoff. |
| Once I am back in the office, I rely on the metro to get to and from work. I intentionally live near a station with two lines so that I never have to wait that long for a train. Waiting 15 minutes for a train during rush hour would not be feasible for me to take the train anymore. |
| Trains need to arrive every 10 minutes or faster. |
| Would work on weekends but unlikely during the week |
| This plan would limit my after-hours travel into and out of D.C. from my home. |
| Metro service should stay the same |
| Train timeing is to long |
| This plan seems like it would be a nightmare at rush hour. |
| A rush hour really needs more frequent trains from the outer stations into D.C. 30 minutes is too infrequent and will give crowded trains. The weekend schedule does not matter to me. |
| Too long of a wait at the stations I use, especially in the morning. My commute is supposed to be 25 minutes by train, but is usually closer to 30-40. This could add even more time with waits and crowded trains. |
| I ride the bus primarily |
| Riders would need to plan effectively and possibly change work hours |
| The workability of this proposal would depend on the precise schedule -- in particular, how early the trains started running in the morning. |
| I take the bus |
| 15 minutes between trains would make my commute impossible. I would need to consider an alternative form of transportation to and from work and social activities. |
| Sounds like a recipe for disaster. The trains would be extremely crowded. |

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| Proposal to operate Metrorail service every 30 minutes |
| It would make the working class late for work |
| This sounds great. Everyday, seven days per week, I could expect to get a train every 15-30 minutes. Clear and concise. This would very easily be communicated to our national and global visitors (who have enough other things to be confused about). |
| Every 30 minutes is too long of a wait for riders who depend on the metro to commute to and from work. If anything the plan to cut trains and close stations would further deter riders from seeing the metro as a convenient and efficient means if transportation into D.C. If you need to recoup operating costs lower the salaries of CEOs and Board members. |
| I only use the silver spring line to head home when my shift is over. It also depends how late Im getting off for me to determine how it will affect mw |
| Missing one train would triple my commute time or make me late for wor |
| I take one line from home to work every day. If the time between trains increased by 30 mins my commute would suffer. If a train is delayed or taken out of schedule suddenly I could be 30 minutes late to work. |
| The current pandemic may be declared as over and this an influx of people would be returning to the office. I proposed that during rush hours trains should every eight to ten minutes and during non peak hours trains can run every 15-30 |
| This looks like laziness by Metro. |
| Im retired and feel for people who work; this may not work. |
| This is a terrible idea and we be a good reason for me not to take the metro anymore. |
| Sounds reasonable |
| This schedule should work and relieve crowds due to its routine nature |
| More trains during rush, fewer on off peak... |
| Obviously, 30 minute wait times is way too long. |
| Changing to every 30 minutes to stations that arent Red Line is absurd. Are there plenty of individuals who ride Red? Sure. But I cant just alternate between the different lines Yellow / Blue which are the only transfer stations. The lines go to entirely different places, they are not alternatives so having them alternate every 12-15 mins means nothing to me. |
| This is far too infrequent considering trains on weekdays presently arrive every 7 min or so |
| Metro is the only way for me to get to work . I work in dc and live in Virginia . I moved just to be close to Greensboro station in buy every month metro pass |
| It primarily depends how soon people get vaccinated and business/offices open in the DMV. For no its a yes |
| Continue shorter durations between trainsDuring rush hour. |
| I disagree with this proposed service reduction in the strongest possible terms. If you want ridership to decrease and lose even more money, this is a great way to do it because a train that only runs every 30 minutes is useless to the people who rely on Metro to commute to work, medical appointments, and other essential reasons. |
| I am not currently using the metro to commute but if I were 30 minutes would be a big gap if transferring |
| It would work but would present a significant hardship. |
| This would be a hardship |
| Waiting up to a half hour for my commute would be very detrimental to my job performance. I would end up waiting longer than I would spend on the train. |
| I am not working |
| As long as I get to my destination on time |
| I use metro doe work and will be late each day with this change. |
| Not frequent enough |
| there should be some rush hours in which the frequency would be shorter than 30 min |
| That's a fair compromise. However, I do prefer the old rush hour schedule |
| 12-15 minutes are too slow |
| This alone would push me to consider parking in DC and abandon metro. |
| 15 minutes between trains appear to be reasonable during rush and non-rush hours. |
| Once everything is back in person, this is not nearly enough service for everyone that will need to get to work. People will not be able to get to work on time, trains will be massively overcrowded, and road traffic will become much more congested as people seek alternatives. |

Proposal to operate Metrorail service every 30 minutes

Once everyone gets back to work the trains will become more crowded then before. If the trains break down this would cause the platform to become over crowded then before. Metro is supposed to be convenience to the public, but you are finding mores ways to inconvenience the working people.

Not ideal but seems like a workable solution.

I take the orange and red line to work. And bus to

I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus

No reductions should be done in service, WMATA needs to make cuts in administration and non service related areas.

Every 20 minutes is already a stretch.. Going to every 30 minutes would mean leaving home an hour early just to make it to the pentagon on time. Aren't you supposed to be encouraging public transportation? This would make sure your ridership goes to zero.

Every 30 minutes seems a bit long, especially during work hours. 30 minutes will cause unnecessary crowdedness

12-15 would be a big adjustment when trying to get to work

Every 30 minutes is far too long for a city full of commuters. Those trains would be absolutely packed each ride.

As long as all stations are open to a certain degree every day, I'll be relieved!

I rely on Metro for commuting. Having 30 minute intervals is too far apart

Having service every 30 minutes would make it harder for me to get to work on time. Waiting an extra 15 minutes for the next train means I could be late for the start of my shift.

As of now this plan will work only because I'm working from home but if I had to go back into the office M-F and had to depend on Metro this would be terrible as it will be no rush hour trains and the timeframe would cause me to be too late for work or too early.

I depend on the metro silver line to get to and from work on weekdays. I would have to greatly alter my daily plan, making it very difficult to get to work on time. And if I accidentally miss a train, I am then left to wait 30 minutes for another train on a windy, sometimes freezing outdoor platform.

This plan would increase the length of my commute by as much as 30 min each way. As a customer that both lives and works in Northern Virginia and attends grad school at night in Washington DC and relies heavily on DC Metro to get to all locations, this would create a major conflict with my ability to get to class, work and personal events on time. I have also tried to be environmentally conscious and avoid using a personal vehicle or ride-share/taxi - this would likely force me to use metro less and automobile alternatives more.

not often enough. might as well take a lyft

Most of us depends on being on time for whichever we need to get to or if we use your metro train services we need to be on time

Why does it stop at Grosvenor-Strathmore? There are more stations past that.

Although, Im weary of the rush hour time slot. I dont want to many people piled on the platform during that time. It would cause too much confusion and problems if people are not properly spaced out.

Waiting 12-15 minutes for a train, especially if you have to switch trains and risk waiting that long for both, could be extremely time consuming, inefficient, and unreliable for customers.

Trains need to run more often than that, particularly during rush hours.

Higher frequency during weekdays would be important after the pandemic.

During rush hour trains coming only every 30 minutes would be insane! In normal times the trains are crowded as they are, with 6 minutes between trains. If you miss your train, or the train is so full you cant get on,, the next one being 30 minutes away just doesnt work for a morning commute. If your goal is to shut down, this will do it. There is no way to rely on metro for a commute if you are automatically 30 minutes late for work because you had a late bus or too many traffic lights

After the pandemic (if ever), there may be a surge in ridership so an adjustment would need to be made rapidly otherwise the trains may become overcrowded which is dangerous both physically and biologically; could surge viral spread of endemic and emerging pathogens as observed with 2020-present with COVID.

I use the green line to commute to work and trains arriving every 30 minutes would be unsustainable.

There is too much time between trains

This would make commuting very difficult - Metro becomes more of a commuter rail with a fixed schedule than a frequently-running and reliable mode of public transit.

Service should be every 10 minutes during morning and evening work rush hours.

Very promising plan.

Metro rails are not reliable enough on a daily basis to be able to plan to catch the exact same train everyday to make my commute. I would not ride metro with this plan.

Proposal to operate Metrorail service every 30 minutes

I take the M6. You plan on cutting a bus line that's the only way people in my neighborhood can get down Pennsylvania Ave. This is the only bus that brings me home. You CANNOT CUT THIS LINE!!!!!!

It may work for me however I dont usually ride the Red Line.

Better than nothing but sounds like the beginning of the end.

Agree with more frequent service on Red Line, compared to elsewhere

Would it be possible for the redline train to run every 15 minutes for all of the red line stations?

I think services should be increased during rush hour & reduced at times with less demand.

I am a fare paying customer. This proposal will greatly affect my means of getting to work, shopping, and going to medical appointments. However I do understand the budget constraints that Metro is undergoing.

I frequently commute from home to work on the Orange line everyday except on the weekend if Smithsonian is set to reopen beforehand.

This proposal works for me because I live on the red line and dont need to transfer to get to work. I dont think it will work for commuters who need to use other lines. 30 minutes is a long time between trains.

Working peoples special needs during rush hours should be respected. Most important for personal as well as business needs that rush hour traffic have more frequent arrivals.

While every 15 minutes for the rush hour red line is less than ideal, I could make my own adjustments to make it work.

My shift at work might changed which would make this difficult for me to decide right now if that above plan would fit my needs.

If trains dont arrive more frequently during rush hour, then its possible that the trains will be too packed to board, which will cause people to miss appointments. This may cause a further decline in ridership.

Should operate more frequently during rush hours.

I take both a silver/orange line train and a red line train to work every day. While it will make my commute longer, I can adjust to longer waits at each station.

No comment

Unacceptably long wait times between trains.

Businesses would have to adjust their expectations for workers arrivals.

A 15-minute wait is tolerable but not 30 minutes.

Trains will be incredible crowded, and unusable to use as quick transport around the metro DC area

Main transportation to and from home and work

I mostly depend on REX

This is a knee jerk reaction to the pandemic. Newer stations that just opened should be closed. Stations with low ridership that are close to heavy traffic centers could have times altered or could be closed. Especially if there are multiple stations in close proximity to one another. Primacy goes to rush hour traffic and well established end point stations.

30 min is way too far apart and with the expectation of increased riders in 2022, trains will be overcrowded with the next train coming in a half hour

As someone who uses two lines to commute, this would significantly extend my weekday commute

Me parece muy bien el plan, aunque recomiendo que en horas no pico podria el intervalo de minutos podria aumentar a 30 minutos para ahorrar recursos.

This plan doesn't work for me because 30 minutes is too long to wait.

Depending on the line and how far Covid reform has gotten it could get awfully crowded.

Every 15-20 minutes would be ideal... Making every effort to coordinate schedules between transferring trains(ie., from red to green, at ft. Totten).

Rush hours time between 8min and 13min is good

If back to work in person in office this would NOT work for me. Would need more frequent arrivals.

Trains will be much too crowded during rush hour.

As a retired person, I can avoid the impossible crush of people during rush hours that this schedule would cause.

It would work for me because I'll probably only use Metro for fun weekend activities, not for a daily work commute.

Would be doable at every 10 mins

Every 12-15 minutes is way too long to wait for a metro.

It would take more planning but it would be workable (not ideal but workable) and it would be helpful if buses (all regional busses) adjusted accordingly so that there would not be huge waits between drop offs and arrivals from busses that go to metro stations.

Proposal to operate Metrorail service every 30 minutes

This isn't a terrible plan, but 30 minutes is quite a long time for folks on the outer fringes. Maybe a compromise, something like 25 min on weekdays?

The consistency of the plan is appealing. Would the trains be longer at all times.

The stations will be too crowded and it will be a nightmare. It will make less people take the Metro which won't help WMATA's money issues.

I believe the worst of the pandemic will be over and ridership will improve.

This plan is not workable unless the train schedules are specifically designed to enable efficient transfers.

It wouldn't be great but I could get by with trains coming every 15 minutes.

I need to be at work in person.

Having to wait even 12 min for a train to work in the morning would make my commute too volatile to be viable. Also, trains were oppressively crowded during rush hour before! This would make things truly miserable, and might drive me off Metrorail entirely.

I would love this.

None.

Does the red line have the highest passenger volume? If not, why do the red line trains arrive in 15 minute intervals while the other trains arrive in 30 minute intervals?

Why not have the Green Line trains arrive every 12-15 minutes as well?

How crowded would the trains be? Would only 30 min trains be able to accommodate riders appropriately during rush hour? Especially with the most likely timeline of things "returning to normal" in spring 2022? Please study the numbers for this.

Making service less convenient will only deter riders from selecting metro for their travel needs.

This would increase my travel time and the trains would be too crowded. Driving to work would decrease time and crowded trains.

There should be increased service during commuting hours on weekdays.

No one in our household uses Metrorail. It is a great system. But it is not conducive to how we work and live.

The hours of operation are more important than the interval except at peak hours as necessary to accommodate traffic.

30 minute headway during rush hour/on weekdays is unacceptable. Especially if the rush hour fare premium is not terminated as well.

There should be more service on weekdays.

The difference between weekday & weekend use is dramatic.

One of the reasons that I would take Metro for business is the limited wait times. Making me wait longer is an inconvenience.

15 minutes isn't a long time to wait.

To have to wait 30 minutes for a train from Reston if I just missed a departing train would not be worth it. At that point I would rather take a bus. And frankly, even the possibility of having to wait 30 minutes for a train would deter me from taking the metro even if I believed I could catch the train I wanted. I understand you are in a tough position, but you are likely to lose a lot of riders from the geographic periphery of your service area if you implement this change which would also contribute to budget deficits.

I expect to be commuting to work regularly (I already am now) and would need increased access to the metro trains.

I am a Security Officer licensed in DC, MD, & Va. When I work a shift ending at 11pm, of course the subway is no use to me. If I'm working in Bethesda, I can get to Anacostia on the bus, however, I have to walk the rest of the way home from MLK & Morris rd.

I would prefer trains would more often than 12 -15 minutes, probably during rush hour they should arrive every 5 - 10 minutes cause the platforms can get crowded.

People will need to start going back into the office by mid/late 2021 and will need reliable train schedules to handle the flow of rush hour. In addition having people crammed into one train that runs every 30 minutes could cause people to not fit on the train and would have to wait an additional 30 mins for the next one.

Hopefully this proposal also reflects the metro buses as well. Would these changes require more employees and an increase in metro fare?

It could work but not preferred. If the train schedules and next train arriving are accurate planning around this change would be possible.

30 minutes is a long time to wait as I travel on the green line.

The services from stations with one line, like the orange, many lower income riders depend on them as their main and only mode of transportation to and from work. Reducing the frequency/reliability of trains will put an extra burden.

I think trains should come every 15 minutes that would be much better and keep down a lot of people waiting on the Platform for trains.

I hope federal aid comes through but when I return to work after being vaccinated, as it is I have an hour and a half commute involving auto plus two Metro lines (Orange and Red) If trains ran less frequently, my commute could easily reach the 2-hour mark! Please no!

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| Proposal to operate Metrorail service every 30 minutes |
| rush hour would be impacted by this leaving the station crowded |
| People may need to resume to work in their offices. It is imperative that during rush hour that trains come with more frequency. |
| Half hour departures during rush hour is too long to wait and, in my opinion, would further decrease ridership |
| No change |
| 30 minutes is too long in between |
| H. En he e tabacNot frequently enough to plan for one missed train and making it to work on time in the morning. |
| Longer wait times for trains means that I potentially miss connections with buses and my commute time doubles. |
| The economy needs to reopen yet your proposal is to reduce the capacity of transportation. This will ensure overcrowded trains at the very moment we need more trains not less. |
| Would there be a difference in cost during peak hours? What time would rail end and start each day? |
| 30 mins is too far apart |
| I have to be by work at 8:15 and the current service hasn't let me down yet. I like how it is for the red and green lines. |
| The red line frequency of every 30 minutes at Shady Grove would make my commute near impossible and potentially cause loss of employment for me. No parking is available at my place of employment and I am not able to telework. The metro is the only way for me to get to my work and successfully maintain my current position. Please extend the every 15 minutes frequency out to Shady Grove. |
| I travel from Glenmont East falls ch daily with need connect 3A bus to work which runs only one hour or 1a which runs eve 30 minutes and woukk look d provide little Lea way in train has delays and may make a long commute 1 hr 30 min approx even longerI may very well choose to start driving daily.... |
| Doesn't effect me as I am on the red line |
| Definitely it will affect my commute on the Red Line |
| This would not meet the demands of my commute and I would be forced to find another way to get to work |
| I would prefer this option over closing stations such as Cleveland Park. I am concerned that this will not be enough trains on the red line when the government starts working in person again. I would choose biking over metro if I regularly can't get on a train due to it being full. |
| The big problem is there is zero effort to ensure riders pay for fares. Every time I get on metro I observe countless people push past turnstiles because no one even says anything to them EVER. |
| Ill need to keep reading for the Green and Yellow proposals. |
| I commute daily between Shady Grove and Farragut North. I pay premium to travel during rush hour and 30 min wait time is completely unacceptable. Weekday schedules need to be way more robust than every 30 min. |
| if the schedules are clear and posted so we know when the expect a train, then this would be ok. Of course more trains is better but if that means increasing pricing, then this would work |
| There is a lot of people need Glenmond station. To serve it every 30 minutes is a big mistake |
| Every 30 minutes on weekdays is too infrequent. If I miss one train then Im immediately going to be at least 30 minutes late. There is no margin for error. |
| My commute would be much longer with trains every 15 minutes. |
| It would take more planning on the customer which may result in people taking more Ubers and Lyft. |
| My trip starts at Strathmore. |
| Red line 15 minutes from Shady Grove to Other end completely |
| Current schedule is better |
| Too sparse on the blue line, unless the timetables are so predictable and accurate that I can time it perfectly at the station, it's not workable. |
| If you decrease the train times, people will not use the metro and you will lose more money. The way to increase ridership is to increase train arrivals. If you decrease to 30 minutes, this is the death of the metro. |
| Would every train by an 8-car? I dont see how this could work (30 minutes between trains) unless the trains are bigger. Youd have to be 100% 8-car. |
| Not frequently enough |
| I need frequent service on weekends |
| Timing does not allow for reliable transit to work. would need to rely on other forms of transportation like ride share to get to work. |

Proposal to operate Metrorail service every 30 minutes

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| I leave my home at 7:15 to get to work for 8:30. I am already leaving earlier than usual, and if the bus is delay then I miss my train resulting in my late arrival to work. Waiting for 15 minutes between trains in rush hour is a bit too much and it does cause me a lot of stress and anxiety. |
| This is too infrequent for the red line. This is already an overcrowded line. If covid is not under control by 2022, I will not feel safe riding a more crowded train. |
| Every half hour is unacceptably slow. |
| 12-15 is too long of a gap., especially during rush hour. 8-12 minutes would be preferred. |
| This would be incredibly disruptive to my daily commute to work. As an essential worker, I have had to get to work daily and have already had to deal with multiple service disruptions that has caused added stress to an already incredibly stressful situation. According to this plan, my station would again be closed resulting in a 1.5 mile walk to the next nearest station. |
| Reducing service from 11 to 9 would make it difficult to get home from work. |
| If trains are too infrequent, then I cant justify not driving. |
| This is too long of a time gap for my commute. |
| 30 minutes is far too long. 15 minutes max. |
| 30 Mins is a bit too long, shorter times would be better. |
| I can live with this plan even though Id prefer trains running more frequently. Since I am now retired I dont need to rush to the office. |
| Is this an increase or decrease in frequency? Please outline the current situation for accurate responses. |
| Just have all trains run every 30 minutes - no turning back between silver spring and grovsner |
| I commute to work in DC M-F this could make me late for my daily job if I miss a train. Also on the return trip. |
| my son rides the red line to school, this may affect his commute to Ft Totten station. |
| 30 minutes seems like a long time to wait, but I suspect that would force more planning on the riders part. |
| I live close to McLean station and rely on it to commute to DC where I work |
| Metro is a valuable service regardless of other riding options. Adjusting arrival times based on ridership is wise, especially for those stations sharing lines where a train is still showing up every 5 min regardless of line color (like Foggy Bottom). |
| That's stupid. The two track style was stupid, what you should do is add 4 track trains and separate the blue line so you can serve the georgetown area. |
| I primarily commute during rush hour on the Red Line, so this would completely change my perspective on the metro. I would reconsider driving instead, which would be upsetting in many ways. |
| The only reason why i opposed this is because the buses don't line up with the train schedule as is. Cutting train service down to every 30 minutes would make people have to wait longer for train after getting off busses. |
| This will delay workers who physically have to come to work. The will make Metro commuters late and connecting lines from services like Marc even later. This proposal will also go against clean air for reduce CO 2, commuters will have to consider driving their own vehicle, taking Uber or Lyft. |
| I use Grovesnor station |
| I live and work within Silver Spring-Grosvernor on the Red Line, so it might be an inconvenience at most for me personally - though I imagine I might feel differently if I lived in the affected areas |
| I use the Forest Glen metro - during normal work days the train already gets packed with people and only being available every 30 min would make that even worse. With potentially needed more space for travelers for COVID safety (assuming we're not 100%) that would make me very uncomfortable. |
| This would greatly affect my work commute. It would add up to 15 min if I missed a train on the way to work. Red line trains should stay the same |
| It would definitely put a burden on planning the time to leave house and office. I need to transfer from the green to the red line. I would end up considering to use the car more often if metro becomes this slow |
| The decreased frequency on the red line during work hours could make me significantly more late. I'd advise having trains remain at an every 6 minute interval for peak commuting hours (7AM-10AM & 4PM-7PM) |
| This creates a disadvantage to those commuting to/from work. It will create overcrowding. |
| It may mean fewer trains running; however, it is predictable and constant and makes for easy planning by the ridership. |
| Im an on call employee, this definitely wouldnt work for me. |

Proposal to operate Metrorail service every 30 minutes

Every 30 minutes isn't acceptable. My work schedule flexes, and this infrequent service would likely force me to drive.

I would just adjust when I get to the station. As long as I know in advance what the timing is, this is not a problem.

I ride the red line every day to and from Silver Spring to downtown DC. This would severely impact me !!!

30 minutes is too far apart during rush hour. If this is adopted, I will be forced to commute via other means.

Long wait times at stations near the end of lines (particularly ones outdoors) will create a hardship for people in the winter months. Also, any delay in service will be compounded.

This would probably cause me to rethink whether I can commute from my current location once Covid is over.

Timing is inconvenient for those with varying start times in DC

I would be more likely to commute to D.C. by car than take Metro -- if this eventuality happens.

I work in old town and live in Loudoun station

With COVID it's not really smart to have trains running every 15 minutes. I ride the red line and it gets really crowded if the wait time is too long.

Since the red line is so busy it would not make sense to have fewer trains servicing these stations.

This plan can work during non-rush hours but definitely not during rush-hour. You cannot have a train every 30 during rush hours. This will end up in having super crowded trains and I hope the pandemic will be resolved by that time. I would suggest to have more trains during rush hour and less during the non-rush hours and during Saturday's and Sundays

More trains should come during the rush period

I would be unable to arrive on time for my shift at the hospital with the decreased frequency of trains

If this is the case, there needs to be a reliable tracking system so we know when each train will be at the station, so we can avoid waiting at the station for 15/30 minutes.

While I wouldn't mind the wait too much, this will result in more crowded platforms and cars.

The trains were already too full and too sparse before the pandemic - I'm not sure every 30 minutes or every 15 minutes is workable - especially when you have platforms like Crystal City or Rosslyn that are too small to support the surrounding growth in high density housing. I suggest you (who are making these decisions) ride the rails DURING A RUSH such as a game or other event from one of these tiny platform locations.

I am always early to everything however it's made more difficult especially when switching trains to get places

This proposal is a joke. Maybe people could plan effectively if Metro stuck to time tables but trains do not since Metro can't manage their trains at all. I will never use Metro if headway's are 30 minutes.

This is consistent. I value consistency. I work weekends. Knowing the time is the same every day simplifies my routine. This eliminates having to remember special days and times, and makes my travel experience easier. Especially when I use the same route on week days and weekends.

It would make traveling to and from work more complicated. A lot more waiting times

12 to 15 minutes is a lot of time to wait when you miss a train and that you have to be at work at a certain time.

This is a horrible idea and I may have to leave the city without proper transportation provision on the Metro

There should be more frequent trains on the red line.

I just think it's too infrequent schedule

Me parece bien y además reducir el tráfico automotriz.

Tons of commuters come from the ends of the red line to work in the District or in VA, MD. Reducing the frequency of trains would drastically impact my commute to work in DC because I am beyond Grosvenor-Strathmore as many people are. This would essentially cut off many workers from using Metrorail in the future.

The proposed wait time between trains is too long

Rush hour fees should be deleted since service is the same all day.

Possibility of waiting 30 min for a train is too hard to negotiate within a commute or for other obligations.

This is way too large of a gap between trains

Train cars during rush hour were already packed pre-pandemic when they came every few minutes. If they came less frequently, we wouldn't all fit on the trains, and I'd have to drive to work instead.

I think that if certain Metro stations are allowed to have quicker trains, then priority should be given to areas with low-income communities. These areas typically consist of low wage workers who don't have much flexibility on their travel options.

Changing the train time will have most people delayed for work.

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| Proposal to operate Metrorail service every 30 minutes |
| Frequency is not ideal |
| The extended wait times will probably further decrease ridership given that commuting time on the metro will double in some cases. |
| That is a horrible idea. The trains would be very crowded and people would have less flexibility with working schedules. |
| With trains arriving so spaced out, there won't be space for everyone on the train when it does arrive. The reality is I will likely have to wait for more than one train to be able to even board. |
| With trains arriving every 30 minutes, it would be much more important for them to be on schedule for trip planning purposes. |
| People pay to live in DC to have accessible transit. Once people are vaccinated, we will use metro more regularly and will need more trains and more space on the trains to use metro safely |
| On the weekends, I tend to stay out later in the night and would like to have the option to use the train past 11pm. I like having the train come by as much as it does during the weekday, but I enjoy that it's open late on the weekends. |
| Would make commute to and from work longer. |
| They have to turn more often than that |
| The red line goes to Shady Grove so what does this plan mean for all stations beyond Grosvenor-Strathmore? The same applies to newer stations beyond Silver Spring. So I don't know what you do except things like raise fares to the point people cannot afford the system, keep petitioning policy makers and law makers, cut services (which this implies and isn't acceptable that newer stations get reduced service), and talk to Congress and the White House and the state legislatures about the possibility of ever reducing reliance on work from home once COVID vaccines, etc. work to the satisfaction of public health officials. |
| This plan is based on current ridership levels during the COVID-19 outbreak, but as the vaccinations become more available and more passengers have it, ridership will increase. Having delayed opportunities to travel (30 minutes between trains) will be a disincentive to taking Metro. |
| So long as the trains arrive and depart on-time and don't depart early this could work. |
| I'm not sure if it would be a negative effect because I'd just plan and schedule better |
| As long as bus schedules are coordinated with metro train arrivals during rush hour. There's no point on arriving to a metro station on a bus and waiting a half hour. It was tough going home at night waiting for a train or bus. I live 12 miles from DC and it took an hour and a half. I can't imagine that would be the new normal. I can drive and be there in thirty minutes. To me a three to four hour commute total per day more than that would be questionable. |
| I need the M6 because this bus takes me I can get the train or buses. |
| People depend on Metro especially during rush hour times. Since hopefully the pandemic will be at a close or at least nearing one, more people will be returning to work and schools. It would be a travesty reducing times |
| As I travel to and from Glenmont (to Foggy Bottom), the 30min will add to my already long commute. |
| This is a suitable approach if ridership is not near pre-pandemic levels. Having access to public transportation is a necessity because not everyone can afford a car. Some places of businesses, places of work are usually accessible by public transit |
| This would greatly increase my morning and evening commute times |
| I mostly take the bus, but this feels like it would be really hard for people if/when we get back to full capacity. I remember taking the red line at rush hour and each train 2 min apart was completely full! |
| I can't wait 30 minutes for a train. I will find a job in another state that doesn't rely on WMATA. I can't afford a parking garage in D.C. This is making me look for another job in another city right now. |
| Buena propuesta |
| I think that it would work during non-rush hours. Rush hours would be difficult |
| By January 2022 I expect to be back to work in the office. Therefore, more trains will be needed in order to ensure enough room for passengers commuting. Also, people are going to prefer having room on the metro. If we go back to riding metro and it's super crowded and service is slow you're definitely not gonna be increasing ridership. That will continue to impact revenue |
| It really depends on how dependable J2 bus service to medical center is |
| That level of service is far too low. To keep people safe and for metro to be a timely, reliable mode of transportation the number of trains/level of service needs to be maintained at current levels. |

Proposal to operate Metrorail service every 30 minutes

Trains would be crowded

Later stop time on Fri and Sat night Later start time on Sat and Sun morning

Since the red line is used more, it would be better for me to have it every 10 minutes instead of 15.

I ride metro to an essential healthcare job during weekday rush hour. Fewer train times lead to more crowds, unsafe environment, and unnecessary inconvenience.

I am working in medical center at the NIH and leaves in Dupont circle. I am working on a flexible schedule so I cannot afford to wait 30min for the metro to go to work or go back home

It would be better if they could arrive every 10 min during rush hour

I need to travel from Shaw to king street on the yellow line. Trains every 30 minutes would be awful :(

In addition I hope the 12-15 minutes would also apply to stops in which there low income workers use, I'm thinking of Columbia Heights and Howard Shaw on the green and yellow line.

I do not favor a 30 minute gap. Cutting back to 20 if needed is more helpful for passengers after life gets more normal.

It seems shortsighted to cut commuting service, at least permanently. By Jan. 2022, the majority of commuters will be vaccinated and well have a far better scientific understanding of the spread. I look forward to going back into the office on my old schedule (3 days in, 2 days work from home).

There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy

Thoughts: Having same Weekdays schedule on the Weekend is Positive change. Will the same rule applies for Buses especially P18, going to Fort Washington. Other Questions: Are we going to continue respecting the Social Distancing? Will Metro Executives continue to provide Disinfecting services to the Trains? That will be great

| Proposal to operate Metrorail service every 30 minutes (Spanish) | Translation |
|---|---|
| 30 minutos es inaceptable | 30 minutes is unacceptable |
| Quince minutos es mucho tiempo. Cada cinco minutos maximo seria mejor. | Fifteen minutes is a lot of time. Every five minutes maximum would be better. |
| Por el horario de trabajo era más conveniente cuando la frecuencia de trenes era mayor durante horas pico | Due to my work schedule it was better when the train frequency was greater during peak hours |
| Porque si pierdes el metro y tienes que ir a trabajar afectaria mucho y uno llegaria tarde. Tendria que pagar taxi o uber y eso afectaria mi presupuesto | Because if you miss the metro and have to get to work, it would have a big impact and you would arrive late. You would have to pay for a taxi or Uber and that would affect my budget |
| Yo creo que si pasan a cada 30 minutos estarÃ-a bien lo importante es de que haya servicio aunque eso implique para nosotros salir más temprano de nuestras casas pero también serÃ-a bueno que trabajarÃ-n al menos hasta la 1am porque tenemos muchos que trabajamos en restaurantes y hay veces salimos un poco tarde. Muchas gracias!!! | I think if they come every 30 minutes it would be good. The important thing is that there is service, even if this means we have to leave our houses earlier, but it would also be good for them to run until at least 1am because there are a lot of us who work in restaurants and sometimes we leave a little late. Thank you very much!!! |
| Muy tardado el servicio. | The service is very late. |
| 15 mins es mucho tiempo | 15 mins is a long time |
| la frecuencia de lunes a viernes deberÃ-a ser menor a 15 minutos, la gente trabaja y necesita usarlo de manera regular en las horas pico | The frequency from Monday to Friday should be less than 15 minutes, people work and need to use it regularly during peak hours |
| No porque el intervalo de horario es muy extendido | No because the scheduled interval is very long |
| Mucho tiempo | Long time |
| Me parece bien la propuesta | The proposal seems good to me |
| Esta bien porque uno necesita llegar temprano a los trabajos todos los días | It's good because people need to get to work early every day |
| Deben transitar menos los sábados y domingos ya que esos días no hay muchos pasajeros. De lunes a viernes es necesario que circulen más en las horas pico. | They should have fewer runs on Saturdays and Sundays because on those days there aren't many passengers. From Monday to Friday they need to run more during peak hours. |
| El tiempo de espera es importante para mí. Yo llegar a tiempo a mi destino | The wait time is important to me. For arriving at my destination on time. |
| Me parece muy bien el plan, aunque recomiendo que en horas no pico podría el intervalo de minutos podría aumentar a 30 minutos para ahorrar recursos. | The plan seems very good to me, although I recommend that during non-peak hours the interval of minutes could be increased to 30 minutes to save resources. |
| Me parece bien y además reducirÃ- el tráfico automotriz. | It seems good to me and plus it reduces automobile traffic. |
| Buena propuesta | Good proposal |

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| Proposal to close Metrorail at 9 p.m. |
| Then, I wouldn't be able to commute from DC around 10 pm |
| thats insane how will late shift workers get home |
| We need the metro at these later hours. |
| Opening the Silver line as soon as possible is key to the regions economic recovery. |
| I sometimes work after 9 pm |
| I never take metro after 9pm. |
| This would be so terrible for anyone working in the arts or attending the arts. Many concerts, performances, and crucial cultural events are not over until 10 or 10:30. Please reconsider this. It is a huge part of our economy and many workers would be stranded. |
| Annoying, but I suppose I can find night life out by me and no longer go downtown DC for that. |
| Public transit should be open as late as possible to avoid having to rely on car travel. |
| Please don't do this |
| This is extremely irresponsible - closing stations early is unacceptable |
| I am a healthcare worker so need more trains later for later night shifts |
| This is the dumbest idea of all |
| I want |
| 11 pm isnt even sufficient. This is a major city. I should have the option to take the Metro home after a late night out, period. |
| we need it open longer |
| I work in the theatre in DC. Shows typically end at 10pm. This would prevent me from working in the District and would prevent audiences from coming (and spending money at nearby restaurants beforehand or after). |
| Makes using metro to go downtown to dinner or theater nearly impossible. |
| need to get around after 9pm |
| 10PM |
| It would be impossible to metro back from sporting events. |
| Having the option for later travel is essential on some days, even if the train were to run every 60 mins instead of every 30 starting at 8, as long as it remained open til 11 |
| If this is applicable on the weekends it would impact games, concerts, access to Washington DC |
| How about meeting in the middle and closing at 10pm? |
| Need late evening options for employees |
| This impacts being able to go out for a drink after work. |
| if concerts or sporting events are back this would not be good |
| I frequently use Metro for Nats and GU basketball night games. |
| What??? |
| Employees need to get home around 1030pm |
| The metro should stay open later in a post-COVID world to allow for travel in the evenings. 9 is way too early and would require an uptick in ride sharing services or other means of transport |
| stupid hurts people working late |
| You will impact dining and entertaining venues |
| what about coming home late from events in DC???? |
| How do you expect people to go to events? The system is already too 9-5 commuter centric as it is |
| I bring school groups to the district and this would greatly hamper evening tours. This literally effects hundreds of students. |
| It would make it impossible to use Metro for sporting events |
| should be open 24 hours a day |
| can make up late night with Uber if needed |
| This would drastically impact my commute and I would not be able to use metro if this happened. |

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|---|
| Proposal to close Metrorail at 9 p.m. |
| 9 PM is so early! Forget sporting events or long happy hours. This would be a huge bummer. |
| Late night commutes |
| This is my familys preferred option! |
| What about people who work at night |
| I am a healthcare worker and need the service as late as 11pm if not later. |
| While this specific change would not affect me, it would affect so many essential workers who have to work past 9 p.m. each night. |
| Closing at 9 makes going downtown for a game, dinner, or a show twice as expensive and hard to manage. |
| Everyone should be fully vaccinated by 2022. Closing the metro that early does not make sense when bars will reopen. |
| We have employees that sometimes work late and this would severely impact their ability to safely commute home. |
| Youve become so shitty and infrequent at night to begin with that I dont rely on you then anyways. But what a blow to our most vulnerable workers. |
| Would kill nightlife again, such as itd be |
| A bad idea that will kill people taking Metro to Nats games and other downtown events. |
| Again, in regular work environment 9 pm is too early. |
| 9pm is far too early and disproportionately affects people in the service/retail industry who work late shifts. |
| Metro already closes to early. By 2022, full late service will be needed again. |
| Metro needs to reduce labor costs. The ATU is driving up costs. Metro should be about serving the public, not a jobs program for union members. |
| I live in College Park and use the Metrorail to visit D.C. Sometimes, I would like to stay out past 9. This would now be a problem. |
| Absolutely not |
| What a joke |
| This would dramatically impact my ability to go downtown after hours. |
| I do not finish work until 9 PM |
| 10 is decent. |
| I am a student who lives in Arlington but attends a Masters program in D.C. I have class every night until 9:30. This would be disastrous for me and all of my classmates, who would then have to Uber home every night? D.C. has a substantial night program from Masters, law, and LLM students - this would affect SO many people in a disastrous way. |
| Would like to keep service open longer if possible. |
| 9pm is ridiculously early and not functional for a major city. |
| GET REAL. |
| way too early if going into dc |
| There is no way this is workable. |
| This kills any desire to go out after work in the city, see shows, go to restaurants, go to hockey games, attend events. I would rather stay home than pay thirty dollars in surge pricing for a rideshare because it's 9:30 and the nation's capital can't get me home. |
| I like the concept of being able to use the metro after hours to get home |
| This would preventing working later. |
| This eliminates safe public transit for my family when we go to DC |
| I would hope that by Jan 22 that sporting events, theatres, would open again and I am a subscriber to many theaters in DC and go to games at Capital One Arena, but I am car-free and live in Arlington (Ballston) so rely on Metro to run later than 9pm! |
| It should be open until at least midnight or later. This isn't fair for service industry workers who have late shifts. |
| Youre kidding right? 11 pm is already too early to close. |
| I dont like this because some people work late. |
| 9PM is too early! |
| While it would work for me personally, I am not in favor of this plan due to the difficulties it could pose to workers who rely on it for later work shifts. |
| Our family relies on the metro at all hours. |

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| Proposal to close Metrorail at 9 p.m. |
| way too early |
| This would make me feel much less safe |
| This would work on weekdays but wouldn't work for weekends |
| This would not work for concerts and sporting events. |
| For me at least this is preferable to having less trains during rush hour |
| This would make outings nearly impossible. I count on metro for transportation, and this would dramatically reduce my options. |
| Too early |
| I am concerned that this will not work for service industry workers but Im also not sure whether those jobs will be around at that time. |
| I need metro to stay open late like in 2019 as I take metro following hockey games and concerts |
| Weekends should be open later. I don't use metro when I work after 10 but I know people do |
| Low income workers |
| Get the nationals, wizards, and capitals on board to subsidize later closing hours. |
| 11pm is already too early -- so many cities can effectively run 24h subway service, why cant we? |
| I heavily rely on this service. Please do not cut it |
| Please do not close Grosvenor-Strathmore Station! |
| Best for folks that rely on metro for work (regular workday) only |
| Not ideal, but workable. |
| Consider 10pm closing. What about special events concerts caps nats wizard games |
| I need to use metro after 9 frequently. |
| I consistently use the metro past 9 pm and consider it vital since parking in DC is not readily available. |
| Never rode late anyway. |
| Closing at 9 pm is utterly absurd. Everyone would be able to get somewhere earlier in the day and then be unable to get home. |
| Would hurt low income workers in entertainment, retail and hospitality who rely on Metro. |
| This would be awful for anyone working in the service industry |
| This is a great option if pandemic conditions dont change. If were no longer in a pandemic, Id expect service times to return to pre-pandemic times. |
| This change would greatly restrict travel options. |
| The few times I ride the metro, I need it to be run later than 9pm |
| It depends on what 2022 looks like, if pandemic somehow is still going on and nightlife is closed then it might be okay as long as there is an expansion of late night bus service for essential workers. |
| This will make it impossible for me to get home from grad school classes. |
| This is irresponsible and will cause more car accidents etc |
| This would not allow you to go see any evening games (football, basketball, soccer, hockey, etc which is the total reason I use metro. |
| Too early |
| 10 pm would be better |
| Don't ride Yellow Line so no problem. |
| Too many concerts and the like end later than 9pm. |
| This would make travel extremely difficult when working late nights |
| Late-night service is very important to me |
| This is far too early of a closing time. |
| This is a disgrace - it was already bad when hours were reduced to midnight and now 11pm. I would never even consider riding metro if this happened. Can't imagine the nightmare after leaving Nats Stadium and Cap One Arena after a sporting event. |
| Too early for any evening in the city |
| Are you trying to cripple public transit? Some people work past 9 pm. 11 pm is already too early quite frankly. This is embarrassing. |

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| Proposal to close Metrorail at 9 p.m. |
| This will encourage drunk drivers and unsafe behaviors. |
| provided that commerce returns after pandemic, closing the trains at 9 means they have ZERO viability for a city. The trans are for the benefit of ALL, not just the ones working during daylight hours |
| Would depend on what other actions have been taken in terms of places being open. Nine PM seems too early. |
| Negatively impacts evening workers and night shift, |
| I work unpredictable hours so the earlier closing time would affect me sometimes |
| Stations would close way too early |
| Closing at 9pm would not allow attending programs in the District that would end at 10pm. |
| Safe evening travel is needed. It is ridiculous to think people would be ok with 9pm closure. From the suburbs it is vital to being able to go out and dine/entertain safely. |
| This will lead to more drunk driving as a reliable alternative is eliminated |
| Harms nightlife |
| Some of us dont work traditional hours. Its already incredibly disappointing that in a city like DC it closes at 11. |
| 9pm is a very early closing time, especially for the weekends. It would be nice for metro to stay open later on weekends at least. |
| bars and restaurants will be open in January 2022, this will just lead to a surge in rideshare and POVs and make Metro yet again worthless. Your ridership would plummet as bars will be more active than offices. |
| I use the metro after 11pm. |
| I think this works perfectly fine on weekdays, I'm unlikely to be out later anyways. On weekends, perhaps not, but 11pm probably wouldn't be much better anyways, so I guess it doesn't make much of a difference. |
| I use metro for work commute only. Would take an Uber if out late at night. |
| Are you kidding? |
| This is way too early, many people including myself work late and rely on the Metro after 9pm |
| I don't take metro at night. |
| Ridiculous -- restaurants, performing venues would suffer. |
| This makes the metro inaccessible to night workers as well as to students. |
| This is one of the most absurd ideas I've ever had. No world class city has a metro rail system that closes at 9 PM you might as well just put a knife in the economy of DC. |
| 10 maybe, but not 9 |
| Please keep home - part of the best elements of the metro is flexible hours |
| 10pm |
| I think with rideshare now available less people would take the metro. |
| Keep open to 11PM please; many workers come home late. |
| 9 pm is way too early especially for restaurant and hospitality workers. I would rather less stops but ones that actually stay open. 9pm is ridiculously early and will impact people with lower incomes and is a safety hazard. |
| I feel like it would be preferable to stay open until 11. Many people work until 9, so they would be stuck without Metro train service if it closed as early as 9 pm. |
| Hockey games get out later than 9:00 pm |
| This is a terrible idea. |
| Thats the worst idea |
| These hours are way too short |
| As someone without a car in the DC area, having the maximum amount of hours available for travel is critical. |
| People rely on night time metro service to get to and from work, as well as social events, which helps prevent drinking and driving |
| I work for the Wizards and on game nights I don't get out till 9 and I have no car. This would be a huge inconvenience |
| The metro already closed too early. 9 PM would be a disaster for restaurants and nightlife |
| Too early for evening shift workers! |

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| Proposal to close Metrorail at 9 p.m. |
| This would ruin my life, I'm a student who commutes to night classes. |
| I often use Metrorail to go into DC for pm work events and driving is not an option |
| Very rarely do I commute home after 9 pm |
| 9pm is too early to allow proper time for all riders to get home safely from work |
| I use metro for personal travel on weekends and often after 9 pm. |
| Too early for sporting events and concerts |
| The metro needs to be useful for all patrons including those at work later hours. |
| Please run at minimum low-frequency evening trains, even every 30 minutes would mean a lot. Metrorail functions like long-distance commuter rail common of other cities like Philadelphia or NJ, and they commonly have late night trains even up until 11pm or later. If we can maintain scheduled late evening Metrorail runs, it would greatly help late shift workers get back home safely. |
| Early closures punish essential workers and others who need to travel at night. |
| There is no way to go out to dinner in DC and get on the train home in time. |
| Devastating to my household. Why even have a rail system? |
| That is too early if you are trying to return home after an evening out, and would prompt me to take another mode of transportation |
| Metro is one of the main ways people get around, with particular emphasis on the bar scene in this area. I think you will see a spike in driving under the influence if you do this. |
| What about Nats games? |
| Late night service is important to me |
| Very inconvenient for sporting/entertainment events in the city |
| I'm a medical student and often have to go to and from the hospital at late hours by metro. The DC metro already closes extremely early relative to most cities in the United States, please don't make it worse |
| Absolutely not. I am a college student and primarily use the metro to get home from social functions on weekends. This would be 100% contrary to half of my metro usage. |
| I have classes that I use the metro for that go until 10. I would not be able to get home if the system closed early. |
| Too early. Usually get out of work by 10:30pm at the earliest. |
| Does the city forget how many of its citizens work in the food and retail industry within the city? This would be a ridiculous cut to make and severely hinder the aforementioned group, along with college, graduate, and doctoral students within the city's universities. |
| People work late |
| This would not affect me, but would significantly affect individuals in the service industry and create a burden on them to afford transportation. |
| I am a graduate student who gets out of class as late as 11pm and need to take the red line home. |
| 11PM is already too early! |
| 9 pm is too early for a public transportation system to close |
| Its too early. Especially if going to an even like a baseball game or a play. |
| Classes at the Mason Arlington campus do not end until 10PM on weeknights. Metro is a vital means of transportation for students, staff, and faculty. We need access to metro until 10:30 PM. |
| This is INSANE. Youre basically making it for commuting to and from work only. |
| I would see 10pm. But not 9pm. If you go out for an evening (dinner, etc) youd probably start to read home at 9pm. |
| This could cause more dangerous scenarios for single travelers. For those in the food and service industry, they may have no other option to go home or might have to work late. |
| People who may need metro most - service workers, cleaning staff, etc - will be most disadvantaged by this |
| bring back late hours |
| Closing the metro earlier on weekends eliminates an affordable means of transportation for people under the influence. |

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| Proposal to close Metrorail at 9 p.m. |
| Working later than 9pm with no metro would be not okay |
| Not open long enough for a metro area transit. |
| Leaves no good public transport option for evenings |
| Too early |
| This is completely untenable for anyone attending a sporting event or concert in DC. Even having dinner out would mean rushing to catch the last train. Totally insane. |
| Depends on COVID and whether restaurants are open again... |
| Sounds like a game day nightmare near the parks |
| ABSOLUTELY NOT: HOW WILL WE GET HOME FROM SPORTS EVENTS IN DC. |
| Fine for commuting useless if you want to go out for a night on the town or a sporting event |
| Too early |
| 9 p.m. is way too early for commuters to finish work or get dinner before heading home. |
| Depends on Covid-19 |
| you really do not care for the community the metro serve |
| I would adjust and not take metro at night I suppose |
| if baseball comes back to DC, we would not be able to take Metro to the game |
| will kill off a lot of nightlife chances of coming back post-COVID. This is a very bad idea. |
| This would prevent use of Metrorail for evening activities |
| Metro should stay open all night like in NYC |
| You need to keep metro open to transport people home from events downtown |
| Why is it that after all the money that has been appropriated and spent to maintain Metro, you are resorting to shutting down most of its services? This is utter incompetence on the part of your leadership. |
| i have school that extends past 9 pm and would have no way to get home |
| This is affect businesses that are open late as well as workers who work evening hours. |
| I wont be able to get home when I attend evening events. |
| Too early |
| Makes it impossible to attend evening events in DC " I live in Virginia, and like to use Metro for evening events. |
| People need extended access not less access to the trains |
| This is too early and doesn't allow people to use the metro for sporting and other events downtown. |
| Maybe later on weekends. |
| It's not ideal |
| The metro gives people safe and reliable transportation after dinners and events to reduce the number of drunk drivers. |
| I use Metro to go to Crystal City and the Kennedy Center for theater performances. 9 PM shutdown is far too early. 11PM is barely acceptable |
| Games, ridership to downtown after nationals etc |
| It needs to be open later for people going out to restaurants etc. Also for workers. |
| Having metro open till 11 is crucial in combating dui especially after sporting events |
| This would prevent metro use for events, such as games at Capital One or Nats Park |
| Dude, shit will open back up. It needs to be Fri-Sun - 24 hour service. |
| 9pm is way to early to close. Restaurant workers should be able to take public transportation home after they close. |
| Seriously? No! |
| I would be fine with this but I know it would be very bad for workers with shift hours who rely on metro. This would be bad for racial equity in the region |
| Limits safe public transportation options for those who use the metro to get out in the evenings |
| I will be a part time student, I'm addition to working full time, and classes do not get out until 10. Parking in the city is too expensive so metro is highly preferred. |
| this is not acceptable for workers and is highly biased against those working in the service industry. |

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| Proposal to close Metrorail at 9 p.m. |
| This will severely affect my ability to go to events in DC which is the opposite of what we want after the pandemic. |
| again cutting off lifeblood of people working in hospitality |
| People need to be able to have reliable late night service too. Not everyone works a 9-5. And on weekends, people need a reliable way to get home and not drink and drive. |
| Close at 11 pm |
| How will you handle various sporting or other activities given that metro is the major way folks travel to and from these activities. |
| Hopefully this would be temporary |
| I would be unable to get home from work, please dont do this! |
| As long as you offer an alternative |
| Would basically mean WMATA would be commuter service only, and unreliable for evenings, sporting events, concerts, etc. |
| The trains should run 24 hours a day. |
| Keep it open later |
| This is the capital of the United States of America. Shame on you for shutting a train down at 9 PM. How are restaurant workers supposed to get home?mm |
| It would work for my work commute, but not for doing anything in the evening... anywhere in DC or Arlington/Alexandria |
| This would impact afternoon shift workers who get off work between 8:30 and 10:30. I strongly oppose this change. |
| As someone who lives in Arlington and likes to attend functions downtown on the weekends, this greatly limits my ability to safely use public transportation. Ubering is not affordable. |
| People will be out at night again at bars and this could cause more people to drink and drive. |
| For a major metropolitan city closing at 9 pm is absolutely ludicrous. I even find an 11 closure to early. |
| My work ends after 9 pm, so I would be unable to use Metro to commute for work. |
| We have chosen our housing based on accessibility to Metrorail and prefer to use this rather than taxis, Lyft, buses, etc. |
| Closing down service that early is absurd. What about people who work nights? You couldn't even have dinner after work and get home by metro. |
| That doesnt work for anyone who works late hours |
| While this would work for me personally, I know this would severely effect night life and people who work in the evenings. |
| This is a giant impediment to those of us who live on metro lines and would like to return home on the train after an event. |
| For the short term. For the long term its not a good idea |
| Id rather the metro re-focus on the prime time (commuting), rebuild the brand and service quality to slowly expand back to full hours (as budget & ridership rises) |
| Make temporary changes because of COVID is understandable, but long term decisions without knowing what will happen when everyone goes to back to the office is complicated. |
| Would need to drive to, for example, go to a baseball game. Wouldnt work. |
| Metro provides a safe and affordable alternative to driving under the influence on weekends. I do not support this time change for weekends. |
| 11pm isn't even that late to start with :(|
| So basically you want to force people who want to go in and out of DC for drinks or social events to drive? Or if you are planning on staying in the city late after work you need to drive, adding to traffic. 11 pm is already shamefully early for the public transport system in the nations capitol city. NO! |
| Are these changes permanent? |
| This change would be the least disruptive to my commute. |
| I work as an airport bartender and finish work at 10pm. I do not have a car. This proposal would effectively strip me of non-bus transportation to work, forcing me to choose between quitting my job and spending 4+ hours on transit each day. This is a horrific proposal and I oppose it as strongly as I am able. |
| I really hope this change isnt permanent. This wont work for me long term |
| Severely restricts movement home on work nights |
| Problematic for anyone who has to do business/pleasure in the city after 9! |
| In such an intense culture as DC, I often find myself working past 9. In happier times, I might go to dinner after work. Closing at 9 is extremely early for a city and removes metro as a reliable transport method. |

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| Proposal to close Metrorail at 9 p.m. |
| Most venues and such are open late |
| I work in the heart of D.C and often get off work very late, uber prices are to high to be sustainable. |
| Closing at 9 would make even something like dinner in the city completely impossible. |
| How would Metro serve those attending sports events in Washington, such as Nationals, Wizards and Capitals games? |
| I think a lot of people are still out past 9 PM since bars close at 10 PM. I think it would affect those that are going out and, when the bar would close, be screwed for a way to get back home. |
| Classes at Mason end at 10pm, I need this to get home. |
| This would make attending Nats games impossible. |
| Does not give me a viable way home after work. Needs to stay open until 11 pm |
| Staff have trouble making the 11pm trains, extend to 11:30 |
| Going to be a lot more DUIs with this--the metro needs to be open longer, not less time. |
| I will plan on eating out in dc once I am vaccinated. This will hurt restaurants |
| This would hurt people who work in the service industry or work late often |
| This would kill the ability to go anywhere in DC in the evening |
| This would be really hard to patronize establishments in DC when they reopen! |
| This time change discriminates against those in service jobs who don't work traditional hours. |
| I often need a train after 10pm on weekends or after Nats and Caps games |
| Late metro arrivals are vital to shopping and dining out |
| This unfairly penalizes service and healthcare workers, who work off-peak hours but are essential to keeping our society functioning during the pandemic. |
| go downtown for events in evenings. this closing is too early |
| Sometimes I ride the train later than 9 pm |
| This severely limits those who have to work later in the evening or commute into the city for night work. This would also be an issue for those attending events as the city prepares to open up with limited capacity (caps nats etc) |
| We go to cultural and sports events in DC and rely on metro to get home after 9pm |
| Too Early. Would hurt workers and businesses |
| I can only imagine this would lead to more unsafe roads - more drivers, fewer people able to get home safely. |
| PLEASE DO THIS ONE. I never need to take the train after 9pm, this would allow for everyone who needs the metro during rush hour to be able to take it!! |
| If things are back to normal it may strand people in the city |
| Closing at 9pm would no longer make Metro a good option for traveling into/out of DC for dining, night life, etc. |
| How would people get home from any event in the city?? I go to a lot of baseball games and it's already tough for those to end by 11. If the closing time changes to 9pm, I'd literally never take metro. |
| need exceptions for events like Washington Nationals games and Capitol One Arena events |
| Terrible idea if things become more normal. |
| This is HORRIBLE for those in the service industry!! Puts poorer people at a disadvantage. |
| This would not have a major impact on me personally, but I think its a terrible idea for the City and system as a whole. We have this great system, so to reduce its hours to save some operating expenses seems incredibly short-sighted. |
| 9PM? Yall insane? |
| Makes using metro for theatre / music events impossible. |
| How about a compromise with closing at 10pm? |
| This would not work. |
| 9pm is really early for anyone using Metro for any after-work uses. |
| This will kill the city. What about sporting events. DONT DO IT! This is the path to irrelevance. |
| I use metro the most for nightlife!! If it closes that early people will have to Uber or walk, and that is either expensive or NOT SAFE! |

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| Proposal to close Metrorail at 9 p.m. |
| Its D.C.! You would essentially be telling anyone who decided to go to dinner after 7pm that they should Uber or drive. Raise the rates during certain hours, perhaps, but dont do this. |
| Getting dinner out in DC is no longer an option with such restrictive cut-offs. This will have big effects on restaurants that are already hurting from the pandemic. |
| No, most people under the age of 40, which if you look at statistics are many of the people who actually use the metro service and dont have cars, are out past 9pm on Thursday-Saturday nights, and sometimes more |
| This hurts late shift workers, this cutoff is too early |
| There are many people who don't fall into the usually 9-5 work schedule and those front line workers would be affected greatly by not having access to get home safely if they work late hours such as food service workers, custodians, delivery drivers, etc |
| But not when things start opening back up and events happen |
| Keep it open late |
| I would not be able to work late or I would need to pay for a taxi home. And this would definitely not work for people who work late shifts. |
| I would be willing to make this sacrifice to preserve other essential Metro service, e.g. keeping the EFC station open |
| This wouldn't work for Nats, Caps, and Wiz game nights. |
| A 9:00p.m. closing time is way too early. |
| This sucks for lower wage workers and for the DC economy. |
| depends on what life is like in January 2022; if this is the option vs closing stations that I use would prefer this but would be harder for attending events, going to restaurants, etc. and would require a lot more Ubers/Lyfts |
| What about sporting events and concerts? |
| People who work in dc need to be able to get home. |
| How about 10 pm? |
| If I stayed in DC for dinner would Uber home. |
| 11pm is already too early to close. |
| Horrible, horrible idea. |
| Wouldnt affect commuting but completely eliminates usefulness for going on/going into DC |
| Not good for community |
| Leads to more drunk driving, having to rely on Uber or rideshares. 9 is far too early, not to mention people who work later |
| will work for us |
| Appreciate later closure if out late, or attending event at Strathmore or downtown |
| This would destroy downtown restaurants and entertainment businesses. |
| Extending train service to 11 p.m. or even later on Friday and Saturday nights could help cut down on drunk driving |
| This would effectively kill off any dc nightlife |
| This would not work, if we go to get dinner in DC we would not be back home by 9. |
| If I get back on a late flight to Reagan, I'd like to have the train available! |
| 10 pm would be better |
| Not sure, when you say 9 PM closing, does that mean weekends too? Or just weekdays? |
| 10 would be a compromise |
| absolutely not! i rely on metro to get home at night - buses make me carsick |
| 9pm is so early for metro riders |
| This does not affect me |
| This would work for me personally but there are significant equity issues with this proposal and also potential safety concerns (increase in drunk driving?) |
| I am frequently at work past 9:00 p.m. |
| This is just stupid |
| It would restrict time in the city with the ability to return to the outskirts of the system. |

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| Proposal to close Metrorail at 9 p.m. |
| What happens with sporting events or concerts like Capitol One Arena or other venues? |
| I only ride rush hour |
| Metrorail needs to stay open until midnight. Cutting hours dramatically limits accessibility and for the rate Metrorail is charging for tickets, they need to be providing a significantly better service. |
| This is crazy - a big part of the reasons why I take Metro is to attend events downtown and they would all result in me needing to use the train after 9PM |
| 9 pm is too early for me to rely on Metro. I would find alternate means of transportation. |
| Would prohibit night visits to DC from VA |
| I often have to work past 9:00 p.m. |
| So there's a caps game or Nats game how would you get folks out of the city if you close at 9pm |
| Make a rule that Metro stops 45 minutes after large DC events so people can get home |
| I often work late hours and need the ability to get home via metro, after 9pm |
| I often use the orange or silver line later |
| Cuts in frequency and early station closure metro will lose even more ridership |
| Workers throughout the region need the system to be open all night. People need to get home after 9p |
| If attending dinner or a sporting event in DC, this would not work |
| This is a terrible idea! Metro is a great option for transportation after drinking. Please dont give people an excuse to drink and drive. |
| Need Metro to get home after sporting events |
| 10 PM would be better |
| precludes attending events in DC using Metro requiring us to drive and find very expensive parking. Would probably reduce number of times we go into DC |
| People need the service until 11pm because they might work until 10/11 o'clock at night. |
| Closing way too early. Many jobs require late hours. |
| Ridiculous for getting to/from restaurants and ballpark and any other social activities. |
| People work late!! |
| Nightlife and nighttime workers will suffer |
| Late service is important for those travelling to work or home from evenings out |
| Many of us are often at work well past 9pm |
| Need metro open as late as possible |
| Thats really early |
| Closing metro stations early strands lower income individuals who can't get home from work, and promotes drunk driving. |
| This means I would not take metro on nights I have to work late. Would switch more to driving. |
| should be open later Fri and Sat |
| 9 PM is so early and would leave so many people stranded, especially those who work later. |
| I use the train for sporting events, concerts, night time out.....closing at nine makes it impossible. |
| Makes it very burdensome to get home from a late shift at work |
| Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| If Caps and Nats games are back on, itd be a huge inconvenience |
| I do not generally take metro after the evening rush hour so this service change does not impact me |
| 9pm?!?! |
| This would be a terrible idea. Folks in Maryland and Virginia would be unable to travel to DC at night and would be a big hit to the city's economy. |
| This would not be acceptable due to commuting needs. |
| This is TERRIBLE, I need to get home from night school |
| This makes metro useless for an evening option for going out/ avoiding drinking and driving, or even going to performances in and around DC |
| Needed: night trains |

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| Proposal to close Metrorail at 9 p.m. |
| Consider later hours for the weekend. |
| this will not work for tens of thousands of workers and students who need to travel past 9pm, plus it will have a detrimental effect on businesses such as bars and restaurants where people go after work |
| This is too early for a mass transit system in a major city to close. |
| I rely on Metro to return home from Nationals games 20-30 times a year. |
| 9 is awfully early, but would only affect me on weekends. Maybe could have extended hours on weekends? |
| Terrible for going out in dc or to events |
| keep open late |
| WMATA needs to completely fail and be rebuilt from the ground up. The current leadership and administration must go before any changes are even contemplated. SHAME on each and every one of you. YOU ARE THE PROBLEM. |
| As long as the metro would be open for sports events if there is in person attendance. |
| This removes the ability to use Metro for travel to a show, ballgame, etc. |
| I will be using the metro service more frequently in 2022 because more people will have the covid vaccine. I would use it after 9pm. |
| I do not use metro rail that late. |
| I do not want change |
| This again would not be ideal but I would be able to do my work commute on Metro and could rely on ridesharing services for the times I was out in the evenings. |
| We need transportation options after events |
| Late evening Metro service is essential for our community and economy. |
| If you want to help support the local economy and get people back into bars and restaurants, this will not work. |
| Way too early to close as I often attend Capitol Hill Events which will hopefully resume this Fall. |
| Total nonstarter. 11pm is already too early, especially on weekends. May as well shut it down entirely. |
| This could cause increase in DUI numbers. |
| It depends again on whether COVID is over. |
| No, no, no absolutely not! |
| Depending on the shift at work I get out late some days. |
| But this would really hurt workers who need it past 9. |
| Should work fine! |
| It disincentivizes people even more to take transit to nighttime entertainment or after drinking. It could honestly make the roads less safe. |
| Yes, thats fine. Obviously if everything opens back up again after the pandemic, you can extend Metros hours again. |
| This would have a disastrous impact on my life |
| If pro sports returns, this is inadequate |
| If I want to visit a friend or go to listen to music, Ill be forced to pay for ride share home. |
| Just totally screw anyone who works at night? Who is coming up with this garbage? Where is the "reduce bloated wages" option? |
| If you want people to completely abandon using the system, by all means go for this option. |
| I am not a daily metro rider but when I do use it, it's almost exclusively in the evening. 9:00 is too early. |
| Cripples downtown recovery for thester/dining/late workers... |
| Work later than that |
| If we go into DC, for an evening event that would force us to come home before we are ready. |
| Would work except for sporting events and special occasions |
| Makes metro not an option for people who worker later at night or want to attend events in the city. |
| I don't normally ride metro that late, but this doesn't seem very smart to me |
| Many people still need transportation after 9pm |
| Even though it works for me it would be awful for service workers. These folks already have a hard life. |

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| Proposal to close Metrorail at 9 p.m. |
| This will disproportionately impact working people |
| Later trains are needed |
| I often stay late at work and this change would make it impossible to get home some nights via metro |
| The ability to take a late night metro is vital to me once COVID is over |
| While I understand funding is playing a large factor in this, closing the metro early would hinder folks getting home from work/outings that do not have other means of transportation. Uber/Lyft is more costly than taking the metro. |
| If there is no public transit for sporting events and concerts I won't attend the sporting events or concerts resulting in lost revenue for metro and entertainment venues |
| This disproportionately impacts 2nd and 3rd shift workers. as well as people who wish to go out at night (Nationals and Caps games in particular). |
| This closing time is much too early. |
| For the metro to remain a useful form of transportation, it needs to be open for many hours a day |
| I need the late night service. |
| This would shut down night life in DC. It would promote drunk driving. It would cause needless deaths. |
| I am often required to work late, therefore, the metro being open late is incredibly helpful to me. |
| While it would personally work for me, it would take away the option for many people who do work late or who are going out or into the city at night. |
| This is awful and will leave many people who rely on the metro with no transportation |
| Absolutely not. This would require alternative ways of getting back home if I was to work late or have plans after work. |
| I sometimes work late in the city or have a dinner. With no way to get home I would start driving to DC. |
| Yeah nope. I am a homebody but love concerts and movies and don't want to have to rely on rideshare or bus |
| Need to have ability to get around later at night. |
| If there are no trains for post dinner rides home, people will go for the alternatives. |
| I rarely ride metro in the evening but 9 pm seems too early for residents using metro for theater, sporting events, etc. |
| This is awful for those who work late hours and for those who would like to contribute to the local economy |
| Metro definitely needs to stay open for folks who work later than 9 (restaurants, etc.) It would make night traffic worse, I think. |
| This is absolutely too early and would not allow for a safe commute for me/others! |
| This is absurdly stupid. |
| This works for me, but this may negatively impact wage workers and students |
| This cannot be a serious suggestion. Really?? |
| I can commute with this schedule, but I wont ever be going out to dinner or concerts downtown again if I cant take Metro home. |
| Shut it all down. Rip up the tracks - sell for scrap. Sell off everything else. You will save a lot of money. |
| Way too early for the metro to close. |
| 9pm is early! People get off work later than that often and nerf a safe way to get home! |
| For those that use metro and work late 9:00pm may not work. I believe a compromise would be 10pm, but for someone that is working and going to school at night that would be the earliest. |
| ONCE THEATRES OPEN AGAIN, TRAVEL WILL BE NECESSARY AFTER 9 PM |
| You'd be putting a lot of families who depend on rail service to get to and from work in jeopardy. |
| Not preferred, but could make it work |
| I travel on metro during work hours only |
| It would make planning an evening out more complicated and expensive. |
| Except on weekends Friday and Saturday night should be later |
| inequitable for working poor with shift work |
| Often on weekends it was difficult to go to outdoor dining by Metrorail during the 9pm closure. |
| This would mean that I will be more likely to drive than take Metrorail. |
| Reduce the trains in the late evening but don't eliminate trains after 9 PM. People are still coming from work or meetings. |

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| Proposal to close Metrorail at 9 p.m. |
| This limits access to evening activities in the city, such as the restaurant and sports industries |
| Needs to stay open later on weekends |
| This would significantly impede using Metro to go into DC and back to the suburbs for sporting events, cultural events, dining, and other evening activities. |
| let me pay more taxes to prevent this |
| My commute home is normally before 9pm and I can adjust to Uber on the occasional night where I need to work later. |
| What about people who have jobs past 9 pm? |
| I often need Metrorail service after 9pm |
| I feel like this will largely affect poor and disenfranchised populations and make commuting even more of a burden. |
| This would mean that you could not take metro after any evening event in. This is not helpful. |
| Not optimal but better than other proposals |
| 9pm sounds very early! How about making trains less frequent after 9pm? |
| Sometimes I get off work after 9pm |
| this would lead to severe inequities for those workers who do shift work, especially those who do lower wage work |
| 9 is too early for getting home from a ballgame, dinner, etc. |
| Reduced hours also reduces the relevance of Metro trains. |
| This plan disproportionately affects essential workers and shift workers while prioritizing business workers. This is ultimately not only a tone deaf plan for the current moment, but will further weaken and hurt minority communities who rely more strongly on the metro system. |
| People work in the hospitals that rely on riding the train and do not get off until after 11pm this would not work for them. |
| Will kill the economy. |
| Means those attending events downtown or at other Metro-related locations would have to drive or take taxi/uber and be exposed more to street crime. |
| Essential workers will have no means to get home. |
| Absolutely not. This means I would not use metro for traveling into or out of the city if I was going to be out late. |
| What about at the end of sporting events? Caps, Nats, etc. |
| There are times where events end at 9:00. 10:00 might be a better compromise. |
| Would limit how effective the system could be for most activities. |
| We will eventually go back to our offices stop this madness |
| That doesn't make a lot of sense to me. If working late there might not be a train in time. It also seems a lot less safe given that many people rely on the subway when going out and drinking. |
| This will be a huge problem for people working second shift, who are likely among the least able to afford to switch to driving. |
| I work at Walter Reed and MUST use the metro to get home after work as we are not allowed to drive and park on the Walter Reed campus (local government limits amount of spaces for workers in the hospital, even military like me). How can you take away my only way to get to work and then tell me that you are taking away my public transit as well? How do I get to work now? |
| The plan works for weekdays but not weekends. |
| Closing by 9pm is fine. |
| Again. People work past 9 pm |
| 9 PM????? Are you trying to fuck over poor people |
| You cant shut down a major metropolitan regions rail transit system at 9PM. This is not acceptable. |
| generally yes, but not for travel to events and sports. |
| This would be less than ideal on weekdays, and very problematic on Friday and Saturday nights. |
| Late night workers will need to rely on Metro to get home |
| I use the metro to travel at night to my dance studio and class ends after 9PM. I need to be able to get home. |
| Many people rely on metro outside of those 9-5 people, stop with the time cuts and focus on cutting the bloat from the budget. |
| Depends on what happens with covid and society between now and January 2022 |

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| Proposal to close Metrorail at 9 p.m. |
| I work until 10 and use the metro to get home |
| This would really hurt sporting events and concerts. |
| Please do not do this! I cannot afford evening travel outside of the metro offerings. |
| Sometimes I have to work later than that. |
| I often work late and once returning to post-pandemic life would need Metro later than 9pm. |
| Way too early. |
| I think the metrorail system should be open until 11pm on weekend nights. |
| this doesnt take into account all of the people coming back from Nats games etc. You will end up with a lot more people on the road and more accidents. YOu could close the suburban stations going INTO the city at 9pm, but coming home form the city should be open until 11 |
| Metro is a reliable and safe way to get home in the evenings. Needs to stay open longer!!! |
| I use Metro for sporting and arts events in DC, so a 9 pm close would cause me to drive. |
| This will make the restaurants in dc downtown suffer... |
| This would impact many workers who have essential jobs. This is a horrible idea. Also, will force people who stay downtown for dinners and outings to rely on cars. very bad idea |
| Way too early to close for anyone who works late or is using metro sensibly rather than driving after drinking |
| Would not work for me if these are permanent changes. |
| I dont work in a restaurant |
| This is fine during COVID but should remain 11pm post COVID. |
| limits ability to go out at night |
| This is going to cause problems. Area sports? Friday and Saturday night competition for rides. This is the worst idea of the set so far. |
| Not ideal, but not life-ending |
| I rely on the Metro rail to commute and my work doesn't even close until 10PM. |
| We want to be able to get to the city for evening events via Metro |
| Terrible some people work way past 9pm how will they get home?? No one will use the metro and cars in dc will increase with this terrible plan |
| I live in Arlington and work in dc as a dod contractor. I have to work 130pm-930pm shift to mitigate covid risk. if they closed at 9 id have a terribly expensive time getting home daily. |
| Sporting events and dinner would no longer be an option in the city for those living in the metro area. |
| This would all but prevent people from engaging in social activities after work and still being able to return home safely |
| If social like resumes this would be bad to do. |
| You have people who get off work at night and don't have enough money for Uber and Lyft. They need to metro to be able to go home. |
| People go out after 9 |
| This is too early |
| Would decrease economy for nightclubs |
| This would severely impact ridership for sporting events, concerts, or general nightlife. |
| 9pm is extremely early. This will encourage way more drunk driving. |
| This would work for me, but it is not good for the tons of working class people who use the metro outside of regular working hours. Further, it is bad for businesses who need clients to get to and from them. |
| Just not practical. We need to get cars off the road!! |
| I frequently use the metro later at night. 9pm would be inconvenient and force me to use Uber much more... |
| Many people work past 9 pm - this would be severely limiting metro riders. |
| Dependent on the pandemic situation in 2022. |
| I am usually home before 9 pm so this would work for my schedule |
| Metro needs to be open and available in order to increase ridership. |

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| Proposal to close Metrorail at 9 p.m. |
| Weekend hours should go until at least 11pm to accommodate special even events. |
| I rarely travel on Metro after 9 pm, but this seems awfully early to close, especially for service industry workers. |
| 11:00 PM |
| Closing earlier makes it really inconvenient for people that rely on metro transportation for work and/or recreational outings. |
| I work past 9pm often and would be unable to return home from work. Additionally, this would drastically impact my choices for dining out and frequenting business across the metro area. |
| I have to work until 9 pm on weekdays sometimes. |
| Come on now, are you just messing with us? |
| I wish the metro was open even later than 11pm. I want a safe way to get home at night. |
| Many essential workers need Metro open later, not closing earlier. In addition, people who go out and use Metro to get around after hours will not be able to with this plan. |
| Cut staff not service. Focus on the incompetentâ€”a majority of the staff |
| I could accommodate the earlier closing time. |
| Alot of sporting events and concerts run past 9pm. This would possibly impact thousands of people once fans are allowed back. |
| This sucks for all people who work restaurant/retail who dont have vehicles. |
| This would make commuting extremely difficult, especially for people working in restaurants and other businesses with later hours. |
| This idea is less bad than others, but still not desirable. |
| Would provide significantly less flexibility in travel options |
| This is OK for a few days a week, but I think that Thus, Fri, Sat should be to 11pm. |
| While this works for me, this is still an embarrassment compared to metro systems in other big cities and other parts of the world. |
| Workers need the Metro to get home from work. |
| That's way too early |
| I depend on the metro to commute to/from work with hours regularly past 9pm. I would have no way to get home if this occurs. |
| As it is, before COVID I couldnt rely on metro to get me home if my events went past 11 pm....if youre going to close at 9 then theres no way I would risk using metro for evening activities. |
| This is a terrible option for anyone who works in restaurants who often rely on late night trains. |
| That doesnt allow for people to travel to sports or arts events downtown and back. Huge mistake to take away this option for travel. |
| Terrible for all of us who work hours that aren't 9-5. |
| People who work late or have late classes like graduate students (my classes went from 830pm - 1045pm) rely on late services. |
| We use metro in evenings. Need it open later. 9:00 is insufficient. |
| As the city reopens not being able to take metro will push people to Uber/Lyft or to drive irresponsible |
| This would be challenging for students taking night courses and folks that work second shift - 10 pm would be much better. |
| That cuts it a bit tight, but wouldnt impact things too much. Not as deleterious a cut as core hour cuts. |
| this would really limit accessibility across the city for post work social gatherings, which hopefully will return in 2022 |
| Many of my staff members at the hospital use the Metrorail to get to their shifts that start at 11 PM. |
| This would negatively impact workers. |
| Shutting down earlier when more people are going to be able to start riding the train is a terrible idea. As people get vaccinated, more and more people like myself will be returning to using the metro. These plans are very shortsighted. |
| Enjoy visiting sites in the evening around the DMV. |
| This is far too early for many of us |
| This is absurd. What about those of us who work late shifts? |
| Once Capitals games resume, 9pm closure would be too early for return trips |
| Would prefer at least 10 PM |
| Wouldn't this negatively affect lower income people who depend on the metro for travel? |

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| Proposal to close Metrorail at 9 p.m. |
| Metro should not cut hours - if anything, hours should be extended until at least 2am every evening. |
| This would negatively impact nightlife in the DMV in addition to harming low income residents. |
| If this were regular service hours but metro ran later for sporting events, for example. |
| closing at 9 is ridiculous! there are plenty of people in DC working late night hours that depend on the Metro. |
| This would alienate many many workers that work past 9pm. Regularly I must work at 10pm. That would make parking even worse if we all had to drive in |
| I dont like it, but it wouldnt affect me too much. Except for flying in and getting home late from the airport (usually DCA but Ill also uber from BWI to Greenbelt and ride from there). |
| A 9 pm closure would be crippling to the ability of late-night service workers to get home, and would make metro much less useful for the population at large. |
| Ridiculous. |
| An overall horrible idea. The system needs more not fewer opening hours. |
| Makes Metrorail unusable for downtown travel, like hockey games or late dinners. Would push me to drive instead |
| That is too early for service industry and for being out to even get dinner. |
| I already thought 11pm was too early to close when I go out to the city and rely on Metro to get back home - I think 9pm is definitely too early. |
| But I think this would be very tough on working class people who use the Metro to commute and have jobs that require working late |
| There are times when service is needed after 9pm. There are also plenty of people who use the service after 9 for commuting to/from work. |
| I rely on public transit entirely for my commute and all other people who commute outside the normal rush hours |
| I often take the Metro to the theater in DC from VA, and this would not allow me to get home after the show ends. |
| Absolutely not. This plan would be devastating for my travel needs, to get home after work. Not everyone works 9-5 jobs. |
| Using the metro to get to/from the airport is a great and affordable option, and it would be difficult to get to/from the airport for nighttime flights if the metro closes at 9. |
| If this is to provide additional time for maintenance and repairs, YES! |
| 10PM is the earliest reasonable |
| My family and I plan to ride the metro at all hours and past 9pm. |
| This would be preferred to the 30 minute between car option |
| No, this is way too early. Some of us work until 8 pm and to grab dinner with a coworker or meet a friend would mean we have to use Uber or taxi, costing consumers significantly more \$\$. |
| I like to drink at happy hour |
| It would work for me for work-related travel, but I would not be able to take metro if I wished to stay in the city for dinner or theater performance. In those events, I would take a rideshare, which I can afford, but would be expensive for many other riders. |
| People need to get home from late night jobs. |
| Would seriously interfere with work schedules |
| Ridiculous. You should serve the working class. |
| I would be extremely less likely to ride the metro with these limited hours |
| If sports have resumes this could be an issue. 10 pm seems better. |
| Could strongly impact lower income workers. Opposed |
| My work day often goes late into the evening, metro rail service is the only way I can get home late at night |
| many of these changes are only going to hurt the working class.... especially this. |
| By then, a lot of restaurants and bars may be able to open, and Metrorail helps people get to them. This could hurt their reopenings as COVID-19 wanes, at a time when they need more people to come into the city. |
| Concerts last past 9 pm |
| Simply, why? Metro is an accessible, affordable way to get to and from places at night - much safer than walking and cheaper than rideshare programs like Uber. |
| Many people, myself included, work past 9pm |
| Businesses close after 9pm. |
| This would make attending events (theater, concerts, meetings) in the evening untenable. |

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| Proposal to close Metrorail at 9 p.m. |
| Make exceptions for Nats games, other DC sporting events |
| I use the train to go in and out of the city for entertainment, bars, and events. This would eliminate my major need for the train. Please keep it open as late as possible! |
| I use Metro only and often work past 9 |
| This proposal will make it harder for employees to get home and rely on public transport, and also damages the ability to travel into and around DC for evening entertainment/tourism. |
| Too early |
| Not ideal but could work |
| If this plan is to extend beyond covid shutdowns and restrictions, then you would be cutting off service too early in the evening for us suburbanites to enjoy cultural and dining activities in the District. |
| You have plenty of people working downtown late into the evening. |
| This really seems to squeeze the people who have to take Metro rather than the ones who choose to |
| The metro already closes so early |
| No, metro is already barely useful at night. This would destroy it. |
| Please consider extending times on Fridays. |
| Late night trains are essential to getting home safe! |
| I work in live theatre and I'm never out of work by 9pm; shows run later than that. Our patrons need to be able to get home as well. |
| Prefer at least until 10 pm |
| This is ridiculous and I would just take uber. Stop mismanaging funds. |
| 11pm accommodates more work schedules. Especially a 2pm- 10pm as an example. |
| We use the train to go to the hockey games. |
| A 9 pm closure renders metro service unusable! |
| If this is required to keep all stations open, then yes. But, it's certainly not ideal. |
| Compromise -- 10:00 pm |
| Unacceptable for late night workers, needs to be a 24/7/365 operation. |
| This would defeat the purpose of public transit. Metro should stay open until at least midnight if possible. |
| Are you suggesting closing all metro by 9pm? No this would not work for me. |
| This plan doesn't take into consideration people who have to work late or have events at night after work. Concerts and plays at Kennedy Center or Cap One Arena don't let out before 10 pm many times. |
| I frequently work late and catch Metro at 9 PM. This option is not workable for me. |
| I use metro to go out socially and rely on metro for my sober ride home |
| Fine except when events at Nationals Park or Verizon Center. |
| This would be inconvenient on weekends but would not impact my work commute |
| Would significantly cut back on metro ridership under this proposal |
| I never rode the metro after 9 PM pre pandemic as it wasn't safe. They need to do a better job with safety before all of this. |
| 10pm preferred |
| We are hoping to enjoy more in the area, including sports events which tend to run past 9 pm. |
| When I go out and work late this won't work |
| We never ride Metro after 9pm, so this is not a problem. |
| keep the 11 pm closure times |
| I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I don't care if they have to raise my taxes for it. |
| I can understand why, for safety and lower traffic reasons, the metro might close earlier. I would say that 9 PM is too early, but 10 PM would be reasonable. |
| Closing at 10pm would be better than 9pm. 9pm is early especially if we expect in 2022 more events to occur, which often end around or after 9 |

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| Proposal to close Metrorail at 9 p.m. |
| A functional system needs to stay open late. |
| Would work on weekends but not on weekdays when people like me work late |
| I primarily take the metro when going out for drinks or concerts in DC. Closing at 9 would make this impossible |
| Having the metro rail service until 11pm, at least on the Redline, is vital for me. I would be required to drive into work at least 10 days/quarter, due to this change. |
| This wouldnt be great for the late night workers/night life, but think this would be a fine cut off. |
| Workers often need later into the evening. |
| This would limit me to ride sharing or walking home from my second job |
| I need to get home from work after 9pm |
| Disproportionately affects those who work late, who are also most likely to not have other transportation options. You would also lose all of your evening sports fans. |
| 9pm closing works for me...but not for the people who rely on metro for transportation to jobs which will hopefully have returned by 2022. |
| People work late at restaurants etc that don't close until late leaving people Stranded. Or spending more money on Uber and Lyft |
| only if theres no sporting events |
| Depending when things get better, 9pm would still be considered premature. |
| That is too early of a closure time during the week for people who use metro as their form of transportation. |
| This will impact me as well as those who work past 9 pm and rely on metro to safely commute to and from work. |
| Most frequent use of METRO is to evening events. |
| People work late. |
| I do not have a car and rely on metro service. This is essentially a 9pm curfew which is not feasible |
| This would be inconvenient for weekends and later events on weekdays. Considering COVID-19 restrictions will not be in place in 2022 my after work travel would be greatly restricted |
| This seems too early for metro to close to accommodate riders outside of rush hour. |
| 9pm is not late enough |
| Id be fine but poor people would be hurt |
| Metro should be focused on proving commuting services to work or school. 9 pm closure will cover most people commuting for work. |
| This is very early and would hurt business to late night businesses |
| This seems way worse than the previous options |
| Too early for service workers |
| So much for DCs nightlife to come back! This is a joke for a major city!! |
| I would stop going into DC restaurants for dinner. |
| Fine, close earlier - but maybe work something out with sports teams? |
| For those who work for me, closing at 9 will make their getting home much more difficult. |
| Wouldn't work for those working night shift. |
| Its too soon to tell, not knowing if there is a variant virus |
| I need the metro to get me home after going out with friends. |
| This is a vital service that people use. Lower income families will be severely affected by this. |
| The train cutting service at 11 already makes it impossible to use the metro for evening plans in the city. if it were 11 I would never count on metro for anything outside of work |
| I often go into the city for dinners and having a closing time of 9pm would restrict and reduce the amount of times I come into the city |
| Terrible for public transportation options. At least have later on Friday and Saturday going out nights. |
| Higher fares, less service. You suck metro.... |
| Id like the option to be able to visit DC from the Bethesda area after work. A 9 pm closure would not permit that. |
| Would be disastrous for anyone whose jobs require working past 9pm. |
| Would not be able to attend any sporting events, at night, in particular, Washington Nationals games. |

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| Proposal to close Metrorail at 9 p.m. |
| This is nuts. Metro rail provides an important method of transportation for people going out to drink on the weekends. Removing it is a mistake. |
| Would there be any exceptions for sporting events or other special activities? |
| Close at 10:00 pm |
| With exceptions for special events he'd in the district. |
| 9 pm is too early for going out for dinner. This will lead to an increase in drunk driving. |
| This is annoying but more manageable. |
| Most people use it to commute they can take Uber late at night |
| Too early, people work odd hours |
| If we all get vaccinated and back to life as normal, I couldnt go into DC for anything and still get home to my suburb at night! |
| Washington DC is a major global city and people have to work/commute early in the morning and late at night to accommodate international customer needs. |
| This would hinder my ability to get home from work, along with most of my coworkers. |
| That would make it impossible to take Metro into the city for sporting events, shows, and even working late. Reconsider this, especially on weekends. |
| This would work for my work schedule but I know many others who rely on metro likely work later (I am thinking of those in service positions). |
| This would be a horrible blow to the already struggling hospitality industry! Both employees and customers rely on late metro service. And more people may engage in driving while mildly intoxicated to get in and out of the city |
| I often work late and have to take the metro home. Without the metro I am stranded. |
| There are days that I have activities in DC past 9pm. |
| Many people work at night and sporting events are also at night or late evening. What about essential workers transportation? |
| Except for sports events |
| Metro needs to stay open past 9pm |
| A lot of my use of the Metro involves going downtown for concerts, dining, or other events. These events stretch beyond 9pm. |
| I expect to be at work much later in 2022 & in person. I will need access to metro after 9pm otherwise my safety could be in jeopardy |
| This will have a devastating impact on nightlife -- especially sporting events which are already difficult to navigate with full service. Theres insufficient parking, ubers, lyfts, and taxis to handle the need. Further, the danger of impaired driving (drinking/drugs) is too high a risk for this change. |
| Most retail and restaurant locations are closing at 9pm or later leaving customers to find another avenue to get home. |
| While inconvenient, I understand the necessity for some cuts such as this one. |
| Often times late at night the Metro is the safest and quickest method. Drinking etc. |
| This is too early and would make it hard to use the metro for social events, concerts, sports events, etc. |
| Would be difficult to get home without access to metro after 9 |
| one of my primary uses of metro rail is at night, including after sports events, and this would make me need another mode of transportation. |
| Should be later at least on wknds. DUIs are prevented by metro. |
| Metro should operate 24/7 even if its trains run mostly empty. It is a public service. It should not be administered as a business but as a service.Metro should be heavily subsidized by the federal government because most if its riders are federal employees or federal contractors |
| Please remove peak hours fares if there are not additional trains during peak hours. |
| 9 pm closing is inequitable and puts people in danger. People take the metro to avoid driving after drinking and those who work late (largely less wealthy poc) take the metro home. This is an awful solution and if anything hours should be expanded |
| Way too early for attending plays in the city |
| Would prevent me from being able to work late & enjoy cultural activities in the city. |
| Yes, I will long be home by then. My latest train will be 7. |
| Sometimes I have to stay late for work. This would mean Id have to pay for an Uber home (\$30) instead of taking the metro. |
| This diminishes the use of the rail system for catching flights or coming home from flights which is a big point of transit! |
| That is ok, Im usually traveling in metro by 7 or 8 pm. |
| One of my main uses for the metro is access to restaurants and events in DC. This proposal would remove most of ,y use cases for the Metro |

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| Proposal to close Metrorail at 9 p.m. |
| You're just asking for a more car-centric city which is bad for the environment and bad for DC |
| Is this permanent? If permanent it does not work once remote work ends for most. |
| I sometimes go to the theater, etc. nonstarter. |
| this is a terrible idea. we should be moving toward more metro hours, not less. by 2022 metro use will be up again. |
| The later closure works well especially for weekends |
| How will metro-dependent restaurant workers get home at the end of their evening shifts? |
| Way too early to close. |
| Many service industry workers need to take metro home and they work past 9pm |
| On days with special events (Nats games, Caps games, etc) it would be a hardship |
| Doesn't work if going to dinner, movie or sports event |
| This will be a devastating decision. As the area is opening up we plan to have restaurants stay open later and staff that is employed is coming from Metro-accessible locations. This would cause a huge problem if we closed Metro earlier. |
| It might mean rushing home sometimes, but there's probably lower ridership at that time so, with the known expectation, I could adjust my expectations and schedule. |
| Seriously?! How do you expect people to get home from the multitude of events downtown?! NOTHING IS OVER AT 9! Shameful |
| This is when Metro is needed! |
| Again this would be horrible for essential workers that rely on metro to get to and from work |
| if anything metro should be open later not close earlier to allow people to get home quickly and safely after concerts, sporting events, shows etc. |
| Metro has already drastically reduced its nighttime hours. I can't imagine them closing at 9pm. |
| I work at a hospital and work all shifts - I need as much metro coverage as possible |
| What about late night workers? |
| I think that it's a very poor idea to close the Metrorail system even earlier than it already is in light of the fact that many events in the city, such as baseball games at Nationals Park, are notorious for people leaving early so that they can catch a train. This proposal would only exacerbate that problem and quite probably would create new ones. |
| Strathmore stop needs to stay open later for concerts and students! |
| I frequently rely on the metro to get home in evenings after going out in DC. I don't like driving in DC, particularly at night, and I rely on the metro for safe travel |
| I have usually relied on the last metro around 11pm multiple times. To move to 9pm would push more ridesharing which someone times I do not feel share with that late at night |
| 9 pm is too early |
| Hate to see it but I don't use Metro late myself |
| This is good for security purposes as well |
| HOW WILL PEOPLE GET HOME FROM WORK, NOT EVERYONE WORKS 9A-5P HELLO?!! |
| I work in BA and live in MD and get out of work at 10PM |
| Many workers rely on metro to get to and from work. Those who work in healthcare, retail, and other essential workers often finish work after 9 and will have no option but to take expensive taxis or Ride service apps. Last trains should be no earlier than 11 pm. |
| Too early to be practicable |
| I work until 10. I would not be able to get home if metro closed at 9 |
| if it must be reduced ten pm is preferred |
| This would be difficult for people working in the service industry and reliant on taking the train home late at night |
| Lots of nights I work late and wouldn't be able to catch the metro home anymore. I take the metro every week day and would use my car if I can only take the metro one way. |
| Would not work for leisure travel on weekends. |
| Close later |
| Given that many of us are expecting to be back at a normal work schedule by next January, this proposal falls well short of what I would need/expect. |

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| Proposal to close Metrorail at 9 p.m. |
| again an inconvenience, but if you have to do it to stay afloat, it is ok with me |
| If there are no events and restaurants are takeout primarily, this seems reasonable. |
| As long as WMATA's bus service remains reliable this should be workable |
| You wonder why ridership has been dipping for years? Because the metro schedule all but tells people "drive or Uber on a Friday or Saturday night" |
| Metro should offer later hours Friday-sunday |
| What about sporting events or other public events that regularly take place in dc. Not even close to enough coverage for events that simultaneously release thousands of people. |
| A reminder that DC will never be New York |
| Late night travel after games is essential |
| This won't work for evening workers or people enjoying the city at night. |
| Use train for theatre at night |
| Generally yes, but there are times that I catch a train shortly after 9pm. 10pm would be a better solution. |
| Would not be able to use metro for sporting events |
| Anything earlier than 11pm would severely impact the service industry. Riding multiple buses would put an unfair burden on those individuals. |
| Many work events end after 9 pm |
| Too early |
| I really worry about peoples ability to get home safely and affordably without a late-night metro. |
| seems too early if people are working and need to return home. |
| I think on the weekends it should go longer for people to travel out to restaurants and bars. |
| No, the trains should AT THE VERY LEAST be running until 2 AM, no earlier. 9 PM is outrageous. How are people supposed to get home? |
| This would likely work for us, as we do not typically use Metro after 9pm, even pre-pandemic |
| Not good for tourists or people who work late! |
| From time to time, I do require a metro ride after 9pm. |
| I use the Metro to commute during regular business hours, so this would not affect me. |
| wow thats early - and not cool to the restaurant/service industry |
| I use the metro to safely get home if I have been drinking |
| I think this is not a good idea, but it would probably not affect me personally. My family members rarely take the metro after 9pm. However, I am retired; when I was working, this would have been disastrous for me. |
| Closing too early |
| This is much to early to allow for dinners out, sporting events, etc. |
| This would impact my ability to go downtown for nightlife. |
| This plan leaves Nationals fans without hope for night games. |
| This would severely impact the restaurants and bars in DC that are already greatly hurting due to covid. The 2 hour time jump is far too significant |
| I already think its ridiculous that the train system in a major city closes at 11:00. |
| Will not be able to take trains after dinner or work. People will buy cars. Horrible idea |
| I do not get off of work until later in the evening and this would be hard for people with similar work schedules |
| After COVID-19 declines, I anticipate using the Metro again after occasional long nights at work, Nats baseball games, Verizon center concerts that end later than 9 pm. |
| People with service jobs need metro to be open later. |
| This early closure would not allow time to attend functions in the city - i.e. sports games, when they resume |
| This is painful, but reducing the systems service hours is acceptable if it means running more trains and lower headways during the hours that the system is open. |
| Late work, late classes, movies, theatre, and music all end after 9pm. I wouldnt want to drive all the time for these, especially considering how hard DC parking can be. |
| I dont have input in a work commuter from 7-6 |
| Caps games go past 9 pm |

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| Proposal to close Metrorail at 9 p.m. |
| maybe for nights when major league sports are playing they can extend the hours? |
| could live with it if necessary, but not good for flight arrivals, Nats games, meeting friends, etc. 9 is pretty early to shut down |
| I only ride the trains at night after a sporting event or concert. |
| This wouldnt be great, but would be doable. I worry about employees who work later shifts, though -- how would they get home? |
| People have to work and this would affect businesses for evening outings. People traveling and using it to go to Reagan National and Dulles need the later times. |
| CAPS games and evening concerts and events end later than that. |
| This would shutter the city. Let alone there are hundreds if not thousands of people that relay on metro to get to and from work after 9pm |
| This cut hurts the most people. It hurts people working later hours, kills nightlife ridership and in turn, nightlife in general. I attend a number of events at capital one arena in normal times, the large majority of which end after 9PM. I don't want to leave events early to get the last train home and driving into the city is expensive and burdensome. I'll just stay in Virginia if this happens and that helps no one. |
| This is a bizarre suggestion. Workers in restaurants and cleaning crews need a way to get home. |
| You all should be embarrassed for even proposing this. |
| Metro has always been a safe, affordable and environmentally sustainable option for residents who cant or choose not to drive. this would severely affect our quality of life and increase cost of transportation |
| Travel to sporting and entertainment events would be impossible via metro |
| In general this plan discriminates against people whose jobs require them to work later in the evening. Personally, it would eliminate my use of Metro for evening entertainment (restaurants, theatre, etc.). |
| Ridership will increase when the vaccine is rolled out more effectively. |
| I need the longer hours and VERY MUCH NEED Grosvenor-Strathmore to stay open and frequently serviced |
| As an older retired person, I rarely use metro at late hours. I am sure this would inconvenience younger person. There may be rare occasions if theater performances are late that I would need to find an alternate form of transportation. |
| would prefer 10pm |
| 11 pm is already very early for a transit system. |
| A lot of people work nontraditional hours. |
| This would limit my flexibility should I stay downtown after work. |
| 9:00 pm is too early, defeats the entire purpose of using public transportation in a city |
| Many UMD classes go until 9 pm, including mine, which would leave me stranded on campus and/or facing a much longer travel time home if I miss the last train. |
| Rush hour service on red line is my priority. |
| For people who work late or would like to socialize after 9pm this makes that impossible. |
| This would be bad. It would eliminate the ability to use the Metro for any thing after work (regular business hours) |
| Every day of the week or just on weekdays? 9 pm on weekends is not useful. |
| People need options after shift work. |
| Husband works late and needs it to get home safely. |
| It's fine for me, but think about all the essential workers that need metro to get home. This is a terrible idea! |
| Doesnt allow for return trips after theatre and other evening events. |
| There are ride share options (Uber, Lyft) for later travel. |
| This would make it difficult if not impossible to fulfill obligations I have in the evenings. It would also severely impair some industries such as restaurants and entertainment. |
| This doesnt work for anyone in hospitality or works a nontraditional schedule. |
| I need metro service in the evening hours. Even 11pm is inconvenient |

Proposal to close Metrorail at 9 p.m.

It is already bad enough that our metrorail system is not 24 hours. This is a major metro area, let alone the Capital of this Country and yet our trains close. Any earlier would be a travesty. It would actually likely cause some people to move to an entire different area where public transportation is much more acceptable (NYC, for example).

I wouldn't be able to get home when I worked late.

Again, not ideal but doable for a temporary period

How are essential workers and attendees at sporting events supposed to travel?

This is a terrible idea, please do not do this

It would mean I would spend less time on Metro for social reasons assuming I am vaccinated.

That is too early

More people would drive if this were the case, leading to less ridership which in turn leads again to even less funding to the Metro. Too many people will leave the Metro system if they cant get home after 9:00.

does not allow people to get home if they want to go out/run errands after work

9pm is too early. 10pm would be ok

I think 11 pm is already too early, and that 9 pm would be way too early. However, I understand that ridership decreases in evenings.

10 pm would be better

The early close of the metro is one of the biggest challenges to using the metro. Even closing at 11 means that for many evening activities one is required to take a taxi or drive instead of using the metro

People don't don't what their 2022 travel needs are. Additionally, this would hinder the evening dinner crowd to choose Uber and other ride share platforms over Metro

Traveling into DC from Maryland after work and returning home would not be possible under this plan. I cannot afford a car and therefore solely rely on the metro for transportation

What that means is that we couldnt use the Metro to go out on a weeknight or weekend night. When things start to open up, I suspect this will be an issue. Especially for those who work non-standard hours.

Metrorail needs to extend its hours for riders to get to and from work.

If I go to the theater in DC from the suburbs--or even just out to dinner, I would have no way to get home.

I use metro to avoid drinking and driving and bar trivia ends at 10

Kennedy Center?? theaters??? downtown restaurants/bars? the gig workers from those places many of whom cant afford cars?

To the extent you want to keep people who have been drinking off the roads, this seems like a poor choice.

People need a safe and reliable way to get home at night.

Classes at GMUs Arlington campus end at 10pm. The university plans to vastly expand its Arlington presence. This would be disaster for Arlington expansion plans.

I sometimes work later hours and need the metro after 8 or 9pm.

This is ridiculous! You ask folk to not drink and drive then shut down the travel options? NO METROPOLITAN CITY HAS A TRSIN THAT SHUTS DOWN BEFORE MOVIE THEATERS

metro should stay open later to handle sports events

Basically eliminates an economical way to get to or from to DC.

Attending Nationals games and other evening activities would severely affect my ridership

Sporting events

It's critical to have late night service!

Not ideal, but wouldnt impact my commute.

Using the metro is great for attending events in the city. If the metro closes at 9, I would be unable to use it at all.

Impacts to work ability.

That discriminates against people who may have to work in the late evening and need metro get home.

I would Uber after metro closes

This would be a terrible inconvenience on days Id have to work late.

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| Proposal to close Metrorail at 9 p.m. |
| Seems to disproportionately impact low wage, service workers at the expense of professionals. |
| The metro already closes earlier than other metro rail systems (i.e. NYC) and would be a massive inconvenience to anyone needing to use the metro for week-day after work functions or recreational activities that end after 9pm. |
| I frequently travel for work after 9 |
| I sometimes need to take Metro later at night after concerts, ball games, etc. |
| To be safe in the city at night, the metro stations provide lighting and safety. If you close at 9, what will happen to the people that need to get home before that time? |
| We use metro to go to Caps games. If trains stop at 9pm, we would not be able to get home, so we probably wouldnt go to games. |
| Hurts people who have to work late |
| I use the trains late in the evening and this would adversely impact me and many others. |
| How late would it stay open on friday, saturday, and sunday evenings? |
| I often get off work after 10 PM. |
| It eliminates using the metro to attend theaters, concerts and other late night venue sites |
| It would be my preference that the metro continue closing at 11 pm, particularly on weekends. But overall I would be able to use it after my work shift ends at 7 pm which is most important to me. |
| Close at 9 pm Sun - Thur and close at 11 pm Fri/Sat. |
| Times should be extended to midnight. |
| Metro is my main mode of transportation and I feel safe using it at night. Cutting service hours will drastically limit my ability to travel throughout the city |
| You cant have a vibrant city if youre going to shut it down at 9. |
| We need to induce demand by making train routes more frequent and reliable! I wont spend as much with the metro if theres no train for me to take |
| I occasionally rely on Metro service past 9pm for social and work-related events. |
| This will only make life more difficult for service workers, who are among the poorest and cant afford a rideshare. |
| I oftentimes have to use the metro after 9 pm. |
| assuming the covid thing is over by then, 9 pm is too early. Youd have to finish work or dinner by 8 to make it home. and I have young adult children Id rather see on metro than driving in town. |
| Would there be closing adjustments for special events? |
| Ending service of the metro line will kill many business all around the dmv area. Bars and restaurants will suffer immensely. Also how will workers at these locations make it home? |
| Again, this proposal seems designed to destroy public transit, not to preserve it. The downsides of this proposal are so obvious as to merit further comment. |
| I'd be less likely to stay after work for social activities /contribute to dc's economy |
| Ive used the Metrorail after 9pm and always been appreciative, but they were not too common of occurrences. |
| if working downtown, I often worked past 9pm |
| Would prefer open until 11pm. |
| As we return to normal and need to support local restaurants as much as possible, an early close of the metro would dampen enthusiasm for eating out. |
| You cant even go to a 7 p.m. movie and make it out to a Metro station by 9 p.m. Dinner dates last well past 9 p.m. Waaaay too early to close. |
| Seriously? Closing at 9pm? This is not realistic for anyone who uses metro to go into DC for evenin activities. |
| What are food service workers supposed to do?! Walk home?! |
| Metro is a lifeline to prevent drunk driving. If we cut the hours to 9 pm especially on friday/Saturday we are asking people to drive under the influence of alcohol and put others in danger |
| I am hoping to be doing things in the evening next year, so I would not like to see the system close early. |
| Need to get home from class at 10:30 pm |
| 9 pm has an adverse economical impact that needs to be explored. How many people are out for late dinner or drinks at that time? That would put stress on other transportation systems and could lead to some bad decision making. Also, many sporting events are going on well past 9pm. |
| Keep the hours where they are |

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| Proposal to close Metrorail at 9 p.m. |
| That is bad--often work past 9pm |
| This would work fine for weeknights, but not Friday or Saturday nights |
| This interferes with all evening activities, such as sporting events and theater. |
| Although this works for me personally, I suspect many lower income travelers would be disproportionately impacted by this change. |
| Cutting union wages and or employee hours and corporate salaries would not affect your customers |
| This is crazy. Lots of people are out and need transportation after 9 pm. |
| This would be a huge inconvenience for weekend events, and create intense congestion at the venues. |
| I have to work I get off at 10pm |
| Too early to close! |
| That defeats the purpose of public transportation. |
| Evening service is important to me. |
| Way too early. Leading to more drunk driving. |
| What about sporting events? And late night travel? Airport? Not great. |
| I would not use metro in the evening because there would be no guarantee I could get home. |
| nothing good happens after 9 p.m. |
| 11 pm is already far too early for this city. |
| Far too early to close if one wants to do anything at night. |
| I regularly rely on the train after 9pm |
| This is a fair compromise since its outside of rush hour. |
| Im worried about the impacts on supporting workers and industries throughout the region. |
| This would be detrimental to people who work past 9, who attend evening events in DC, etc. Many people would be stranded, and it would affect business in DC since people in the suburbs would stop going to evening events. |
| I anticipate life to be mostly "back to normal" by January 2022. Therefore, 9 pm is too early to end services. |
| I do take metro to DC sporting events which do end past 9pm. Would like to be able to take Metro to these events. |
| I often take trains after 9 PM for work. |
| Earlier closures Mon-Thurs would be fine, but Fridays and weekends should be later. |
| This is problematic with my work schedule and associated transportation needs |
| Problem for when events come back - e.g. Nationals games, concerts, theater. |
| I often leave work late and this will not allow me to get home. |
| Evening events usually run until 9. This would force me to use other transportation options |
| You would be hurting the minorities who work service level jobs, creating more travel issues for them. |
| Shutting down early is inconvenient, if I work after this time I would be stuck and have to spend more out of pocket. |
| You will hurt area businesses who host after-work patrons and limit ability to depart city for area communities. |
| This would likely decrease ridership even more. If I cant get home using Metro, I wont ride there on it. Baseball is coming back this season and I wont be able to go to games if Metro closes at 9 p.m. |
| I rely on the metro to commute to and from work. Closing at 9:00 pm would force me to purchase a car and stop using metro. This is untenable. |
| Works for me but not for many essential workers who clean our office buildings at night! |
| How will people who work late shifts be able to get home on the metro? |
| I teach at George Mason until 10:00 pm some nights. I need to be able to take a train that would depart at 10:00. |
| My teenaged son would not be able to use metro to get home from socializing with his friends in South Arlington under this plan |
| This is racist and classist, the people who depend most on transit would be left out. |
| Assuming the entertainment economy returns in 2022, this would be a problem for people utilizing transit for things like theater, baseball games, hockey games, etc. |
| 10PM would be better |

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| Proposal to close Metrorail at 9 p.m. |
| This is absolutely not workable. There would be zero chance anyone would use metro because it closes at 9pm. |
| doesn't give me enough time to return home after a night class |
| I only travel during normal business hours so this would be fine for me. |
| so that means everyone who goes out at night will either be driving (after drinking) or taking ubers/cabs? That doesn't seem to make sense. Also, how does this work for essential workers? what public transportation options will they be left with? |
| it would completely eliminate any intown entertainment or concerts when they finally reopen. |
| This plan would mean never being able to get home from the theater or ball game via Metro. |
| This would damage my route any night where I was asked to work overtime |
| I'm rarely on metro after hours - sounds fine! |
| I don't ride the metro that late. |
| I usually take metro in the evening to get into DC, and this would mean I couldn't take metro at all. |
| Ok with this on weekdays more than weekends |
| 9pm is really early and given that most places in the city are currently open till 10pm. The metro opened till 11pm gives users to ride it home. |
| By next January, I think many of us hope there will be more nightlife, so 9PM on weekends is pretty early. It might be better to go later on Fri/Sat and possibly even run shorter Sunday hours. |
| This does not allow for transport home from dining/entertainment and also the people staffing those would certainly not have a way home. |
| This will reduce ridership and lower income from fares. It doesn't make sense. It leads to spiraling losses. |
| There are individuals who rely on Metro to travel from working later in the evening. 11:00 is a reasonable time to stay open. |
| What if I want to eat dinner and have drinks downtown DC on the weekends, that would not work for me at all |
| There is no good reason for this, we should be expanding access to public transport, not reducing it |
| 9 PM is not late enough for participants who need to ride the train to and from their job at later times of the night. |
| Im usually home by 9pm however seems very early to close the metro, especially on weekends |
| The pandemic has changed ridership at an unprecedented rate. It's not fair to close items just people return back to work. |
| How would I get home from the airport after a conference and after a late flight? Taking several bus lines is quite complicated late at night. |
| Nonetheless, if we want to get more people out of cars for social reasons - like drunk driving - then increasing rather than decreasing hours should be the plan. |
| Not ideal, but would only impact my experience a few nights a month (vice options that impact a daily commute) |
| Should be find |
| too many people that support what I do work later hours and have no other alternative to get to their work. |
| I need metro to commute every day to and from my home and office. I would much prefer more frequent workday service (i.e. trains more often) and okay if that means metro closes at 9 PM. |
| The government has shift work and the majority of government workers use metro |
| People have plenty to do in the evening and many workers have night shifts. Metrorail should run 24 hours. |
| I would like to be able to use metro after a night out. |
| Sometimes I work until 9pm and need to get home. It would make me not take metro. |
| Needs to be open until 11 PM on all days |
| Given that restaurants, event venues, sports arenas will all likely resume operations before then, this would kill a struggling nightlife/hospitality/entertainment industry |
| Obviously not, I'd like to go to baseball games and other events. |
| 9 PM is ridiculously early we don't live in Salt Lake City |
| sometimes i work later than 9 |
| If this approach results in the closure of stations in Clarendon and Virginia Square, I am not supportive. These are high density areas that need to be appropriately services |
| 9 pm is still early in the evening |

Proposal to close Metrorail at 9 p.m.

The availability of the metro during later times during the week and on the weekends especially allows DC residents the flexibility of not having to pay for ubers or taxis to get around. This late service is also vital to those essential workers that get off after 9pm and need to find a way home.

Already many people who rely on public transportation struggle with the 11 PM closing. This is my least favorite option.

This would be bad for people who have to work late shifts

The metro needs to stay open later. 11pm is already too early.

On days involving DC area professional sports games, Metro should accommodate/ lengthen hours if needed.

So much of the city has to work past 9pm and relies on public transit, myself included

This is again short sighted. Staying open and being available is what makes metro a valuable means of transportation within the DC area. Riders will return, but changing the schedule will likely be permanent with no intent to reverse course.

Metro is needed after 9 for events & such.

Way too early.

Many office and hospitality workers in DC regularly work well past 9pm. This would leave them stranded without a quick and affordable way to get home.

timing would be early if seeing a show downtown and they dont begin until 7:30 or 8pm, travel options would be limited

By January 2022, people will be back to attending events (sports, concerts theater, etc.) in person. Its frankly an embarrassment to think the metro system in the nations capital would close at 9pm.

This is a joke right? This is a path to a death spiral which may already be too late. No one going to a sporting event can take the train? Even 11 is nuts.

The ONLY time I need the service is ending after 9pm, and there are essential workers on the trains at this time. It would cause significant inconvenience to me...but worse to those who need that service to sustain their livelihood. Metro needs to stop pushing late night riders under the bus while never even considering whether early morning service is needed.

Not ideal but for getting to and from work it would work. It would also mean not being able to do anything social after work.

This is extremely inconvenient for anyone using the system for leisure/night life

This is a terrible idea.

What about airport & Union Station? Sporting events in DC...seems unfair to those that work late

Even closing at 11pm is too early

I work late

While I only infrequently ride in the evening, 9 PM seems to early to shut down Metro - wouldnt accommodate those who go out in the evenings, or who work later hours.

Would prefer 10:00pm closure

Im rarely out that late, but would presumably have to ensure as much in this scenario.

It should stay open until 12

Hours need to stay the same

I use the Orange Line (Clarendon and Virginia Square) daily to commute to work. Such cuts in train service would severely impair my ability to get to my destinations at Foggy Bottom and Federal Triangle.

I am seldom on the metro after 9pm, but it offers an affordable ride home for people who want to drink after work.

I work late sometimes

Early closure on evenings of sporting events would lead to gridlock and overload on taxis.

Cutting back service is unproductive, even idiotic. Please table these foolish proposals.

Capitals hockey games dont end until 9:45

Having metro to go into the city for evening events is very important for keeping cars off the street at that time. It also makes going in to the city much more affordable than paying for parking.

This punishes people who depend on public transportation

This causes a lot of issues for anyone who works evening shifts or over night shifts. Often times corporate jobs even have team members leaving as late as 9pm.

Unless you could flex for events (baseball games, concerts @ Verizon Center, etc), 9 PM seems too early.

Proposal to close Metrorail at 9 p.m.

This would not affect me, personally. But it would negatively impact all people working nontraditional hours, as well as those coming back from sporting events or bars (which could also increase people's incentive to decide to drive while impaired)

I often work or am in DC past 9 and need to get home. I would suggest 10pm

This is terrible for essential workers!!! The very people who have been keeping us all afloat for the past year are going to get screwed!!! Not to mention, this is terrible for the service industry in DC- we need later service so people can enjoy a night out, spend money at our restaurants and entertainment venues without drinking and driving.

The metro already shuts too early as it is, any reduction in its operating hours at night would kill off the vibrancy of the city already suffering from bar and restaurant closures.

This will mean no ability to go out on weekends and support local economy.

my son who is a paraplegic and in a wheelchair uses metro after 9 PM to attend events downtown DC such as a Capitals game and would be unable to return home to Clarendon after the game / event if this were to happen. This would seriously limit his ability to enjoy life and events in DC.

As a student at GW, my classes would release at 9 PM. Closing Metro at 9 PM would leave me unable to commute back home to Arlington and be a major issue for me and for GW as a whole.

I often use metrorail to return home from evening evnts. 9pm is much too early to close. Even 11 pm is too early!

Holy word. What are you even thinking?

I use the metro to get home after weekly game nights with friends that dont end until about 8pm. My home is about an hour and a half metro ride from my friends place, I would not be able to guarantee getting home via the metro.

This will make more people drive, leading to more crashes, more drink driving, and harder commutes for shift workers.

The earlier closing time already negatively affects businesses, changing the time even further would hurt these businesses even more. It would make it difficult for people to get to work and would make it harder for the economy to recover post pandemic.

During weeknights, this seems more feasible. On the weekends, however, this would greatly limit my travel. Furthermore, these cuts would most likely hurt those who most need the transport.

I am home by 9 and dont go anywhere that late.

This would make travelling much more difficult.

Possibly. Not really a night owl

No other major city in the world closes its subways that early, we can't be a world class city if we close the subway at 9

Many workers who rely on Metro are not off of work by 9pm

Cant go out at night

Often times I have to work late and it would be terrible if there is no service after 9 pm. I already think 11 pm is too early to close. It used to be 1 am or even 3 am on weekends. That was so much better.

Great way to make commuting home from a late shift, easing traffic congestion in Nats park after a game, and getting home from dinner/bars even worse!

How are people supposed to get home in the evening, from say, a baseball game or movie or even drinks out with friends? This is a terrible idea.

Outside of a pandemic operating environment, closing at 9pm on Friday/Saturday would have a bad impact on riders' abilities to go out and visit restaurants/bars without paying steep fees for taxis/Uber's/etc. This would likely have a bad impact on the restaurant and bar industry, an industry that has already suffered severely due to the pandemic.

Metro is a crucial part of DC nightlife, this would encourage drunk driving.

too many essential workers need later train service.

The later times are necessary on the weekends, but it would work for the weekdays. I do not work in an industry that works past 5pm so my opinion is not based on those needs

This is again an insane proposal. If I had to pick this or the lengthening of time increasing, it would be this, but this would massively decrease the amount of times Im going into DC to spend money in the district at restaurants and stores etc.

Impossible to go out to dinner or drinks after work and rely on Metro with this schedule. We will be forced to use ride-share services costing much more.

This would present challenges with getting back home, especially over the weekend.

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| Proposal to close Metrorail at 9 p.m. |
| We try to use Metro when we go downtown. Closing @ 11 is already not very night out friendly. This would keep us from using Metro in the evenings. |
| Late night trains are important to keep DC safe! |
| 9 pm is too early, especially on the weekends when people are going out. For example, I cant imagine getting out of a game at Capital One arena and not being able to get on a metro. The Uber situation would be out of control! |
| 9 pm is too early, esp on Friday and Saturday |
| only time I would ride Metro late in pm would be Nationals Night Game |
| This would disproportionately impact poorer communities who rely on metro to get home from work. Especially nightlife workers. |
| Employees work until 1030pm and they would not be able to get home from work. |
| This would make it much harder to travel around the DMV past 9pm and would force me to drive or rely on ride sharing services more |
| The bulk of commuters will have finished their commutes by 9pm. |
| Some do work late and have to ride back home |
| We are a world class city, our trains should run well into the night. 9 pm is a childs bedtime |
| What about people who log long hours at work and cannot afford drivers???? |
| For work it would be fine, but for sporting events and other things it's not frequent enough. |
| this seems unfair to retail and restaurant workers who get off late and most depend on metro, while favoring white-collar professionals. |
| I dont often use metro at night but please assess ridership needs at night, especially for lower income riders who may not have alternative options - Im assuming bus service would remain available instead |
| Metro is an excellent alternative to driving home from events downtown like theater, restaurants, and bars. |
| Yet another way to discourage ridership. |
| I would take Lyft/Uber if needed |
| This is a terrible proposal that would hinder businesses running late into the afternoon. |
| My expected travel needs include using public rail transit in the evenings, especially on Fridays and Saturdays |
| I will likely be commuting back home from school at late hours and need the metro as late as possible |
| later on the weekends would be better. |
| That is way too early. |
| Later hours for those who need it |
| I work late in the city and commute to VA. My shifts end often after 9 pm. I do not have a car. I need to be able to access metro. |
| Really? Close at 9pm? What is this, Florida? |
| This is the worst possible proposal and it would kill night life and the theater industry in DC. |
| Keep it open later for people working late |
| Working at the hospital can give you unexpected hours, more than once in the past couple of weeks I have unexpectedly had to stay at work late and needed to metro home later than 9pm. |
| works and events keep going later than 9pm. |
| My (non pandemic) life really relies on metros running until at least 10:30pm. Im not sure what I would do if it was only available until 9pm. |
| 11 is already too early for a metropolitan city, not an option. |
| Closing at 9pm is ridiculous. I dont expect 24/7 service like NYC, but many people who work afternoon/evening shifts will be affected by closing Metro at 9pm. This is a terrible idea that puts a huge burden on those who ride during off-hours. |
| Would not work when we get back to attending Smithsonian Associate events in DC and Music Hall at Strathmore events, where we park in the Metro parking garage at Grosvenor-Strathmore. |
| Sometimes I commute home from work after 9 pm, this would not be convenient |
| I have evening meetings on Capitol Hill. This proposal completely defeats the purpose of using WMATA. |
| I plan to return to me evening hobbies once COVID makes that possible. I plan to be out later than 9 pm. |
| Places people workâ€”like retail shopsâ€”close at 9 pm or 9:30. Couldn't take Metro home. |

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| Proposal to close Metrorail at 9 p.m. |
| What about socializing outside of our neighborhoods, sports, concerts? |
| Closes too early |
| After 9pm, the majority of riders are taking Uber or buses when they are outside of city limits. |
| I would have to find a different way home from work |
| while I typically do not need late night metro rail service, I do need it occasionally on weeknights and definitely on weekends |
| I rarely ride Metro after 9pm |
| Would there be alternative public transit options available for folks working later shifts? |
| This will be terrible for businesses and for those of us without automobiles. |
| This is the nations capital. Closing the metro so early is a joke on numerous fronts. |
| That's too early for many work schedules or other events in DC such as sporting events. Even dinner after work will not be possible |
| This isnt late enough to get me home from evening activities, like going to the theatre. Id have to drive or use a ride hailing service. |
| Monday - Thursday, ok, but not during the weekend |
| This is absurd and hugely favors economically advantaged folks with 9-5 jobs. As it is, its hit or miss as to whether Ill make the last train when I work the night shift when its at 11PM, and then Im left with no choice but to take a \$40+ rideshare ride home, which negates the extra money that I make from working the night shift. Whenever pandemic restrictions are lifted, it will also mean that people will not be able to use the metro to access nightlife. |
| Upon a return to "normalcy" I would like to see weekend evening hours extended. |
| If I Metro to a show or game in DC, how do I get home? |
| no, that wont work for late events like ballgames or going out at night. It will lead to more DUIs. |
| Wow. Well so much for working late |
| I prefer public transportation for evening events like concerts, shows, etc. Having service routinely end at 9 pm would exclude a lot of options. |
| I think this is reasonable. |
| In the abstract this probably works, but it sort of defeats the purpose of relying on Metro if it is closed so early. |
| This prevents people getting home from work |
| During the week it may work, but could it be 10 instead? |
| This would significantly reduce our ability to use metro for all non-commuting travel, which is a significant portion of our regular use. |
| Unless theres extended service for sporting events with limited parking options or other events downtown (concerts, etc.) Additionally, later metro trains from train stations & airports need to be allowed. |
| This risks people driving into the city and drinking and driving home instead of being responsible and taking metro because it removes any cheap option to get home |
| 9 pm is far too early and would mean that I would rarely use metro outside of commuting time |
| 9pm is so early, especially those who rely on metro service for late working hours. |
| That is too early |
| This would mean that even a 7 p.m. movie playing downtown wouldnt get out early enough for people to be able to take the Metro back home. |
| This would work for me but I think it would likely result in more drunk driving as people try to drive themselves home from the bar. |
| This is much too early of a time. In 2022, many people will be dining out more frequently and those with later reservations would have a main source of transportation removed. Same goes for events such as night baseball games. |
| This will hurt the businesses who depend on Metro like bars, restaurants, venues. You would be unable to take the Metro for leisure activities, it would only be for commuting purposes. |
| 10 seems more reasonable |
| 9pm is incredibly early. At times I have to stay out late for work dinners and events. I rely on metro to get me home on those nights. I would be forced to take car service, which isn't as affordable. |
| Only if support to late night venues, such as games, concerts can be handled once those are open again. |
| 9 pm is way too early. The city is getting to be a later city, and please dont make decisions based on the entirely anomalous pandemic year. This is the worst time to try to gauge what behavior will be like in 2022. |

Proposal to close Metrorail at 9 p.m.

Sorry, but I'm active in civic affairs, and our meetings run past 9 p.m. It would be a nightmare to depend on the kindness of others in both directions with each and every meeting. And forget about going to Nationals games!

Closing at 9pm would remove the option to use Metro to attend Kennedy Center and other cultural events in DC

10:00 PM may be an alternative to people that work in food/beverage, nurses, late night jobs.

I think this would start pushing more people off of the system. Putting more cars on the road as people drive or use ride share.

I would not be able to go to concerts or many restaurants.

All entities with any informed understanding of the virus anticipate a gradual return to normalcy to begin well before January 2022. This proposal works for now but would be disastrous to late night economy once things begin to reopen

My job as an attorney requires many late hours and the 9 pm time would be untenable

Would there be exceptions for large events like Caps and Nats games?

Night availability is important

9pm is too early. I occasionally work later than 9pm; while my employer would pay for a taxi to my car, Metro is faster.

You need to keep the metro open later. This is going to mess up the commute of essential workers who rely on metro to take them home after a late shift.

I only use public transportation, and 11 PM is already relatively early for me on weekends. 9 PM would drastically interfere with my ability to go downtown and to visit friends.

I mainly use the metro to go out in the evenings after work, particularly when grabbing a drink to avoid the need to drive. Cutting off service at 9 would be incredibly difficult to accommodate and would likely lead to me taking (and paying for) the metro significantly less.

I have soccer games that start later than that. Terrible 11pm cut off time already jeopardizes essential workers in service industry.

Because I ride the metro for work/during rush hour, this is not applicable to me, but TERRIBLE for residents of the city and any one wanting to go to a special event.

A transit system that closes at 9pm is not acceptable for a city of DC's caliber. this would hurt our entertainment venues, restaurants and bars.

I use the Metrorail system to commute to/from College Park and DCA, and often need to take late night flights. Closing the trains at 9 instead of 11 would make travel home significantly harder.

My hours vary with work and I may still need later service hours.

This would hamper our service workers and other who work late hours

This would make it impossible to use Metro for social purposes after work.

Would end any possibility of evening events in the city.

Same answer as before, by January 2022 things will be back to normal and so Metro should return to normal service at all stations.

unfairly penalizes restaurant workers and the like who will have to rely on uber instead of metro to get to distant situations

Need later metro hours

I use Metro to get to and from events (Nats games, weekend nights out) that end after 9 PM. I work past 9 PM on occasion too.

No

Are you serious? I will stop riding Metro.

Staying open until 11PM allows me to use Metro instead of UBER, or my own vehicle, after I have been out for dinner.

This is fine for 9-5 workers, but for those lower-income folks who depend on public transit to get to jobs that may be in different shifts will be GREATLY affected by this.

Evening service is essential (movie theatres, concerts, ...) - that's the reason why you use Metro in the first place. If you don't get home after evening events it doesn't really help.

This would work for me, but I imagine it would make it very difficult for late shift workers to use metro.

Way too early to close

I think that would really limit how much I'd use the Metro.

That's useless!

would have to drive into DC for anything at night

I often ride around the city on metro to get to/from bars and restaurants, venues, etc. I would prefer the later hours of 11 PM to get to/from where I need to be

Proposal to close Metrorail at 9 p.m.

NO! This would further cripple our already weakened nightlife industry. Before, I could reasonably expect to have a chance to catch the metro after a gig ended (I am a full time musician who primarily played U St. and downtown). This would mean that I would have to take ubers, a huge cost.

Weekends should stay open later than 9pm

While this would not impact me, it would cause difficulties for many workers who cannot afford to travel by car, Uber, or cab. This is another cut that would most impact poorer travelers.

This is hard for workers with late shifts (such as in the hospitality industry)

I would prefer to have the trains run until 11 but Im not sure if my work schedule will be that late as of yet

metro is my main transportation while consuming alcohol. this would encourage people to drive intoxicated

The early closure would prevent me from considering to use metro if I planned to attend any events in the city in the evening, and I would most likely take other modes of transportation completely.

I rely on the Metro to come home late from work, or from visiting friends across town--those options would all be cut if Metrorail ended service at 9 p.m.

That would restrict me going to events in DC. I would like to support business, restaurants, etc.

Not enough time. 9pm is too early

Late night workers, getting back from sporting events, concerts, visiting friends, need trains after 9pm

9pm closure is absurd.

I often work past 9 pm and rely on metro to get to and from my office

I envision being able to get back to real life in January 2022 and it will be very sad to have to pay more to commute after 9pm because the metro would be closed.

yes, but doesnt seem fair to service workers and others who may need metro most

The entire 3p-11p nursing shift depends on this train to get to and from work.

Use of metro later in the evening is important -- 9 is too early to close.

This would not work on days where I'm working late.

That's completely unreasonable and would lead to more people drunk driving. A lot of people also rely on the metro operating late in the evening to get home from work. I've had multiple occasions where I had to work late and barely caught the last metro as it is.

Metro already closes too early as it is. I think this would be detrimental to people traveling to DC on the weekends/evenings.

I hope to be leaving my house in the evening next year.

This would eliminate possible Metro service for me--no ride home from DC to Arlington

This is unsafe for many people who need transit. Uber is too expensive and this would set up many to be sexually assaulted without the safety of public service.

are we a city or the town from footloose

Id like to be able to use the metro past 9 p.m.

Metro should be open 24/7. You hurt poor service folks by closing earlier.

no ability to return late

Many people need to use Metro after 9 to go home from work. Not a good idea.

This would effectively render metro obsolete -- forcing commuters and those who rely on metro to get to work and move about the DMV to purchase a personal automobile.

That's so early that it would make me not want to use metro area all - I would rather go somewhere in my neighborhood rather than venture out.

This would severely limit chances to attend sporting events, not to mention the impact on workers who work late

I work until after 9pm routinely in DC and would be unable to get back home easily after my gigs. Additionally there are over 5,000 residents in the building on the east side of the station and about twice as many across the street who will be vaccinated and returning to regular work commutes by 2022.

Metrorail should close no earlier than 11pm on weekend and holiday nights.

Metro should have late night hours to encourage ridership. Decreasing hours will lead to fewer people seeing it as a useful option for moving about the DC area. Employees with late night hours will no longer be able to use the service. This will lead to more cars on the streets.

I run a business that depends on Metro traffic; this would doom my business. Absolutely doom my business. We need later hours, not earlier closures.

This would severely hurt businesses and restaurants, as well as worsen DCs emissions by driving up the need for more cars on the road.

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| Proposal to close Metrorail at 9 p.m. |
| Depends on COVID; would be inconvenient but I worry more about people who need the metro later for commuting. |
| Better than closing stations entirely. |
| Way to early for restaurant workers. |
| This would eliminate the use of metro for evening events. |
| I often use the trains later than 9 o'clock to get from DC to Virginia. This would force me to rely on other methods of transportation rather than metro. |
| This will impact tourism and people from outside of DC being able to stay at events and patronize local businesses. Similarly to residents of DC. What about shift workers? |
| A lot of people work later, especially restaurant and service workers who clean up after others leave. |
| System would be useless for anyone who works odd hours or wants to spend an evening out. Will result in more rideshare and personal vehicles. |
| This would have serious impact on the nightlife vendors |
| Would not be able to use metro for sporting events and concerts |
| Closing early isn't supportive of our family. We depend on metro and one member doesn't depart work until after 10pm. |
| Absolutely not - it is already hard enough having it close at 11pm. |
| No. Im not the kind person who ends my day and goes to bed shortly after 9PM like a toddler. |
| People who work into the evenings need to have access to public transportation and closing at before 11 p.m. is just too early. |
| I believe it's important to have safe and reliable transportation options for those who work off peak hours. I rely on public transportation as a safe and affordable way to get home. |
| Any evening events, such as concerts or sporting events, would require a trip home past 9 pm. As we anticipate things opening up in 2022, a 9 pm close would not work for us. |
| Part of the benefit and perk of public transit in the city is the availability to use public transit regardless of your activities or destination(s). For working professionals and those that work late hours in this city (especially retail and food service workers) who rely on the metro to travel across state lines to come work and support our city, cutting hours to the same close time as many retailers and restaurants or even before their hours close will be detrimental to the workforce. |
| I sometimes have to work past 9pm |
| This is laughable-- 11pm is bad enough. This makes it so that you cant go out for dinner after work and make it home. |
| What if your at an event at The Capital One arena or baseball stadium. Theres not enough Lyft or Taxis to get people out of the District. Stupid just like your fare prices. |
| 9 is extremely early for a metropolitan area |
| Cant use to go out |
| 9 pm is prohibitively early |
| Definitely not!! Due to classes, I sometimes just barely make it to the last train. 9 pm would be too early for the train to close, seeing how the metro is one of our main mode of transportation. |
| This will only lead to people stranded in DC, forcing them to drive or use ride share, leader to more congestion, costs, pollution, and drunk driving at night |
| For people without cars, the metro is the only way to get between DC and the near suburbs. Cutting hours would make it difficult for workers who do not work between 9-5, and would hurt restaurant and entertainment venues as people would not be able to spend their money there as they would not be able to get home afterwards. |
| If you make all these limitations you're not going to have a business, bro |
| This would largely affect service employees and low income workers. Cleaners, maintenance... |
| Many people who rely on Metro and/or buses to get to/from work dont work regular 9-5 schedules. Many people work late-night shifts (at restaurants, hospitals, etc.), and have to be able to get home afterward. This would probably make some people have to quit their jobs. |
| I work till 10 or 11 pm most nights. |
| this would eliminate Metro as an option for attending Nationals, Capitals, and Wizards games. |
| This will obviously disproportionately impact service workers or those that do not work a classic 9-5. Additionally, it removes a reliable and relatively safe mode of transportation home for single women late at night. |
| This is the best solution of the available options. Thank you. |

Proposal to close Metrorail at 9 p.m.

The 11 pm metro closure is ALREADY inconvenient. When I have to stay after work this is not going to work for me.

Closing at 11 provides adequate time for those who work late, attending late night sporting events, and theatrical performances. Closing at 9:00 pm would definitely make things more complicated when trying to do what was stated above.

Run late trains Friday and Saturday nights

This makes public transportation unusable for anyone outside of working hours. For events, people generally do start heading home by 11, but certainly not before 9.

The metro is an important way to go down the DC for dinner, bars, etc. If this proposal was implemented my ridership and the time I spend in DC would decrease

While it would work, it seems like Friday and Saturday nights should be later.

This might be the worst proposal yet. 9 p.m. service would cut it off from many of mine and the regions needs - coming back home after a show/dinner/bar, commuting home after a long day at work, etc. 11 p.m. should be the absolute minimum the system is open until.

Work shift ends at 9, I would miss my train home.

I would suggest looking deeper at which lines are busier later. Don't think closing all trains at 9pm would be successful but closing some or most may be more useful.

I rely on Metro for late evening returns from dining or theater and a 9 pm closure would be significantly problematic at least on Friday and Saturday nights.

Users who visit DC Chevy Chase and DC for dining and entertainment would be harmed as would the businesses they patronize.

I am frequently not out of work at 9pm. How am I supposed to get home without the evening transport?

It would be worthless for any evening events

For late night employees this will be dangerous and does not account for the fact that in 2022 more people will be working later than now due to lockdowns. Would drive people to cars and is antithetical to the environmental and cheap/easy-to-use agenda the WMATA prides itself on.

Closing at 9 pm might work for most weekdays and Sunday evenings, but many people rely on metro to get home from social events later in the evenings on Friday and Saturday nights. Suggest keeping services available until 11:00 or at least 10:00 pm on those evenings if ridership data usage supports it.

Again this works for me. However I have the luxury of being able to afford rideshare home at the end of a late work night.

not very considerate of people who rely on metro and work outside normal business hours

This proposal would end nightlife in DC

Later metro access makes for safer travel options

I take the metro after 9pm very frequentlyâ€”particularly to and from sporting events

A majority of my non-work related metrorail trips occur after 9pm. While I would likely continue to use the train for commuting purposes, I would largely cease my usage for personal purposes.

Are you trying to destroy whatever businesses remain or will be started post pandemic?

Trains running until 11 is important for second shift workers

I would rather trains arrive less frequently and the metro close earlier than stations close permanently.

This seems to really disadvantage people who work at night, like restaurant/service industry employees.

Primarily use metro after 9pm

I frequently take the train home from work, and I work long after 9:00 on many occasions.

I am an infectious disease researcher at GWU. Sometimes, I need to work late in the labs and this requires me to take the metro home later in the evening. The extra hours in the evening are very helpful to have in case of an emergency at work.

early closure time for events like basketball, baseball games, shows, etc. should consider later times for the weekend

With the potential of activities to resume as normal, ridership at night would increase and would need the metro to get around

9 pm is too early.

Most service workers get off shift earliest at 9:00 pm. This plan would leave all of our essential workers stranded without public transportation. This update will have detrimental effects on our economy.

Federal employees should be back to work by then. Only impacts recreational things in DC. Not a huge problem.

This is only equitable if MetroBus access can pick up the slack. Not everyone can afford Uber or driving.

Proposal to close Metrorail at 9 p.m.

For those of us that work late hours in the device industry this would be extremely detrimental to our livelihoods. Additionally, this that are trying to better themselves through night classes would also be unfairly hurt. 10 pm would be better, if there needs to be a change.

This would mean I would not be able to get home after attending a program or dinner after work.

Remove the useless station managers. Use the money to keep up service.

If the Metro closes at 9 pm on Friday/Saturday, I would pick another means of getting in and out of DC.

Not late enough for evening needs

would prefer later service but could live with it

9pm seems early since sporting events routinely go to 9:30 or 10

9 pm is too early. How will service industry people get home?

Metro systems are open until 2am in most other large cities. You should be running it later than 11pm and changing it to 9pm makes it UNUSABLE!

This would work for me personally, but I do not support it because many people rely on Metrorail to get home from work at late hours, and cutting service so early would be difficult for them. These people are likely the least able to absorb service cuts.

This makes the commute between work and home inaccessible.

This creates an extra financial and safety burden on people working late shifts.

I sometimes ride the metro after 9:00 p.m., but my regular schedule brings me home before then. However, I am concerned that this will encourage drunk driving.

This would work for my personal needs but I think a 9PM closing would be a challenge for many Metro riders

We are a major metropolitan area - we need transit to at 11 pm during the week.

This would reduce my evening travel and ability to patronize local businesses outside of my immediate neighborhood.

I can see the appeal of this, but worry about late night events in DC, such as concerts or sporting events.

In the summer, 9 pm may be too early

This wouldn't affect me but it punishes workers who rely on Metro.

This would be devastating for the hospitality industry workers. Especially restaurants where workers struggle to even leave the restaurant by 10:30pm. Covid-19 has already taken this industry to the ground and this would be such a blow.

This would generally work for me because I use the train to commute to work and I usually do not work past 9. Occasionally it would be possible.

This would severely hurt anyone who works evening or night jobs that relies on public traffic. It would also severely cut tourist traffic into the city for things like games, restaurants, etc. Many people rely on the metro for reliable service and this would be devastating.

I could see 10 pm being more reasonable, however maybe for friday nights an extension beyond normal hours would be nice.

I often take the metro around 10pm and would not have alternative transportation without the metro late at night. I would not like to feel rushed to get to the station.

We would never be able to travel to the district for weekend events

If I'm taking the metro to avoid drinking and driving, I need the metro to be operating after I've been drinking.

A public transit system with a 9pm closure is not a serious system.

This would be especially difficult on weekends or when there are special events/activities in DC.

This means no downtown theater, movies, or any evening events. A disaster for me personally and for the arts scene of DC

Closing the metro that early significantly decreases its utility and could also have a horrible impact on people who get off work later than 9 pm, thus making the metro inaccessible to people who may need it the most. Keeping the metro open later is critical.

I know people who take Metro to concerts at Strathmore. This would not allow them to do that.

It seems too early considering that in a year we would potentially have evening work and recreational events we would attend in DC.

Would option would enable me to use Metro rail to get to work. But would eliminate almost all evening activities (i.e. theater, sports, dining out).

Im a boring overweight dad who takes the Metro at 6:00 am and then again at 4 pm. When I do go out back 9 pm, which is almost never, I drive.

This does not allow me or others to depend on Metro for any evening plans

Planning this for January 2022 is ridiculous-- by that point, the virus will be under control and people will be back at the offices, dining out, and going to entertainment and sporting venues. Closing at 9 is way too early and very shortsighted.

would hurt dc nightlife which i like to enjoy

Proposal to close Metrorail at 9 p.m.

What doesn't make sense to me is you would be cutting back services right as things will be going back to normal. By January many will be vaccinated and commuting to the office again. To cut back services right as ridership would be increasing seems counterproductive.

This would depend on weekend as well. I would like to see it open later on the weekend days. This would also heavily impact night shift workers who typically heavily rely on affordable transportation like METRO

Couldn't get home from any entertainment, so there would be no reason to use public transportation into DC. Restaurant workers couldn't get home after work.

This would be preferable to service cuts to rush hour.

This is completely unacceptable for a city the size of DC. A huge percentage of the population is dependent on public transportation both for work and entertainment.

Metro closing that early will stop me from metro-ing in the evening because of the fear of not being able to catch the last metro

Metro needs to be open later, not close earlier.

Closing at 11 already too early! Many folks working in the DMV, including myself, have work responsibilities that often extend beyond 9 pm.

As I wrote, I'd rather you increase the pricing than decrease availability of trains.

More frequent trains when more people ride and when getting to/from station is more difficult (traffic), as well as when schools are operating, is more equitable.

I don't love it...but for work commuting, this option makes sense.

The only times it wouldn't be for sporting events... IF they are safe to attend by then.

I could make this work if the stations are open.

Personally, I rarely use the metro after 9pm, but I believe keeping the metro open later serves a vital public service.

Extended availability is important to support workers with alternative work schedules

Take into consideration those who work evenings

I do theatre how do I get home?

Me yes, but not for my son. I'm in bed early! But I think this would be very bad for many young people.

Later closing time will better serve residents who need to work late and rely on metro transit to get home safely

I frequently use the service to get back after 9! The trains should at least run until 10 or 10:30

It would seriously curtail our use of Metro for evening use of restaurants, bars, theatre, etc.

Restaurants and other businesses that operate at night depend on people being able to get around using metro. Many DC residents do not have cars and this would just dissuade people from going out and helping out these businesses.

Unfortunate, but acceptable.

Nothing ends at 9 pm.

I have to work after 9 p.m. extremely frequently and this would completely disrupt my commute. I would prefer that stations stay open later over almost any other change.

Further cutting service will drive riders toward alternatives like rideshare, and force WMATA to serve as a commuter rail rather than a dynamic public transportation system.

Cutting service to an 11pm closure was already a mistake. Please don't cut it further.

The metro trail needs to stay open 24 hours. Its ridiculous that its not

Trains should be in service until AT LEAST 11pm, if not later.

I get off work at 10:00pm i have no way to get home 11:00pm is better for people who work at late 10:00pm

I used to go to sporting games in DC and would take the metro. I am guessing that would mean that I wouldn't either bother with going or would drive in rather than leave early or miss the last train and be stranded.

9pm closing would preclude someones using metrorail to attend cultural events in DC, a very important use of metro

This would have a significant impact considering we rely on the system to return home in the evenings

often use metro for evening events and work meetings.

It would not effect me as my job is 9am-5pm.

A lot of people miss their bus and need to call a Uber because they sometimes do extra hours so to be sure they train and buses should extend hours

It works for "work" where I earn money, but not for leisure when I spend money to stimulate the economy.

If this is implemented, I would hope it could be temporary until ridership is up to the necessary level to support longer open hours.

Ridiculous

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|---|
| Proposal to close Metrorail at 9 p.m. |
| Washington is a work-late city. This is an absurd proposal (also, what happened to midnight?). |
| This would decrease the likelihood of me going out at night to the city and to use public transportation. |
| I work in an emergency management, during an active disaster I work 12 hour days, if the metro shut down at 9 I would have no way to get home. |
| This would make it difficult to stay at work late. It would be helpful if it was later at least for weekdays. |
| This would drastically affect me when needing to work late, and would also affect my ability to participate in nightlife, entertainment, and visiting friends out of my neighborhood. |
| Though this does not affect me personally, I think there are people who work a late shift who rely on metro at that hour. Alternatives would be very expensive. |
| This will be horrible for people going out into DC and using the metro to go back home. If this will happen, there is no reason for the metros use. |
| 9 pm is too early to use the Metro to get hoe after going out to dinner |
| Not good for weekends when people go out and will push more people toward UBER |
| I would not be able to use the metro rail if that were the case. |
| This would not allow for me to attend concerts, events, have a late dinner or sports events like baseball games. |
| For late work nights, this would not allow a public transportation method for getting home. |
| No late night service will crush social life. |
| Wow, no Caps, no Wizards, no Nats and no weekend pubs. |
| Offentimes dinner meetings go later than 9 pm, 10 or 11 pm would be better |
| Limiting evening hours to 9pm will further limit usability of transit as an option, further reducing ridership. |
| Tath would kill all Redskin, Nat CAPs, and cultural events that dont end by the. I think that would detract a lot from DC and affect tourism. |
| i get off work by 4 every day so that would work. |
| This is wrong. This service is necessary for late workers, commuters, and entertainment purposes. Especially Thursday-Saturday night. |
| Night time trains are essential for many workers as well as for night life. |
| It would make it much less likely that I would go from my home in Maryland to Washington DC. I think this would greatly affect businesses in DC - especially restaurants/music venues/etc. I think this is a terrible idea. |
| This would discourage me from having dinner in DC on some evenings or going to DC on the weekends. |
| One of the core benefits of the Metro is being able to go into and out of the city at night. Closing at 9 pretty much eliminates that option. |
| You are essentially telling people to uber home. Can't go in for dinner I'm the city or go to a sporting event and expect to take metro home. That's a game changer. |
| possibly this can work on most days. |
| It would be hard to return from dinner in DC |
| TEMPORARILY --- until normal ridership resumes |
| This would disproportionately impact those that work outside the "usual" 9-5 (usually those earning minimum wage and do not have access to other means of transport) |
| I sometimes ride home on the Metrorail system after 9pm |
| minor inconvenience for visiting DC in evenings (restaurant use, concerts, stage productions) |
| So long as it stayed open until the later time during large events like nats or caps game this seems fair. |
| The early closing time of Metro stations/lines is one of the problems with the system already |
| I think this would be reasonable for weeknights, but not for weekends. |
| I live in an area close to bars and restaurants. Closing metro this early will lead to more drivers vs metroers, a very unsafe situation. |
| Hockey and Baseball games |
| This seems like the least desirable option - preferable to have less-frequent trains than to cut hour of operation. |
| see previous comments |
| If I take Metro to attend an evening concert I would not be able to get home. |
| The janitorial staff that work at my building rely on the Metro for transportation home at night |
| This is too early to make metro a viable option |

Proposal to close Metrorail at 9 p.m.

The appeal of the train is that runs till 11. If anything the hours should be later to encourage bar goers to use it.

9 is way to early - people work, and eat and drink far later

This would have some impact on me, but I could make it work. I might drive on days when I need to stay late at work.

Going out to restaurants or for other reasons it would be harder to get home.

11pm is laughably early. 9pm is intolerable. I would not be able to travel from MD to DC for any evening event. As it is, the 11pm closing time severely limits that.

Special events are often not over by 9pm, so Metro would not be available

I regularly work past 9pm and this would be very burdensome

Wouldnt be able to use Metro to get home from post work events

Too early for metro to close

many social outings end after 9pm and this would be a much more expensive way to travel if i had to rely solely on uber and other methods of transportation.

A 10pm solution may be more feasible.

It would mean we would drive more to events in DC. Like sporting events, shows, or concerts. Not the purpose of mass transit, but if it happened, we could deal with it.

If have to work late/attend events and or meetings and want to not drink and drive - not safe.

If an individual is working beyond 9:00 p.m., that person would have no way home, other than an expensive taxi ride.

Doesnt affect me personally but will affect those who depend on metro for transportation from work late shift

This is absurd as people in the service industry work outside of these hours. What are they supposed to do?

I have a young adult in my family and she relies on the metro to get home after 9 PM. I think 11 PM is even too early

Lousy

That's extremely early, people will have no way to get home.

10pm would be better

Not ideal but workable.

Why do you hate your riders? Why do you want the nations capitals public transit system to close at 9pm? You are a monumental disgrace.

Reducing hours is not acceptable

I work double shifts sot I use metro after 9 pm

I depend on Metrorail to go into DC in teh evenings for recreation, dining, shopping, visits. Metrorail closing at 9pm would cause me to spend significantly less money and time supporting DC businesses.

One of the values of Metrorail is the service after 9. It means dinner out, theater or other entertainment, even late meetings without needing to drive into DC

People need the trains open longer if they have evening activities, such as dinner or entertainment after work.

Generally, this would work for me. It would suck however, and Id spend less time (and \$) in the district after work.

Metro is already essentially useless in the evenings, and this would make it moreso.

Absolutely not, the metro already has far reduced hours from when I first arrived in DC in 2012. With these hours, the metro would essentially become useless and a non-competitor to ride-sharing services like Uber or Lyft especially on the weekends.

Doesnt effect commuters

I have no car in DC and buses do not cover all routes so limiting options is not feasible

Theatres, bars, restaurants, sports venues, and event spaces ALL close later than 9 PM â€” this proposal would result in lost revenue in the medium-term.

nope.

I think we are all hopeful that evening activities - sports games, concerts, plays - would again happen. This plan would eliminate Metro as a form of transportation home from these events. Metro is not just for commuting to work; Metro plays a vital role in allowing people to move about the DMV for leisure activities as well.

Many activities I participate in extend beyond 9 p.m. and limiting the hours would be highly inconvenient

Many folks like myself use the metro later in the evening and closing at 9 PM would significantly hinder that.

DC is the capital of the richest country on earth, how are we not going to have night service???

It wouldnt hinder my ability to commute to work but might be disruptive to things like going into the city socially (meals, events).

Can't go to baseball games or any night activities in dc even with the 11pm closing

Proposal to close Metrorail at 9 p.m.

Hopefully this change would last only as long as the pandemic lockdown. Otherwise, it will drive traffic away from metro to Lyft, Uber, taxi, or personal cars when night life in DC resumes, such as to the theaters.

10 pm would be better

Closing at 9pm is much too early.

Again, this only encourages more cars

We need to keep everything as is.....

Assuming COVID-19 vaccines are effective in reducing transmissibility, I would use the Metro to access DC restaurants and events which certainly would have me returning home after 9 pm.

Some need metro for work in evening

I expect to be fully retired by 2022, but I would still want to use Metro to attend sporting events and other evening events in DC, so 9 p.m. is too early.

This would work for me as I use metro to get to work during the day.

I depend on metro rail service for my job. I often work late and even 11pm is not late enough for me. I could lose my job if this proposal goes through.

If this is implemented, you might as well shut it down right after evening commute.

Why didn't you invoke some sort of emergency clause in your contracts with union employees, where you could suspend their employment (while they get unemployment benefits) or pay a reduced salary due to the lack of funding and get all maintenance out of the way while ridership was vastly depleted due to COVID-19? Why can't Metro be managed better? Why are we faced with such dramatic actions which will only serve to guarantee reduced ridership because so many people already have reliability concerns with Metro? WMATA is the laughingstock of all public transit systems. It's embarrassing. You should be embarrassed.

I do not feel comfortable at metro stations in the city at night, so when I need it at night I use Uber or Lyft.

I sometimes use after 9. What about 10

This would curtail all evening activities (dinner, shows, sporting events) -- which would also hurt the economy.

Should be open until midnight and 2 am on Friday and Saturday. This is not acceptable!!

I mostly use the metro for commuting and do not often have to use it after 9pm anyway. I would be able to use alternate travel methods after that time if needed

Would miss classes in DC e.g. revenue shortfall for Smithsonian.

We would prefer to use Metro for sporting and other events in the evening

No!

No way I can use metro for any sports and concert outings. Or even social outing at restaurants.

Would make night outings on weekends harder to do. Force to pay for expensive ubers home

Riders need later operating hours as many work late and metro is their only means of transportation home.

This makes it very hard to use Metro for a night out

So lets increase the number of drinks driving. What a load of shit

If there are sporting events, concerts, etc how do we get back to the suburbs? Uber is a nightmare if there is no train service

That would make getting home quite challenging

This would strand my partner after work with no affordable way home.

This does not accommodate most evening activities in the District, such as sporting events. This means I must rely on other, more expensive paid transport to get to these events

No way

9 pm is very early to end service.

there are many low income workers who rely on metro and work late hours. 11 is already too early.

DC sporting events would be impossible to attend

Bad idea, metro should be closing even later, not earlier.

Yes for weekdays no fr weekends. 10pm would be better in general for any day of the week

9PM isnt even late enough for many people to have dinner downtown.

This would negatively affect retail workers who close between 9-10 pm.

Proposal to close Metrorail at 9 p.m.

A lot of people work later hours and rely on the Metro to get home. Closing at 9 cuts off a safe, reliable mode of transportation for those people.

9 pm is so early! Even 11 is too early!

This would make it impossible to use Metro to attend downtown sporting events (Caps, Wizards, night Nats). Terrible idea.

There are so many events and reasons to stay open until 11.

This will impact the working poor, but not me.

I dont ride that late.

My evening doesn't always end before 9pm

I ride often later at night, this would be a very bad change for me

Save money by stopping all current and former WAMATA employees from riding for free or with a discount. USPS does not give discounts to employees on stamps ...

Sometimes I work late and I get out around 10pm. This does not work well with me and other workers in a similar boat.

Reducing transit frequency (and reliability) reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself.

Plan would be disastrous for DC cultural organizations.

It doesnt help to improve transportation to neighborhood for evenings out around town. Think of things like sporting events, concerts, or other art events. Most of those dont get out until at least 10pm. Keep the 11pm shut down. Keep it for the weekend, if need be. But closing early would be a huge mistake, not to mention seriously hamper all the folks that work later shifts at jobs and often rely upon public transportation as well.

Closing early will unduly affect transit culture, specifically the ability to participate in evening events. This would be a big setback for transit in our region.

I would prefer later. This proposal eliminates taking metro to sporting events and concerts.

I often work late and catch the last train. This will require a lot of planning and less hours at work. So less pay.

I do not use Metro this late typically

Way too early.

This would not work given that traffic is heavy in the dc area and it would be difficult to get home on time and get an Uber or taxi which is expensive

Keep it to 11pm most nights; 12am for Fridays and Saturdays

This would be extremely restrictive as I live outside of the city but am attending graduate school at GW. There would be many instances of needing to be on campus after 9 pm and then needing to commute home. Ubers are expensive and the public transport would be the best option for me.

This would increase drunk driving in DC, putting pedestrians and drivers at risk. This directly contradicts the goals of Vision Zero.

This plan is preferred over closing any stations, but this will disrupt the ability of many people to use the system to commute in the evening.

No, of course this doesnt work for anyone who doesnt work the standard 9-5pm. This would also impact night life such as concerts in and around DC, sports events, and other social and work events that go later than 9 pm. This is an unacceptable change to the hours and should not be implemented. This would cause huge amounts of traffic as people would be forced to drive when they cannot take the metro. Terrible idea.

We use Metro for dining in downtown DC and for Kennedy Center Shows

Late night riders rely upon transit more than most and have fewer safe alternatives.

This would be difficult on weekends, following sporting events and for anyone making travel arrangements.

As seniors we depend on Metro for evening events in DC

I often work late and rely on Metro being open to get me home.

i often take the Metro after 9PM

This would work except for sporting events and concerts.

I need safe and quick transportation at night

I would not be able to go to the gym

That is way too early. I am often still at work at 9.

That would severely limit the usability of metro for evening activities

I work seasonally from April through October; usual work hours can span from noon to 11 p.m. A 9 p.m. closure would give me no means of getting home.

Same as the first answer. This makes the metro unusable for many people and in the evenings, further driving down revenue.

| |
|--|
| Proposal to close Metrorail at 9 p.m. |
| Sometimes Im not ready to go home until after 9 pm . Could hinder weekday and weekend travel for work and extra |
| At least provide a last train to come back home at 11:30. |
| What about people who take the Metro for sporting events? Evening games end after 9pm. |
| Any business closing at 10pm would leave several customers without public transportation home. |
| This proposal would eliminate my use of the metrorail after work and on the weekends |
| Besides commuting, my main use is for social events, which often end later in the evening. |
| My graduate school classes end at 9pm in DuPont and I will need to take the metro to get home from them. |
| We work at Walter Reed with no parking privileges and rely on the metro. Sometimes emergencies keep us at work late |
| Sports games need metro access. Youre literally killing the economy with these proposed changes. Hire smarter people and figure it out without doing this. |
| This is a very bad option, but better than cutting service during peak times. |
| It might have difficulty for people commuting from late shifts or universities |
| I would not need full service after 9, but at least one train to serve as the "last train home" around 11pm is definitely necessary in my opinion |
| One of the benefits of living in DC is having a subway system. Cutting these services back is making DC a less attractive destination. |
| This is going to keep anyone other than commuters from riding metro on weekdays. |
| That would not work. Most folks stay out later than 9 pm. |
| Metro closes too early already. A 9pm closing makes Metro virtually unusable for anything outside of normal commuting times. |
| It is too early |
| Need later metro for late nights at work and weekends |
| Most events that I would attend end around 9:00 or 10:00 especially on Weekends. Having Metro run through 11 is convenient. Otherwise I suppose I would Metro to the event and Uber back. |
| THIS WOULD BE A DISASTER, ESPECIALLY FOR PEOPLE WHO WORK LATE. |
| When the curfew is eventually lifted in DC, it is incredibly expensive to uber home every time you go out versus using the metro at night with friends. I realize this may not be super important to someone like me who is going to social gatherings, but to the hospitality and restaurant business, I feel like this makes it hard for those people to find transportation at a decent cost. |
| No impact to me, personally. |
| sporting events will require later rides |
| This does not allow time to use the trains for evening events like theatre, concert, dinner or visiting friends. |
| 10 PM would be better. |
| 10pm. |
| Closing too early. Some of us work late and need Metro service later in the evening |
| Military and government people have demanding hours. Leaving them with a 9pm closure and slowing down the trains will cause many people to be left without transportation home. |
| STOP CLOSING EARLY. You already made major changes to the closing that is still annoying |
| Might be okay if bus is still an option |
| It would work for me personally, but Im concerned for those, for instance in the service industry who rely on public transport and are required to be at work later. |
| People will be going out at night in droves after a years of isolation. Late night service MUST continue! |
| While it would not affect my work-related travel, it would affect my non-work travel in the District, including use of Metro to attend sporting events, concerts and other performances, and other events and social functions. |
| Give plenty of notice. Sports arenas will be sorely impacted, which is a source of revenue for DC govt. |
| Do not cut level of service. This cut disproportionately affects people who work hourly non-9-5 office jobs. It hurts people who need public transportation the most. |
| The metro should be open until 30 minutes after bars close to discourage drunk driving.. |
| as cultural and sporting event open up we will not be able to use metro |
| I sometimes work in the evening and need later service. |

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| Proposal to close Metrorail at 9 p.m. |
| I often have late meetings or events and come home after 9pm |
| I often use the metro late at night. |
| 9 pm is too early to stop train service. On days when I finish working at 9, there would be no way for me to get home. |
| People use the metro at night, especially to go out to restaurants and bars (and back) safely. 9 pm is way too early. 11 pm is honestly still too early. Bring back 2 am on weekends. |
| Definitely NOT! Metrorail should be open until midnight on weekdays, and 2 a.m. on weekends |
| we use Metro as primary means of transportation for dining out and such |
| I specifically need the metro in the late evening. This would be terrible. |
| While most days I commute within hours that accommodate the 9pm closing time proposed, it would hamper my transit options for days when I have events to attend in DC and would be staying later. With a 9pm closing, then I would be forced to drive into DC more often than metro. |
| That would render metro effectively useless. |
| Wizards and capitals and nationals games! |
| That would impact to many individuals that were either working late or had other engagement. I would like to see 11pm to continue week day and 10 pm closing on weekends |
| It is good to have transport options available after 9pm for people to use who dont have cars or who are not able to deal with expensive parking in the city. |
| No- many of your metro-riders work in the DC restaurant industry. 9pm is too early to end metro service. |
| Closing at 9 p.m. is too early for people who work and for late flights arriving at DCA airport. |
| But it wouldn't work at all when Nats Park opens to fans in April |
| I don't use metro at night |
| Many people do not get off of work in time to take the train home before 9 pm. |
| This would reduce my usage of the metro from 2-4 times a week to 0-1 time a week. 11 pm closure (vs previous times) will already reduce my trips |
| Reduce service frequency at later hours if those savings are needed but still keep it running. |
| Many work events and events in general end after 9pm, drinking and driving will also increase |
| Its useless for the airport if you close at 9 pm. We had to use an Uber last time we traveled. 9 pm its a joke. 11 pm its too early, but 9 pm is ridiculous. |
| In addition to working part-time in DC, I frequently attend events. A 9 PM closure would mean that Metro is not an alternative for this, or for work on days I am attending something after work. |
| This plan only supports people who use the system for work--and even then only workers with regular 9-5 employment. It doesnt allow people to use the system for sports and entertainment, and it totally ignores workers who dont work early shifts. |
| This is going to have a bad impact on people who work night shifts or even people that use metro for social occasions - leading to either more drunk driving or rising costs for Uber and lyft which a lot of people have a tough time affording. |
| I have been more concerned with safety on the metro lines and no longer feel as safe riding late nights |
| This is not acceptable. Many of us work late shifts and need the Metro to be open until 11:00 pm. |
| My family is likely to use Metro in later hours of the evening due to work schedule. I also think this would be hardest on those who are most dependent on Metro to get to/from work that occurs outside of usual business hours, and they tend to be the most economically vulnerable -- with least access to transportation alternatives such as cars & ride-sharing. |
| Please do not cut hourd further for late night service as existing cuts are already draconian enough for younger people and lower income people. I want to Metro back from NSO concerts, sports events, and theater. People with less money or no cars need evening Metro service to be part of DC area cultural activities. |
| 9pm week days, Mon-thr & sunday and fri - Sat 11pm |
| I frequently need to use metrorail after this time |
| Is this every night or just week nights? |
| Anything less than full operations is unacceptable. |
| This seems very early, especially for essential workers who might rely on the later hours. I would especially like if they were later on the weekends. |

Proposal to close Metrorail at 9 p.m.

This should absolutely not happen! 11pm is already nearly too early. If I use the system and go out to dinner or drinks I often won't head home until after 9, it should be open until 11 or later. This also would severely impact service workers working late shifts

This would also make Metro effectively useless to me.

Could be ok Mon-Thursday, but def not on weekends.

This would hurt dinners and events

Seems early? Maybe do 930 or 10 to start and you could reduce hours further

I work at night and rely on Metro to get me home between 10 and 11 pm. I will have to quit without late nite service.

I would hope Metro would consider extended hours for special events that end after 9 pm.

More than likely i would be using its services past 9:00 p.m. in the evenings.

thats too early. some work late; restaurants open later

No, I get off work at 10 pm and sometimes go in at 10 pm how would I get to work and home?

Too early closure

I think this is the best option. Because the other cuts are too drastic during rush hour, whereas the after 9pm ridership is not very high and usually can take a bus instead.

Many people, who work non-traditional hours, use the metro and this would limit their ability to safely and cost effectively travel to and from work.

Too early

Event service is a large part of metro and keeping the city safe. Not having services for sporting and other events will lead to more traffic congestion and pollution

can we extend the hours on the weekends? Otherwise Metro is inadvertently adding to DUI potential.

Late trains are necessary for those who work late hours.

This works for me, but will not work for many who rely on transit to get home after work. This is not the level of service a world capital should have.

An alternative should be given in case people stay later at work like a bit longer wait time only for those hours.

If restaurants and bars are open past 9, the metro should be as well. This would have a large negative impact on DCs economy as a whole as people would not be able to stay at restaurants or stores as late as they can now.

My jobs lets me off at 11pm so most days i am rushing to the metro.

this would mean taking expensive Uber rides. I cannot afford that

Other arrangements for transportation could be made, but it would cause earlier surge pricing for ride share services that would likely last longer.

Metro is a great use and safe option to get in and out of the city and after events when things go back to normal.

People go into the city for evening events. This is stupid.

I frequently fine out or go to sports events. This doesnt work.

Crazy early if you are attending an event in the city. Toddler bedtime.

This would work for me but it would be an absolute disaster for service industry workers. Totally unfair proposal - punishes the people least able to make other plans.

Theater not out by then.

I use metro frequently to make day-long trips. Closing earlier would make said trips impossible and a haste to coordinate.

Thats quite frankly unacceptable. It would make metro entirely unavailable to those traveling downtown on weekends to restaurants, Nats games, Caps games, all of the businesses and activities we hope will return in 2022.

I have no activities that would require me to be out past 9pm, although it could be an inconvenience.

Late work hours and social events (post-COVID) are common among myself and everyone else I know...closing the metro that early could be dangerous for me and other women traveling late at night.

Please keep it open until at least 10

9pm are you serious, do u guys care about people who work late evenings....

It will make my life much more difficult

One key use is to attend Nats and Caps games. Closing at 9 pm would mean I could no longer use Metro for these events.

9 pm? Businesses downtown would suffer a major hit.

I rely solely on metro for transportation. This would seriously prevent me from working/living.

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| Proposal to close Metrorail at 9 p.m. |
| Not a good change for healthcare workers who rely on public transportation and leave their workplace late at night |
| I teach until 10 pm one night a week and I would not be able to get home on metro. |
| While this would work for me, it would be detrimental for TONS of workers at places like restaurants, etc. |
| If its late I can take a taxi - but I dont think it works for late-night shift workers who should be able to depend on public transportation to get to their workplaces. |
| 11pm is even too early, trains should close after bars to limit drunk driving and provide service staff a reliable and safe way to return from work |
| this is a major metropolitan city having its rail system close at 9pm is ridiculous |
| This would severely limit options for anyone who works late. |
| See response to question 2 |
| You still shouldnt do it. The people who use it at that time rely on that service. |
| Too early |
| I almost never was on the Metro past 9pm anyway pre-pandemic. Generally, if I was out that late, I took an Uber home anyway. |
| Under normal circumstances it would be ok. If I wanted to stay downtown for entertainment, it would be inconvenient. |
| Assuming we are able to get back to arena events, closing at 9 would cause severe issues for Capitals games. |
| I often am involved with work related or other activities after 9. So then this would require other transportation options. |
| Can't get home from ballgames or any downtown evening events |
| This might be fine for now while we're still in a pandemic, but once we get back to a more normal place, we need Metro to run later. |
| Although it'd work for me, other (like retail workers) could be affected |
| How would we get home from sporting events, etc. with such an early close time? |
| I use Metro to go to cultural events which end later. |
| Metrorail already doesnt run late enough to accommodate late-night workers. I would ride Metrorail on weekends to get to events in DC that end after midnight, but that is not possible so I have to drive and search for parking. |
| I sometimes need to access metro after 9 Pm due to work constraints. |
| If anything, I need it open later; not closing early! |
| This would be fine for me because I dont go out these days :) but for younger people this may lead to more drunken driving which isnt good for anyone. Many people who normally take the metro home from bars or restaurants arent going to want to pay for a taxi. |
| Some people need access to metro later in the night. Some people have work late at night. This will also hurt nighttime life and restaurant/bar businesses, which operate after 9pm. |
| Definitely not. People will be vaccinated at this time and will need access once again to metro. Stopping service at 9pm is way too early. |
| This would make it very difficult to go into DC for socializing or concerts or other late evening events |
| We often travel back to Eisenhower Station after 9 pm. But wed definitely be open to the trains being 1 per hour at that time. E.g. 1 at 9pm, 1 at 10pm and a final train at 11pm. |
| Such an early closing time will require more riders to drive downtown in the event that they might have to work late or might want to go out after work. |
| Many people use the metro to go to/from work, downtown, and need metro to return home. Many (such as myself) work past 9 PM. So no, this time change does not work. |
| Really not ideal but could make it work |
| A Metro system that closes at 9:00 pm is useless for a major city like Washington. |
| You cant have first world public transportation when you propose third world hours. |
| Cutting metro hours so much will make people rely on rideshare services and their own cars. This will lead to more emissions and potentially more drunk driving. |
| This makes it virtually impossible to use Metro for sporting events, concerts, etc. I would assume this would result in even more revenue loss. Also, it heightens the chance of drunk drivers if they dont have Metro. |
| Do you want to promote drunk driving or strand restaurant employees without a reliable and safe way to travel home? Terrible idea |
| Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office. |
| I commute between 9 am - 7 pm so this is fine with me |

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| Proposal to close Metrorail at 9 p.m. |
| This is the worst proposal. I have courses that go until 10 pm during weekdays, I must get from Clarendon to Metro Center without a car. There are things to do not effect me personally but overall, this is the worst decision. |
| Occasionally take metro past 9 pm |
| Although my late night travel needs are infrequent, they do occur and are unpredictable. Closing earlier makes use of the metro less certain, and makes it ore likely that I will need to drive in to work. |
| This is way too early whenever Id want to be in DC for a later event. Because the the District and Arlington have moved against drivers and more towards other forms of transportation, it would be tough to drive in in these situations and this makes it tougher to commute in and out or a lot more expensive which is inequitable. |
| I live above the VA Square metro and often use it to go into/out of DC, as well as out to work in Tysons.I often end up riding the metro after 9pm. There have been many times when I wished the metro was usable even later than 11pm, as well. This would be incredibly frustrating and disappointing. |
| I often work late as do many of the most vulnerable workers in the DC area. This is not a viable proposal at all and will disproportionately impact those most at risk. |
| We often use the Red Line to go downtown DC from Grosvenor in the evening |
| Going into DC for shows or dining would not be able to happen |
| I dont ride metro after 9PM, but my goodness this will force more people into cars! |
| Why not have 1 train at 11 pm?? |
| Need to stay open for dc events |
| This would prevent use of Metro for all evening activities |
| This is a terrible idea that would cause widespread harm. The proposal implies that the primary function of the metro is to bring suburban visitors to the city center. It would cease to function for city residents who travel beyond normal business hours. Please do not adopt this proposal. |
| I prefer to use the metro to get home since I live in close proximity to a metro station. |
| I get off of work at 8pm. If the train closes at 9 and I need to get to Virginia I will be stranded, along with majority of my employees |
| That's way too early. What about people who work late? Or go out? |
| eliminates Metro as an alternative to go out for events, shows, etc. No! |
| In â€œnormal Timesâ€\We take metro home from baseball games, nights out in DC,etc. |
| Yes. This will affect the fewest people. |
| This is terrible for all people who work later in the evening. |
| Absolutely ridiculous for a major metropolitan city. |
| 9am is too early to close - will limit people using the metro to go to dinner and businesses in dc, which will hurt the city |
| This would make having dinner in downtown DC be a drive-only event. |
| While I didn't usually ride the metro at night 9pm seems early and limiting for those who need it for work |
| Perhaps stay open to 11pm on Fri and Sat nights. |
| This would affect my travel from DC to Virginia on some nights. |
| Weekend and late night commutes under this would now have to be owned by uber/lyft services which are much much more expensive than riding the metro.So this would reduce a lot of the ability to go anywhere at night or else take a big budget hit. |
| Some sports and arts activities dont end by 11 |
| Ill have to uber back from social gatherings frequently, which is too expensive for me to do consistently. I moved out here because of the transportation. I rely on it for my quality of life here. |
| We need a ride home! This is public transportation! |
| Why not 10pm? |
| This would almost entirely eliminate the utility of Metrorail as a service to travel to events in DC, from sports to theater to concerts. |
| Absolutely no. Highly reliant on metro to travel back home at 9pm would be too early |
| I often have plans after work that go past 9pm. Getting home would then be challenging and expensive |

Proposal to close Metrorail at 9 p.m.

Metro is more than a work commuting option for many. For those that do work, many of us well into the evening hours, not having Metro run past 9PM places us in positions to be stranded or have to get alternate means to travel out of D.C. Additionally, for those who may want to do something outside of work after hours, that will limit/restrict social event opportunities due to limited Metro service in/around D.C.

This will severely limit after work and night time plans during the week and on weekends.

This is really bad for service workers who rely on public transport for their jobs, many of which dont end by 9 PM. We are a world-class city...we should at least have subway working until 11 PM.

Closing the metro before 11pm limits access to service and retail jobs.

Many retail shops and restaurants are open well past 9pm. Closing at 9pm would make it nearly impossible for restaurant staff to use metro to get home.

Do not fuck over people who work late. 9pm is not late enough.

It means that I can't go out in the evening to DC

Inconvenient for later night meetings and would force me to drive more. Consider needs of late shift workers. If this goes into effect, then consider 10pm

But it would. It work for workers who depend on metro to get home from late night jobs

I assume we will be back to pre COVID socializing by January of 2022. In such a case, you could not even go out for a later dinner and rely on train service home. All of these proposals will work together to reduce overall ridership because it just won't be convenient to take the Metro.

This doesnt work for us - we use the metro to access DC in the evenings.

Closes too early

Closing at 9 pm would make Metrorail useless as a means of an extremely important means of transportation that would impact workers, restaurants, concert/theatre venues, ball parks, etc. If Metro is not going to be a viable source of reliable transportation then why have Metro at all?

No! Returning from a movie, a concert, shopping-- and no metro home? Terrible!

This would keep me from being able to work late without incurring massive uber charges.

This does not work for me. I often take the metro home past 9 pm, and for the many people who need to get home from work safely and affordably, being open until 11 is crucial.

Because of the service workers who depend on Metro

Would work on weekdays, not weekends.

Close at 8pm.

it would make sense to reduce the size of trains but not to eliminate the later hours. But Im not sure if you can save \$\$ by smaller trains instead of eliminating trains.

This is an utterly terrible idea. A lot of people rely on the metro to commute well past 9 PM, ending transportation at 9 would have a major effect on DC nightlife and DCs economy. While many people are currently not going out much at night, once the pandemic is over this business will return and there will be a great demand for Metros to continue operating after 9 PM. If anything you should consider operating till 1 AM.

This proposal directly impacts employees who work second shift jobs. This proposal is extremely out of touch and geared only to those who are working traditional work hours.

I understand budgets. This is just sad. If we consider metro only for workers and commuters- not those trying to spend on hospitality and the service industry (OR THE WORKERS IN THAT INDUSTRY) then this sort of works. I'd end up driving if metro closing at 9 meant I could use it one way but would have to pay a taxi to get me home after 9 pm.

11PM is better than 9PM - as many restaurant workers/users work late night.

I mainly use Metrorail for trips during the day so a decrease in late night service would not impact me.

This will adversely harm the workers in the DMV that do not work 9-5.

Some people get off at 7 or 8 this would be a inconvenience

This will have a significant impact on restaurant and hospitality workers who rely on Metro to commute to work. What do those people do for transportation home considering restaurants are open much later than the close time.

10 pm would be a more reasonable compromise to allow people to use metro to go to restaurants, events in the city, etc.

Proposal to close Metrorail at 9 p.m.

This is limiting to people who work later or people who are socializing in the evening. You're going to force the hand of a lot of people who need this service at night. Also people use the metro for concerts and sporting events. They won't be able to use it to go back to their homes. This is going to affect businesses in DC

I could not go to my local bars if that happens.

Later hours are needed for people to get to and from work.

Weekends should include later service

The Metro is a prime mode of transportation during sporting events which never end before 9 PM. As well as concerts and other activities where driving downtown is an issue.

Workers in arts, entertainment, restaurant, and hospitality (music, sports, events, hotels, bars) NEED late night trains for after gigs and shifts. Gigs and performances will likely be back and workers need transportation

9am is way too early. This would affect people who work late, frequent restaurant/bars, and other activities.

The metro is the safest and most affordable way to get around DC at night. Buses are more varied in time, and having to wait for them on a dark road alone is less safe than in a well lit metro station where at least one person is working. Also, streets around bar districts are already overcrowded with Uber/lyft cars- taking the metro away will make that worse. Finally, if people cannot ride the metro and will not pay for a ride share it is more likely that they will drive to their destination and then drive home drunk, putting us all at risk.

Metro is important at night

High impact on second shift and service workers.

I would need trains to run until at least 10pm, in order to enjoy downtown evening events.

I work late

Live in MD and don't use rail in evening except for possible special events

How are people going to get home from Nats games and concerts?? The city can't expect to have big events and close at 900.

I think you need to look at the demographics of who is using the trains now between 9 and 11. Maybe be ready to make some adjustments based on this info.

It might be inconvenient for anyone who eats dinner after 6pm, and might hurt businesses with late night clientele, but it's fine for me since I only commute for work.

Honestly the metro would be more beneficial if it ran later after night. Possibly trains every 30 minutes after 11

This is one of the worst possible ideas. I cannot believe it is even being considered.

Much too early for, especially, elderly people going downtown for plays, concerts, etc.

How about 10 pm instead?

9pm is definitely too early for even weekdays. think late dinners, concerts, sports. you are thinking now during covid - not when we will be open fully. short sighted

This is entirely too early to close as many people do not get off work until 9-10pm who use the metro as cheaper modes of transportation in the low income community.

If you want to lose customers, this is a great idea.

The late hours are extremely nice to have if I'm traveling around DC for dinner or anything else.

This would be inconvenient for me as I work late at night and the metro is my only way of transportation

Metro needs to stay open later to insure the vibrancy of the city. It needs to be more than a commuter train.

It would mean I could not stay downtown after work.

Clearly I rely on transportation after 9:00 PM.

This works for me as person with a job during the day, but I am saying no because it does not work for people with jobs that run later, like much of the hospitality industry

this is flat out ridiculous. i have no further comments. figure this out.

I sometimes work late, and when I don't, I often go out. Closing the system at 9 would force me to rely on expensive cabs or ride-shares for about a third of my Metro use.

This would harm a lot of people including service workers and increase dependence on rideshares which would ultimately suck customers away from Metro even during hours it was open; if anything Metro should be open more, not less

Severely restricts use of the system

I rely on metro to see friends and get around after business hours

No nights out or late dinners in the city. Unreliable and stressful

Music concerts and other venues, as well as workers, need metro to be available later than 9 pm

Proposal to close Metrorail at 9 p.m.

Elite metro rails around the world operate smoother, more frequently, and 24 hrs. We are the capital of the US, we can do better. I get that it is a funding issue mainly caused by the federal government but this isn't the answer. Micro mobility and having supreme public transportation must be the future rather than personal cars, we need to act as such.

This would make the metro unusable for anyone entering the city for concerts or any other late night events. It would be an undue burden on anyone who works late night or overnight shifts.

I am a healthcare worker and have to work irregular hours. I rely on the metro to get to and from work and there is no easy bus replacement for me. Closing earlier is unsafe and inconvenient for me when I'm working and discourages me from going out on my days off.

I would not be able to get back home some nights.

So you want to contribute to Ubers stock price?

I use the metro to commute to events in DC. Once things get back to normal, I would no longer have the option to metro home if an event ends at 10pm.

Absolutely not! People, especially lower income, work after 9!

Okay with me but not good for the larger number of metro users attending sports events, etc., ending later.

I leave work at 10, and I know many other people that do as well. Anyone that works second shift the metro would be useless for

Staying open late reduces drunk driving and is helpful for student studying late and workers who get off late.

People use this to get home in the evenings. This would increase traffic and congestion of automobiles in downtown. Not helpful.

This will be very inconvenient given my late work hours

Living at the end of the Silver Line, this would limit my family's ability to travel in DC for dinner or entertainment.

In non-pandemic times, I generally stay out later, but would likely depend on Lyft or Uber after 9pm anyway

I travel in the District. Sometimes events end at 9 or 9:30 pm.

I work late so not having access to metro after 9 doesn't work for me

This would inconvenience anyone have any late-night activities, be it work or dinner plans. I do not find this acceptable as a metropolitan city and capital.

Two visually impaired sons need access to reliable and timely transportation through metro.

I frequently attend events in DC that end later than 9 p.m. This change would require me to drive to them.

It is essential that service until at least 11 p.m. continue, especially for essential workers.

I serve on the board of a local theatre; attendees will not be able to take metro

Many people working late shifts need to get home

I often work past 9:00 pm and use the metro to get home so this would not be good.

this change would make it almost impossible to travel from DC to east falls church after any recreational activities in DC. Shows and sports events end later than 9:00

I get off work at 10pm and use metrorail

Late night is essential to DC commerce and economic activity

Metro hours need to be extended, not shortened

I use Metro to go downtown for sporting events and dining out. All of these necessitate trips home after 9 PM.

The metro provides a safe ride home at the end of the night and this would encourage me to drive or be forced to Uber

It works for us because we can afford to use Uber and usually do if we are coming home after 10. However, we feel that many workers would need later service due to schedules. Maybe, significantly reduce the number of trains as it gets later.

Wouldnt work for weekends!

Sometimes go to programs in DC (from Bethesda, MD) and 9pm would be too early for some of them.

Makes metrorail even less reliable and usable than it already is. People will want to be going out at night past 9pm in the future. This is short sighted.

Don't usually use Metro at night, but would go to a play or concert.

No people work late at times

This makes it really difficult to use the metro to commute home from work

I would no longer attend events in DC due to the stop of metro service at 2100.

Often I am out working late and a 9pm closure would make me have to rely on Uber/Lyft for my transportation needs which is considerably higher in cost

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| Proposal to close Metrorail at 9 p.m. |
| General concerns about how this would impact workers who work late and rely on metro to get home at later hours. Ride share isn't as feasible or affordable. |
| Several classes and jobs will have meeting going until 8:30/9pm so those travelers will not be able to use the metro anymore |
| This is a terrible idea considering the Metrorail is an integral part of people's commutes and cutting evening service eliminates the opportunity for DCers to enjoy evening life and still commute home |
| This would prevent people from using Metro to go to events (sports, concerts, etc) |
| Many individuals work later than 9PM and will need rides . . . |
| We use metrorail to attend evening events downtown -- this would cripple restaurant and entertainment businesses and sports if patrons cannot get home after an evening out. |
| Most people are out and about past 9. Sometimes work runs late and coming back to my apartment off the silver line has me coming home around 1030. |
| This change virtually eliminates the ability to use Metrorail to go out at night to dinners/events. |
| Washington's restaurants and nightlife took a massive hit last year. As vaccines are distributed these industries and their employees will look to rebuild. They can't do that very effectively if Metro closes at 9pm. Nor could I go to a baseball game, etc. |
| Once people are vaccinated with the covid-19 vaccine, ridership is going to increase again... why isn't this assumed? |
| This change would negatively impact DC businesses that are open later, such as theatres, bars, and restaurants. |
| This would, in effect, cripple the restaurant and bars in our city. It would also encourage unsafe driving and lead to more public risk. This is an embarrassment that a major metropolitan public transit would even consider this proposal. |
| Dont usually ride after 8 pm but that could change. |
| It seems early during weekends. |
| This would be horrible for evening activities in DC, once the pandemic is under control and a large % of the population are vaccinated |
| Closing stations would be unacceptable |
| This time change affects many workers who do not subscribe to typical 9-5 office hours. Plus, many offices will move to flexible hours to stagger people in the office. Do not close Metro early. |
| Although not ideal if this meant no change in arrival times of trains I would be okay with this proposal |
| Work |
| Young people rely on metro to get home safely, and 11pm is reasonable. |
| Ill be working in the Washington, DC office five days a week. Metro would be the best alternative for the commute. Sometimes I need to work later than 9:00 p.m. |
| I come late in the night sometime |
| I attend orchestra rehearsals in Bethesda, MD that end at 10:00 PM. It is crucial for me that Metro service continues until at least 11:00 PM. |
| Metro is critical to supporting dcs nightlife and sporting events, and helps reduce traffic and drunk driving. |
| Weekends should be later close 11 or 12 |
| May not affect me but may affect adversely essential workers and others who do not have alternate modes of transportation. |
| Hoping the pandemic does end, if the metro rail closes earlier, traffic in and out of the city on game days/holiday weekends would become outrageous and dangerous |
| This would still help minimize traffic while providing speedy service however there should be expanded service during special events like sports etc. |
| I completely disagree with this. DC is trying and doing a great job trying to become a green city - this would stall those efforts to decrease public transport options. once restaurants and bars open up fully at end 2021 or early 2022 it would be important to make it EASIER to get to visit those business not harder. |
| Even 11 is too early |
| This will hurt the system and people who work late. Bad idea. Maybe reduce service after 9... In reality metro should be open later than 11PM. |
| The rail system should be a 24 hour service. |
| Wouldn't be an issue for me personally, but I'm thinking of people like healthcare, food service workers who work later |
| Would seem to lose lots of after hours business. |
| This is ridiculous proposal. It makes people want to ride metro less, not more because it becomes an unreliable mode of transportation |
| For commuting purposes this is fine but I would stop using Metro for all evening travel to/from the city |
| this would be disastrous for tour guides who often work until 11 PM |

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| Proposal to close Metrorail at 9 p.m. |
| Once herd immunity is reached, I would ask that this be reevaluated. |
| My wk hours are flexible I can get off as late as 10pm |
| I plan to be going out to friends' houses and restaurants more after the pandemic in 2022. |
| Doesn't work if you are going to a concert or a NATS game... |
| Depends what you mean by "system" If the trains stop at 9:00 that is too early. If it means there would be no one in the booth to help that would be too bad. |
| Late service on a few nights a week is preferred |
| It would make me have to leave my jobs with DC United and the Washington Nationals. Goodbye paychecks. Hello unemployment. |
| 11pm is already a restrictive time to close. What about people who work past 9pm and depend on your service to get home? What a terrible proposal. I hope this doesn't pass or you will see thousands of people who use metro to commute take their money elsewhere. |
| Again, it would be inconvenient having to make sure I got to the metro by the last train but would work for my commuting schedule. I value consistent trains during work hours (necessary) more than extended hours in the evening/night. |
| This will hurt restaurants in DC |
| We live in a major US city - 9pm is way too early! |
| Drunk driving will increase and that will be blood on your hands. |
| If I had to pick one change, this would be it. As most usage of metro happens during office hours. But still 9 PM is a bit early. There are lots of times I have stayed back at work till late. Especially for women, I feel more comfortable riding a metro in a public setting than catching a late night Uber, for example. |
| Wow...that's so early! I don't have a car and rely on Metro for all my transportation. If the trains shut down that early I will need to eliminate a number of activities. |
| I and many others don't leave work until after 8 or attend activities after work. I would need to find alternative transit home. This would also make it impractical for food service and retail workers to rely on metro. |
| 11 PM is early enough. There are people who work late at night who could ill afford to use alternatives to metro. |
| The Metro is a safe alternative for those who do not want to drink and drive. |
| 10 pm would be better with longer weekend hours |
| I would much prefer an earlier end to daily service than to have train arrivals be so spread out. |
| Trains could run less frequently during the late hours but the schedule should not be shortened. |
| Cutting 3 hours of travel time will increase DUIs, and hinder all evening and night workers in the community! Use the money more efficiently and make VA and MD pay more for their share of the train |
| While this would not impact my use of Metro, I do fear its impact on service industry workers. |
| 9pm is too early to close. It would make it impossible to work late. It would also damage the hospitality industry who will be still trying to recover from Covid-19. |
| I don't love this idea, but it's better than closing my College Park Station. |
| Would prefer later options for special events like baseball or hockey games |
| Service should stop at 11pm |
| You might as well close down the entire metro with these plans because it will make it impossible to use the Metro to get to work for just about everybody. Other stations nearby? You consider a walk a mile for someone physically unable to make the trip nearby? |
| How would one get home after a dinner or event (baseball hockey soccer stadium etc)? 9 pm is too early. |
| 9pm is TOO EARLY! |
| Don't normally ride Metro that late. |
| This would be a huge detriment to night life, businesses, and workers in non-office jobs. I frequently find myself missing the later closing time so making it earlier would be terrible. I also am part of a running club who meets at 7 pm in various parts of the city. Without the metro running past 9, we would be severely limited in where we could meet. |
| If I went to an event whether at the Kennedy center or a sporting event, I would have to wait for an uber and spend a lot to go home at night. |
| I don't usually take metro in the evenings, after rush hour |
| You need a way home from dinner and other nightly gatherings |

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| Proposal to close Metrorail at 9 p.m. |
| Hopefully we will be able to enjoy dinner in the city again, so on Friday or Saturday, staying open until 11 would be preferable. |
| I prefer this option over closing stations altogether. |
| As someone who works in the late evenings, and earlier closing time would make commuting by metro nearly impossible |
| This is bad. |
| This basically means there is no affordable way home for people who work late or are out patronizing restaurants and bars in the city. My work regularly requires me to work until 10:00pm which means I would have to use car share to get home which is prohibitively expensive |
| 9pm is too early to close, especially for those who work a later shift. |
| Yes, but I would not visit DC on the weekend and would likely end up buying a car, reducing my need further for Metro. |
| Closing the metro this early would make attending sporting events or concerts impossible in DC. There is insufficient parking as-is for these events, and ride-sharing is always a disaster when these events end. |
| Would completely destroy nightlife options in DC or for night classes, 11 is already too early |
| Often come home from work after 9 |
| Keep public transit open! |
| I don't use it at night, only to get to work in DC. Uber will be more than happy to take my money if I decide to go into the city. |
| What is the point of having a train in the city as we project to reopen from COVID shutdowns, but mass transportation is not prepared to support surge use. |
| If entertainment options aren't back by then, this works for most people, but I'm concerned about essential workers who don't work a typical 9-5 and rely on taking public transportation |
| If there is an event downtown, the system should be able to flex its schedule to accommodate riders. |
| Pre-Covid restrictions, I traveled to DC from Arlington one or two evenings a week to dine out with friends or attend concerts. If Metrorail service ended at 9 p.m., I would drive, increasing road congestion. |
| will definitely curtail travel from late night activity; may encourage impaired driving! this does not effect me -- but just thought I'd point it out |
| This has multiple issues: It harms businesses that depend on late night riders. This is problematic for those who work owl shifts and have no other means of travel. |
| Public transit should be available during late nights |
| Many events do not end before 9 pm and would drive ridership down further |
| Hopefully by January people will want to go out at night |
| It would mean adjustments, but nothing major. |
| OMG! 9PM? This is legit insane. I can't believe you would close so early and strand people. |
| This would kill nightly entertainment. Keep trains the same. |
| This would make it difficult to use the metro for evening plans |
| Too early closure |
| Once things go back to normal and we are able to safely go out and about- having the metro shut down at 9pm would make it an unreliable form of transportation. Part of having a public transportation system like the metro is being able to rely on it in the evenings as well. I utilize the metro when going out and possibly drinking to stay safe and not put myself in the position of driving- closing early would nullify that. |
| This would NOT work. Train service should continue later than 9:00PM. This would not make it feasible if I wanted to eat out or attend happy hour after work. |
| 9 PM is too early for many, especially during the weekend |
| 11pm is too early. |
| Sport events need full metro support |
| I don't use metro in the evenings, however this may affect younger people who go out after work or things like Caps games, Nats games, concerts. |
| I sometimes work after nine and travel between the hours of 9-12 and this would be a huge problem for me and my family |
| DC is a global city. 9PM closing is unreasonable |
| Should stay open until midnight. Service workers depend on this |
| Ending service at 9 PM significantly reduces the likelihood that I can participate in evening activities downtown. |
| People work different hours and rely on metro staying open until 11pm. |

Proposal to close Metrorail at 9 p.m.

Once the pandemic ends, this would strand people many places. Additionally, this would remove a safe and easy way for people to get home if intoxicated, likely resulting in an uptick in dangerous and fatal situations.

This would make travel back from sporting or concert events at DC venues impossible unless spectators left those events early.

Keep Metro open till 11 pm.

I, like many others, work late. I would no longer be able to use Metro to go to and from work.

Nope, go later, not earlier, or you'll lose even more revenue to rideshare programs.

This is very dangerous for service workers who normally work until after 9pm and rely on Metro for safe affordable transit.

Open later the better for my work in case I work overtime.

It should go back to late night service once things are back to normal.

This will have a negative impact on businesses dependent on evening travel, such as restaurants and theaters, just as they emerging from the pandemic.

what about late sports events and concerts?

A public transit system needs to meet the work and recreational needs of the public. This plan will drive more riders away.

While my current Metro usage is down dramatically due to COVID, in a post-COVID environment such a closure time would effectively eliminate any potential usage of Metro for traveling to downtown DC for evening events (culture, sports, etc.). Proximity to a Metro station was a major factor in our choice of residence permitting ease of access to the city without having to drive.

This will restrict our ability to find employees & patrons for restaurants and bars that are operating past 11:00pm.

People need to be able to get around after 9, you know that the reason ridership is down is because of the pandemic, right? Are you trying to lose customers forever?

I would likely attend less sports/events

Just no chance of metro being used for anything but commuting.

Yes during the week, but not on weekends. Whats the point of having a transit system that doesnt help with respect to social activities in the region?

This is going to have a big impact on dining out in DC or going to any sports or arts events.

That seems very early

This is an absolutely terrible idea; it would make it impossible for people to go into DC for anything later than 9pm, and given the number of people who rely on the metro to get to concerts, bars, etc. this would have a huge effect on those industries in DC.

The entire purpose of night service is to have a safe way home after events and concerts where parking is expensive and/or limited.

Can't attend sporting events or theater by metro. Bad for economy

This is crazy. Metro travel is an integral part of the community and commute for this area. Closing it even earlier is ABSOLUTELY RIDICULOUS. I cant believe this is even I survey I have to complete. Take money from other places for god sake.

Could we make this 10pm? Sometimes after work meetings happen and 10 is early for that.

This doesnt work well for many reasons. Attending concerts, plays, sporting events, etc. It is vital to have metro for these events and many others.

Would prefer later closing on Friday and Saturday

Just awful. People would have to rely on cars 100% for all nightlife, which would hurt businesses (parking is already impossible) and probably increase drunk driving incidents.

Not to mention the impact this would have on service industry workers.

You should consider having later hours on Friday and Saturday evenings for people who want to stay out later, go to shows, etc. once it is safer to do so.

Much too early for attending concerts at the Kennedy Center or doing anything in Washington.

This harms local businesses and we use Metro for social occasion and downtown dining

Would cause difficulties for when I am required to work late into the evenings

It would make it difficult to spend time in DC after work hours, but I could live with it.

For me personally yes. I rarely ride the metro that late and when I do, volume seems very light. Alternative would be to run trains with fewer cars (3 cars) every 30 minutes.

9:00 is too early if you are seeing a show or concert downtown, especially if you have come in from a station towards the end of the silver or red lines

This change would put my life at risk

Maybe 10 pm

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| Proposal to close Metrorail at 9 p.m. |
| I regularly require metro to get home after 9pm. |
| If metro has to prioritize, given its purpose and reliance on public funding metro should focus on serving commuters. Reduced hours will also produce less wear and tear on trains and tracks. |
| I would not be able to use Metro to attend theater events if it closed at 9:00 PM |
| Awful. Terrible. Worst idea yet (and theyre all bad). |
| Thats too early |
| It would work for me personally, because I can afford to take Uber or Lyft after Metro closes. Im afraid those wouldnt be options for many other riders. |
| Good for weekdays, but would keep metrorail open late on weekends (even if not to pre-covid hours, still until at least 10:30) |
| The primary benefit of Metrorail--outside of commuting--is the ability to attend events without worrying about parking or driving while intoxicated. Metrorail should be open later, not closed earlier. This would also harm those who work non-traditional or service schedules. This is truly an awful proposal and would further erode Metro ridership. |
| We have employees that take the metro as their main transportation and we don't close at 9. This will affect the service industry and any industry that is open past 9. |
| Once things are normal I will use metro to commute daily to work and to DC from Grosvner metro so keeping it till 11 will be useful |
| I think there should be exceptions for holidays and events - - -HOWEVER, metro should be compensated in full by either event planners, the sport organization or the county. |
| This will harm the hospitality industry which is already slammed by Covid. This is a very bad idea. |
| That will badly hurt people who rely on public transportation to get to their jobs. And when the pandemic ends, who the hell is going to go to a night Nats game with Metro closing at 9? Terrible idea. |
| This would MASSIVELY impact accidents and drunk driving. It would also impact sales and revenue at restaurants and bars. Overall this feels like the WORST option of those listed here. |
| I generally don't use the train past 9pm so that would be ok. The obvious issue is for Nats games. |
| Basically means no dining out, sports events, entertainment for me in the District unless Im willing to drive in or ride share. Which I wouldnt be, because Id be commuting via rail. |
| Often travel after 9 pm. Also, car service and other alternatives are less available after 9pm, especially weeknights. |
| Doesn't work for theater or dining out or games at arenas and Nats. |
| If we are able to attend sporting events and concerts in 2022, this would prevent metro being an option for travel and would only further your monetary issues. |
| Probably maybe 10 pm but 9 could work |
| I will use the Silver line to get into work from Herndon to McLean and often worm past 9:00. |
| I dont have a car. How would I get back from downtown after drinks in the evening? |
| Ridiculous! |
| Works for me because I commute for regular business hours. This definitely would not work for a lot of others. |
| By January of 2022 I will be going out to bars again. Even 11 was a little early and soon we will mostly be vaccinated. |
| Again, I would prefer metro be closed in 2021 for the majority of the day (perhaps entirely) and reopen in 2022; with the 2022 hours ending at 1am. 9pm is far too early, especially for weekend service (which should really be until 4am). |
| This would make it difficult to attend evening events in Washington and also make it difficult to work late. |
| 9pm weekly closure is fine, but extended weekend hours would be helpful. |
| horrible |
| This would make it difficult to get home after team events at work. |
| 9pm is a joke. What kind of works class city closes public transportation at 9pm? |
| Metro should be expanding rather than reducing hours. That is has no budget is a political problem. It will not be solved by wasting all the capital costs that went in to creating the system. These hours will mean that metro is usable only for community, not for evening travel. For example, I could not take it to see a play in Washington, DC on this schedule. And, importantly, it will cease to be a way to get potentially drunk drivers off the streets. |

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| Proposal to close Metrorail at 9 p.m. |
| If traveling after 9pm, I can drive. |
| I am not terribly keen on this idea for how this would affect others (such as people in the service industry). But personally, this would have little impact to me. |
| As a woman, I do not use public transportation alone that late at night. |
| Again your plans seem to be set in killing the dc economy. |
| The metro is way more inexpensive than a lyft or Uber. This would eliminate an affordable safe option for people to get home safely instead of driving under the influence |
| This is terrible! The metro already closes too early! 9 PM is absolutely ridiculous, and would destroy both businesses and the nightlife of DC. |
| Once the pandemic is under control, I look forward to resuming nights out in the city. Metro is my preferred mode of transportation, but. 9 pm curfew would end that. |
| Too early. I'm often not out of work or du. We by that time |
| Not ideal, but would not be a large impact to me personally |
| 11pm is already too early to close. 9om is ridiculous. |
| It would work during the week, but I left no longer go into D.C. on weekends. |
| Why would you even consider that an option. There use to be a time when the metro ran until 1am. If anything, we need more times not less |
| Assuming professional sports venues will be back in 2022, it will be a shame not to have the Metro as an option for Caps/Redskins/Wizards etc games in the city. |
| 9pm is still early. |
| Would have to utilize Uber or Lyft to get home from work which is costly. I depend on metro late at night |
| It would be better to have trains till 10pm on weekdays and midnight on weekends. People need to be able to get home safely. By January 2022, I expect that bars, clubs, and concert venues will be open again. People need transportation to stay safe. |
| Discriminatory against people who work late shifts -- who tend to have less budget for travel and very few other affordable options. Think of the most vulnerable users. |
| I never use Metro at night but many people do! |
| Occasionally ride the train later in the evening |
| Not fair to essential workers with later hours |
| God, no. I'd never take Metro were that true. The biggest reason I rarely take it is it shuts down too EARLY. Many night classes end at 9. Businesses close at 9. This is CRAZY. |
| Would prefer 9p close on weekdays and 11p close on weekends. |
| This would |
| Closing at 9pm would seriously harm the businesses that thrive off of nightlife in the DC Metro region. With the pandemic slowly ending, people will be less restricted in gathering. Small businesses are already struggling. Removing the one safe method of going home for both patrons and workers would be detrimental. |
| How will people who work late get home? How would anyone go out for dinner/drinks if they cant get home after? |
| 2 hour earlier close directly impacts my ability to use metro for work. I'd highly consider driving instead. |
| Most days this would be fine but suggest later on friday and saturday to accommodate thosng home from events like concerts or sports. |
| There will be an increase in drunk driving if people don't have access to the metro during the night |
| 9:00 is too early. Even 10:00 would be better than 9 00; it leaves time to be sure people can get home after dinner, an evening event, etc. |
| No late night theater, no evening sports, limited entry to downtown |
| The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming. |
| Why would this be implemented in January 2022? By then I think well be back to almost normal, this would be useless.Plus, I already wish it was open later so it would be useful for people coming back late from events. |
| This wouldnt affect most commuters with traditional 9-5(ish) jobs. |
| Im concerned this would disproportionately negatively affect low-income riders. |
| This is just awful! How in the world can persons who work later shifts and have few options other than metro get to and from their places of employment? |
| I think 10pm would be a better compromise |
| Again, after over a year of quarantine, we will all want to enjoy going out again! I expect to be out in DC late and 11PM closing time would be very helpful. |

Proposal to close Metrorail at 9 p.m.

Laughable in a post covid world. In a vibrant economy when people go out again it will be necessary to extend hours to accommodate sporting events and all manner of evening entertainment options.

This does not allow any evening social activities; it is disastrous for people with later working hours

It would suffice for professional needs, but would limit my social visits outside of my neighborhood (no evening baseball, soccer, or other entertainment trips)

9 pm is extremely too early.

Really for me the answer is yes... But I dont want a system that screws over people who work a non 9-5 job. They are important and deserve adequate transportation options too.

This would make using metro in the evenings for any entertainment (theater, movies, etc) impossible. As a DC resident, I prefer not to add to the traffic and use metro exclusively within the city. This would seriously curtail my ability to attend these functions.

How would this support DC venues like the Kennedy Center, National Theater, etc. A lot of people take Metrorail to those venues.

If I were eating or visiting downtown I would not be able to use metro...assuming we are able to dine or visit at that time.

There would be some days that I would be stranded in DC and unable to get home to Virginia under this revised schedule.

Are there exceptions for sporting events and concerts?

This would limit the usefulness of Metro, but Id still ride it during the day.

This is too early for restaurants and any nightlife. Recommend 10 pm closing if cuts must be made.

The metro is necessary for safe, reliable, and affordable travel in the late evenings, especially for students and young adults.

This would be a hassle since I occasionally take the train after 9pm, but its a minor hassle.

Increase in drunk driving. How are restaurant workers supposed to get home?

As a tour director this will influence my business. Most of my tours end at 9pm. If my students are using the metro to get back to their hotels in the outskirts of DC, this creates a huge burden. I also believe that most of the traffic in DC in the high season uses the metro after 9pm.

Any chance to stay open until 11 on the weekends?

There are still jobs operating at 10pm on weekdays. This forces people to possibly have a harder time to get home.

When I use Metro, I need it for service later than 9pm

I work strange hours especially on weekends less hours of service would cut down on my being able to work

theaters - i.e. the Kennedy Center - close later than 9 pm. to keep the economy going, please consider keeping public transportation available until 11 pm.

I would hope metro bus would still operate late for those who would need it for work and for whom ride-sharing services would be too expensive

By January 2022 music venues and other entertainment venues should be open. The earlier closing would SEVERLEY affect me.

This is too early to close given events that go on in DC much later

It's not acceptable for people who work nights and need to get home after work.

Yes, if im going to be out late where I dont have my car, Id take an UBer or Lyft.

Need to get places after 9:00.

With expectations of life becoming more normal, taking Metro would be impossible for any evening activities.

This is a terrible idea that adversely impacts local economy, businesses will suffer because of the short sighted approach

Such early closing would not work particularly on weekends.

Cmon... this is a major US city. That's embarrassing

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

I use Metro after concerts

Likely works for me Sun-Thurs but prefer later hours Fri-Sat

thinking of all essential workers who will need to get home after their shift and will not have access to the metro anymore - not acceptable for someone already risking their health to continue providing for their family

For weekdays only this works. Not weekends

Depended on late service for many years.

It would eliminate the ability to use Metro for restaurants, sports events, plays, and concerts.

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| Proposal to close Metrorail at 9 p.m. |
| What are service industry employees supposed to do? Unacceptable. |
| Its terrible |
| This would strand congressional staff, restaurant staff, and other retail providers from having an affordable ride home |
| It is a terrible idea. 11:00pm is already way too early. |
| Sometimes I need to take the metro home from work later than 9pm |
| We need more trains. Many neighbors work a late shift and need to get home safely. |
| this seems ridiculous to me. there are very often times where having the metro open later is very beneficial. if you decide to close it at 9 I feel like I will be using the metro less and less |
| I regularly metro home after 9pm and many people depend on the system to return from work after that hour. |
| For the purposes of work, there are often times where the metro must be taken after 9 pm. |
| I think this is a dangerous option for people working late, people without other transportation options or people under the influence. I would want to see trains running to 11 pm on weekdays and 1 am on friday and saturday nights. |
| Will definitely take trips into DC and make them incredibly shorter during the weekend. Would also affect ability to get home convenient way after sporting events at nationals Stadium or Audi Park |
| This would NOT work. Many evening work or school-related activities dont wrap up by 9pm, and people would be stuck! This would have an incredibly detrimental impact to safety, productivity, economy, wellness, etc. |
| Cutting down hours is unhelpful to individuals who do not work on a regular work schedule (i.e. 9-5). Getting out at work later and having to run errands can push you to missing the last train and not having a means to get home. Also, this will push people to utilize public transportation less and can cause more drinking and driving incidences. |
| As a researcher, the length of my work day varies depending on what the experiment is for that particular day. If trains are operating ever 15-30 minutes, and the metro closes at 9pm, that would severely impact my work. |
| Sometimes, my work requires me to work til.9. Also, that would harm any bar/entertainment venues in DC. Nine is too early! |
| I work in events which often wrap up after 9PM. This would force me to take a car, tripling my cost for transportation. |
| Essential workers get off after 9pm. |
| Sometimes use the metro for activities such as Kenny center at night |
| This is not acceptable. Metro is a public transporting system in a major US city. Individuals should be able to rely on service later than 9 pm. |
| With normal activity beginning in the summer of 2021, closing Metro at 9:00 will directly affect evening and nighttime events in DC i.e. concerts, sporting events, etc. |
| Closing at 9:00 is fine as long as all of the stations remain open |
| Leaves little option for people working nights or getting off late |
| No way to get home from late work nights, and evening social events (professional sporting events, trivia nights, etc.) |
| I don't often take metro after 9 pm but that seems VERY early to end service. |
| Use redline to go downtown army night |
| I routinely go home after 9 pm. |
| This would make it difficult for me to travel home from work and appointments some nights. |
| I use Metro for daytime commuting |
| In general, we dont use late-night Metro service, but I think we would miss it if it wasnt available every once in a while! |
| See previous answer. Also, bars and other night spots will be opening up again. Many in the area do not drive or park at a station and metro in. Doing this will actually continue to decrease rather than increase revenue. |
| it will not work if I am working late |
| This would work for me personally, as Im privileged enough to be able to Uber/Lyft home if I need to be in the city after 9 pm. However, I am deeply concerned about the inequity in access this proposal would create. |
| Commute to and from work. When pandemic is over resume your service to normal pre pandemic levels |

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| Proposal to close Metrorail at 9 p.m. |
| It thrn becomes a daytime commuter train and not something that fits peoples needs in many other situations. This is not how a world class urban system can operate. |
| People do work after 9pm. What is the end goal for this |
| This might work. It would make it very challenging for me to make plans in other parts of the city because I dont know how I would get home if I stayed out past 9 pm. I would probably just bike instead of taking Metrorail. |
| I rarely ride the metro after 9pm as I use metro primarily for business hour commuting. However, I think that this plan would be detrimental to the many low income workers who rely on metro for their commutes home from service jobs later in the evening/night. |
| As a senior, I do not ride Metro late at night |
| This is the best solution. For those of us who need to take the metro to work, none of the other solutions are feasible. I cant even imagine the amount of crowding that would result - I think it would deter anyone from resuming use of metro at all. |
| Metrorail will continue to lose customers if trains are not available into the night. |
| No. No no no no. |
| We have season tickets to the Kennedy Center and many times we take the Metro to and from the event. The opera does not end at 9pm and therefore we would be out transportation. This is a bad idea to close the Metrorail at 9pm |
| There are days where I work late and post covid will have evening events. This would push me to use Uber or Lyft more in the evenings |
| This is wayyyy too early. Metro should be open until 2am |
| Limit options for returning late from work or visits. |
| This would force me to take Uber to get home. |
| I think 10 pm would be better for people to adjust their schedule |
| This is the worst idea Ive ever heard. I work past 9 pm and would have no choice but to take an expensive rideshare home. This is against the working class! |
| Except Fridays and Saturdays, let trains run til 1am |
| This makes it impossible to use the subway system if going to the theater, ballgames or restaurants, for example. |
| Many people - including essential workers have to work past 9 pm. This will cause many issues. |
| That is way too early to close metro if restaurants and all entertainment open again. I would take closing earlier off the table. |
| 11pm isnt even that late. This means I couldnt go out and do things with friends ever and still take Metro home. |
| Until more bars and restaurants are open it works for me but I'm not sure about some of the low income workers who have shift work. This might make it very difficult for them |
| You might as well just close everything permanently and go straight to hell. |
| People need a safe way to get home from bars and restaurants |
| The limited metro hours already make it difficult to use for evening transportation. Closing it earlier just makes it more difficult for people to navigate the city. Earlier closing hours will make people use other forms of transportation altogether OR leave earlier which hurts businesses in the district. |
| Right now we are under closings due to the governor By 2022 we should be back up and running, meaning people will be out and wanting to use the metro. If you close it early then you definitely will not make more money... |
| Not ideal but closing early Sunday to Thursday might be Ok. It would mean driving if I want to stay downtown after work. Best to have longer hours on Fri/Sat to minimize drunk driving. |
| If the trains stop running at 9pm, people who take Metro to evening events would have no way to get home. |
| This reduces the ability for so many people to get affordable transportation outside of 9-5 business hours. The people who need affordable transportation arent the ones who work 9-5 and removing an option to get them home quickly and efficiently is awful |
| I rely on the metro to commute between work and home and may need to come home after 9pm on some days. |
| It would work during the weekdays but I'd propose extending the hours on weekends to prevent drunk driving. |
| ABSOLUTELY NOT!!! If Metro closes at 9pm we probably wont bother to take it earlier in the evening to performances or sports events since there will be no way to get home other than driving or UBER. It will mean fewer riders overall since many people will just give up on Metro rail all together. |

Proposal to close Metrorail at 9 p.m.

This would harm businesses that are open late as well as people trying to attend sporting events. This would also hurt members of the working class that work those venues

This is not mass transit. People having dinner at 7pm in the city will not be able to get home. This is not a viable option for a city. It might be a commuter rail, but its not functioning mass transit. This doesnt help the metro area function

Omg no.... what... do you know how many people will be suffering

Needs to stay open for sporting events. Baseball.

This makes Metrorail unavailable for many service workers who rely on public transportation.

This doesnt provide ridership for events.

A possible compromise would be to close early on weekdays and stay open later on Fridays and Saturdays.

Seriously, this helps no one. No evening entertainment in the city. Given the long hours many in DC work, you wouldnt even be able to go out for a nice dinner after work.

I use the metro past 9pm to get places. I cannot afford to take an uber everywhere.

This is ridiculous. We live in one of the busiest, most cosmopolitan cities in the country. Having a functioning metro system requires evening rides. People do not get off work in DC until late at night, and if the city wants to foster any kind of downtown nightlife/restaurant/bar scene for local businesses, metro is required beyond dinnertime.

For those of us without cars, 9:00 is too early.

No I work until 9 often or later and this would hurt the safety of the city as there would no longer be reliable transportation at this hour!

I almost never ride the Metro at this late hour. The exception would be major sports events, especially Nats night games.

Agree if WMATA is going to use tbe extra time to make repairs and upgrades. Not agree if just to close for closing sake

9 am is ridiculously early! Some people still need to travel and get around town in the evening and don't have access to a vehicle

I would not take Metro for evening events

For weekdays 9pm makes sense, but for weekends that time seems too early

This is completely unacceptable.

This seems unsafe as taking the metro is a far more cost effective way of traveling late at night. Additionally, having public transportation available cuts down on drunk driving.

This would cut transportation needs for all restaurants and other businesses that will be operating based on increased use once vaccinated folks start going out more

Weekdays possibly but not during weekends or events downtown like concerts, sports games, ect.

If we have to make hard choices, this is much more palatable than having service only every 30 min.

With the availability of Uber and Lyft this would be ok

Needs to be later on weekends

11pm is already a decrease from the 2-3am service we used to enjoy on Metro.

you must encourage people to ride metro in the evenings

This would generally be fine as well. It would be nice to have them operate (perhaps sparingly?) on weekend nights, but otherwise wouldnt be a huge deal.

Would no longer be able to use Metro for social activities in the evening like going out to dinner, going to Kennedy Center etc.

Considering the amount of people that are expected to return to Metro rail once COVID becomes less of a risk as the vaccines become more prevalent, these suggested changes would leave riders stranded and train cars would not be large enough to accommodate the amount of riders that will be trying to get on the last trains. DC businesses will also suffer if metro hours are limited to these proposed times and, as metro is one of the safer options for public transportation in the district, cutting its later evening hours is problematic and dangerous.

Work at night

Very stupid proposal, geared to the arrogant affluent.

While this proposal wouldnt impact my personal needs, I think it would adversely impact people who work evening shifts and depend on Metrorail for transportation. Thinking of people cleaning office buildings, etc.

Proposal to close Metrorail at 9 p.m.

While this schedule would work for me, I believe there are many others that need late night service. This part is tough. If there truly are very limited riders after 9PM then this proposal makes sense until ridership increases.

This change makes sense.

I am a news worker in media in DC. I have to leave the office later than 9 most days of the week, as do many other workers who perform necessary tasks in government. This would not only impact my commute it would make relying on public transportation for my commute needs completely impossible.

I believe metro should stay open later. As the city begins to open back up, people will need a safe mode of transportation that is open later in the evening. 9pm is too early and also doesn't support those who work later than 9pm and still rely on the metro.

Metro can no longer be used for evening activities which is a great loss

If events are held with audience attendance, I think Metro should offer service until the event is over and riders can make it home. Uber/Lyft prices have skyrocketed and there are not enough options.

Work hours often extend past 9pm and would mean lack of access to commutes after work.

Ridiculous for a major city to close its metro that early, especially on a weekend.

Be an urban rail system, not a commuter rail system.

I would not be able to use Metro beyond a work commute.

If things are normal again, this would make it hard to go out to DC on weekdays. Especially to sporting events.

11PM service seems to be a baseline level of service for a transportation system in the Nations capital.

Late-night use is one of the main reasons I use metro.

This change would leave me stranded without transportation home several times each week based on a relatively small delay getting out of work. What an absolute nightmare this would be.

Too early to close. You're turning the system into something for 9 to 5 white collar commuters who may just work from home anyway.

I think this is the best option.

No...bad idea. There are sporting events, concerts and more that do not end at 9pm

For those who work late, this time of closure would not be helpful. It will only cause more customers to not use metro

I know this will not work for anyone simply stated because most things close after 9 p.m.

i dont get off of work until 9:30pm

This would make it very difficult to use metro reliably after work, gym etc.

Occasionally, it would be a hardship.

There are days I dont leave the office until 8pm that is cutting it so close for so many people myself included

This would eliminate my ability to rely on Metro for going to performances.

People use metro to get to and from jobs as well as to go to restaurants/theaters etc. Closing this early will impact local businesses

Due to budgetary constraints I understand this proposal. You would get all the normal commuting traffic but you would be unable to support events in DC. Assuming sporting, theater and other events start-up again would Metro consider running longer for those events? (Caps games, Nats games, concerts)?

9PM is unacceptable early and fairly often I have to work until that time, so I wouldn't be able to commute home.

When I attend Nats or Capitols games they are not done by 9pm. Parking is expensive at those venues and after having a few beers at the game it is a safety issue. Similar situation with cultural events and theatre.

This plan would work for me, however, individuals in the service industry and other frontline workers who rely on Metro would be negatively impacted compared to office commuters.

This would force many people (myself included) to use taxis/rideshare at relatively early hours in the evening

Metro already closes too early, 9 pm would be ridiculous.

Stay open until at 10pm

As the areas economy recovers post-pandemic, closing Metrorail at 9 PM will make it difficult for people to access entertainment and other evening activity centers, as well as the staff that work at those locations.

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| Proposal to close Metrorail at 9 p.m. |
| This plan would increase the number of people drinking and driving, hence increase traffic accidents. |
| People actually live in DC and use metro, not just commuters. As a resident, this is severely limiting and also, as previously stated, racist. And what about people with service jobs that can't get home by 9? |
| I take metro downtown to go to events in DC like plays, concerts and restaurants. |
| Primary use of metro is evenings so this would impact me once in person dining restrictions are removed. |
| I often return from meetings pas 9 pm. |
| I would use Uber if not trains were available. |
| Work sometimes demands that I stay beyond 9:00 without warning, and federal government will not pay for ride home. |
| Illuminated night time tours of the monuments and memorials are very popular. As a tour guide, these mostly end at 10pm and then I have to get home. Closing at 9pm would be a hardship and I would lose work. |
| Would rule out attending any evening events in DC that go past 9 pm. I dont do that often, but Metro is by far the easiest way to go. |
| That is ridiculously early and would hurt business establishments and encourage more driving. |
| I often get into DC via Amtrak from New York around 10pm pre-COVID â€” this will make Metro downright useless for me |
| Part of the advantage of the Metrorail system is providing car free transport to people enjoying a night out or working late. Particularly for those out having drinks, being able to take the metro home prevents drunk driving. By January 2022 COVID ridership decreases should be increased so it makes no sense to start limiting operating hours then. They should be limited now, not in a year. |
| Ubers and taxis are already expensive. This would take away an affordable transportation option. |
| I could make this work, but it would be inconvenient. 9pm is extremely early, especially on weekends. |
| Go all in and close immediately after rush hour, say 7pm? Service workers can pound sand I guess. |
| Leaving stations open until 10 on the weekends seems more reasonable given the hope of having events coming back to the district in 2022 |
| Raise late night fees if you must. Dont eliminate the option for safe, low-cost, long-distance travel. |
| Closure of stations at 11 pm might work. |
| The Metrorails are an essential lifeline of travel for those who work on a Midshift/Nightshift and those with constant overtime. Shutting down system at 9PM would cause more disruption in their abilities to get home and raise possible financial problems in having to rely of private companies to get home like Uber, Taxis, etc. |
| No, I depend on metrorail service to get home after work. |
| Travelling home by public transport after a sports game or attending the theater would be impossible. |
| 11pm was early for closing. Closing at 9pm would encourage me to drive in more than use Metro. |
| This would be awful for people in the service industry that take metro. Anyone who worked long hours or at a restaurant would be stuck. |
| Would allow me to commute normally but not use metro for evening events like Nationals games |
| 10pm would be better |
| Doesn't impact me but I can see it impacting others. |
| I often take Metro from Reagan National Airport to my residence (Grosvenor Strathmore). Many flights arrive at Reagan National after 9:00 PM. |
| This makes travel difficult in the evenings especially in to or from the district. If vaccines become widely available and the economy is to start again, this would be detrimental to the ability of many to go to businesses |
| I say yes because that would work 95% of the time. |
| Much later closing hours are necessary, both for work and for pleasure. |
| Work 2nd shift to the city |
| This would make metro rail a poor choice for DCA and Sports |
| Metro Is mostly needed during rush hours. |
| This eliminates the ability to use metro for events Gallery Place/Chinatown and Navy Yard-Ballpark (hockey, baseball, concerts, etc, as all end well after 9pm). Taking the train to the event and alternative transport home does not work with large groups and children who require car seats. |
| need trains to run at least till 10pm |

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| Proposal to close Metrorail at 9 p.m. |
| This is ridiculous. Service hours have already been cut in recent years and cuts like this do real damage to those who work night shifts and depend on public transportation. |
| This is a terrible, terrible move, and I sincerely hope you all reconsider. |
| It would impact my likelihood of choosing Metro on certain days when I will be working late. |
| 9 PM is too early! What about second shift employees who depend on public transit. This is also highly inconvenient for District nightlife. |
| Converting the service to daytime hours only cuts the value of having public transportation. |
| I use the metro as a safe way to get home after a night out with friends. I often take the metro after 9PM. This would remove the most cost-effective responsible way for people to get home after they have been drinking. |
| Many events require later service! |
| Absolutely not. How about run later? This is ridiculous, and would be a massive hit to restaurants and businesses opening after Covid. Hell no!!! |
| This would negatively impact bars and restaurants and everyone would have to Uber home |
| i leave my job very late sometimes |
| this means having to drive, taxi, or uber/lyft for all evening activities in the city |
| This will require me to drive more, incur expenses for parking, and result in worse air quality. It will also make it much more difficult for people who work on the weekend. |
| I consistently use the metro to travel throughout the city after 9pm |
| Not everyone works a 9-5 job and ride sharing is expensive. |
| Again, much of the value of the metro does come from the ability and flexibility to stay and work later hours in/near DC. Changing the timings from 11 to 9 PM will significantly increase that struggle. |
| I say yes assuming this means weeks days. Metro should stay open late on weekends. |
| It works for privileged white collar commuters but not those who have to work the late shift. I guess you dont care about them. |
| This will be extremely detrimental to many income earners such as restaurant staff who rely on public transportation and are already facing huge economic impacts from COVID 19. |
| Its rare Im out that late anymore, but this definitely would have made Metro almost pointless to me in my earlier year commutes |
| How will this benefit people whose classes or work end after that time? Target prominent DMV businessmen such as Daniel Snyder and David Rubinstein who came make up for a lack of funding from the government. |
| This would certainly make any late evening plans very difficult if riding Metro; any after hours social plans would need to be by car. |
| The metro rail is an excellent option for getting home when intoxicated. Reducing the hours so that it closes early would put a lot of people at risk of driving under the influence. |
| That's terrible. Workers could not get home; others could not get home from restaurants and theatre putting many thousands of cars (including Uber's) on the road. |
| it is too early. I need to work until late in the evening and need access to the metro. |
| This is the one that is most angering. Any concert, movie, or later dinner and I cant use the train. What about late nights at work or service members? They cant use the train if they dont get off in time. Do NOT do this. |
| The 11pm time works better when I have to work late. It also prevents drunk driving because people can ride home later. |
| The majority of my Metro rides involve attending classes, theater, and social events downtown. Almost all of those events last later than 9 pm. Therefore, my use of Metro would likely cease. |
| Closing that early means I would never use Metro to go into DC for an evening event. |
| Severe lack of consideration for hospitality industry workers who rely on Metro. Restaurant workers on dinner shifts will not be able to rely on Metro |
| This plan would have a very serious impact on safe travel for individuals attending evening events or traveling home late from work. I would anticipate that this could impact the tourism, sports, and entertainment industries very significantly. |
| Not enough time to attend evening events and patron local games. Also metro is often an emergency backup for late night transportation. This would eliminate this option of metro closed at 9 |
| need to make an effort to stay open later. Most subway systemes (NYC) stay open after 11PM |
| This is ridiculous. You would increase the risk of drunk driving by removing late-night service. And same for concerts/sporting events/etc. |

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| Proposal to close Metrorail at 9 p.m. |
| This would definitely limit my ridership of Metrorail. |
| Would not work for being able to use Metrorail to go to restaurants downtown. |
| It is imperative that the metro stays open late to accommodate essential workers and reduce late night accidents driven by tired/drunken drivers |
| Many of us work or recreate into the evening hours. This would strand us and be a form of lockdown. |
| If things begin to return to normal and if sports return, this closing time would be too early and make the difference between me riding metro or not. |
| Would be hard for evening workers who do not have a car or other means of transportation |
| This doesn't help people who rely on metro for later shift work |
| POOR PEOPLE HAVE JOBS |
| It would work for me personally, but it wouldn't work for those who work outside traditional business hours. |
| As a young person, having the metro open later is a safe option for transportation home after a night out. |
| I work a job that has flexible hours. There have been many times I've gotten out almost at closing. A 9 pm shutdown means last trains ranging from 8:30 to 8:45 depending on your station. How does this work for supposed public transportation?! |
| If nightlife opens back up following the pandemic, I think this could be problematic for people. |
| I see the trains used late at night by workers. What are they supposed to do? And is DC just supposed to become another boring city that closes down at 9pm? Even cities like Phoenix with its massive sprawl have service until 11pm. Dont do this. |
| It would impact any time I had to work late, just as it did when I had to take VRE when you shut down the entire Yellow Line during the summer for renovations. |
| Obviously, I could not take Metrorail in the evening. A 9pm closing time is laughably inadequate for any city with a train system. Just will lead to a lot of drunk driving deaths. |
| I think 10pm might be more fair as a closing time. |
| I don't get off work til 10 at night, I live out Maryland with metro closing at 10 I can get home, changing the time to 9 is not good |
| Somewhere in the middle around 10pm would maybe be ok. But 9pm means that it's not possible for people to have dinner in the city and then still catch the metro home. |
| Think it would also have a detrimental affect on DC businesses as commuters wouldn't stay for happy hour/dinner if the metro closed that early |
| At times I have to work late and I would have to take an Uber home and it's about \$40 -\$50 one way |
| It would be hard for people who work late. I wouldn't go out to bars and restaurants in DC at night anymore. |
| This would prevent me from taking metro to downtown theaters and concerts. I do not drive into DC if I can avoid it and especially not at night. |
| I mean, yeah it would probably work for me personally, a privileged white person with a white collar job, the early closing being only a minor inconvenience for me who can just call an Uber or Lyft instead. But I am one of the few who actively tries to take public transportation even when it's not the most convenient option, and there are a ton of people who rely on metro for reasons that I don't. |
| As bars begin to reopen, people will miss the later night service. This could result in more cars on the road, possibly drunk driving, or fewer people going out, because they know they won't have a safe way home. |
| So what you are saying is that you don't care about the restaurant workers, bartenders, working class staff, and people that rely most heavily on public transportation to do their jobs? |
| Many people use the metro when coming to and from sporting events in dc. Not many sporting events close before 9, especially during the week. |
| I don't use the metro that late anyway because I'm nervous about my safety |
| This will cut service for a huge number of people who work hours outside of 9-5. |
| 9 too early |
| It would not directly affect me since I can afford to taxi home from late nights in the city but I imagine it would have a big impact on some workers |
| Are you kidding me? It's already horrific they no longer offer late night service. Bring back 2 AM closures on Friday/saturday |
| Later closures Thursday-Saturday would be nice, but it's otherwise okay. |
| It'd be great to extend hours into the evenings, not cut them. Ridership will return once folks are vaccinated. |
| I will make due with the short time. |
| When we can go back to Nationals Park, I would like to see trains to get me home. |

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| Proposal to close Metrorail at 9 p.m. |
| This would make everyone want to use cars, ubers, taxis because metro not open late enough to enjoy pre pandemic nightlife activities. |
| These changes impact evening work. |
| I wont be able to get home when I work late. I cant afford to ride-share or take taxis that frequently. |
| Evening work and tourism in DC is a major economic activity benefiting thousands. Closing at 9 means making life very difficult for those who suffered the most during this pandemic: the tourism industry! |
| I am generally an infrequent late-night metro user. I do take metro to and from Capitals games and other events in DC. I think that Metro will see ridership increase once the vaccination numbers increase--by fall 2021. |
| That is too early. it would discourage people from using metro to get late night drinks for example - further hurting businesses that will need to recover |
| This will affect performances at Strathmore and at the Kennedy center which normally ends at 10:00 pm. |
| I need the metro to get home & I don't finish work until after 9pm. |
| Given the ubiquity of Uber and other methods of public transportation then this would be the most tolerable of the options. |
| Reduce times to increase profitability |
| I rely on the trains to get me home safely after bars close. The rail system should be open until 3am. |
| With a late classes and work hours, the transit I normally rely on would not be available |
| Who would want to take metro to go out on the town or for sightseeing and have to rush to get on the metro by 9pm? Defeats the purpose of metro. |
| This will further exacerbate the dangers of traveling at night, increase risks of inebriated driving/biking/scootering, and see a continued loss of ridership in favor of ride shares. |
| Not good for service workers, as well as will encourage drunk driving. In January 2022 nightlife should be open |
| Would not be able to use Metro to go to DC events anymore. Ive used Metro to go to Nats games, concerts, and Caps games. I work late occasionally but could likely use other means to get home. |
| This would preclude using Metro for any night time activities, especially dinner and shows at Arena Stage and the Kennedy Center. |
| Shows no consideration for people who work in jobs that require them to stay late |
| Ending at 9:00 is too early to meet the needs of anyone not taking the Metro for an office job. We frequently use Metro at night for Baseball games, dinner, etc. |
| No absolutely not! People are going to drive home drunk. Also think of sports and entertainment events. Also what about workers who work in restaurants who need to get home? |
| You will destroy the hospitality industry especially restaurants if people cant go out to a leisurely dinner without worrying that the Metro closes at 9. At the very least, you should keep it open Thursday thru Sunday til 11 |
| Two words: Nats games. Get serious. |
| This will create issues on the nights of Nationals/Caps/Wizards games |
| Many of us work later than 9pm and rely on the metro to get home |
| This leaves service workers with no means of getting home |
| This is unacceptably early closure. How are we supposed to get home from baseball games? Think about all the drunk drivers coming home from bars! |
| This wont work for anyone eating out. Restaurants are typically open until 11pm. |
| 9:00 is too early for those of us who work late. DMV is a large metro area and we can't have a metro system that shuts down at 9:00. |
| A 10pm closure would work instead of a 9pm closure. |
| 9pm weeknights would be fine but it would need to run later on Fri-Sat. |
| This makes metro much less accessible for using to go to shows and other places later into the evening. |
| Would limit the usage of metro for entertainment usage and impair mobility for traveling and commuting for work. |
| Terrible idea for the huge sports crowds back by then. |
| I take evening classes at GW and live on Capitol Hill so this would not work for me and would make me feel unsafe. |
| Its fair to do this for most riders. Auto traffic in the evening is lighter. |
| Can't go out on the town with this schedule |
| Would prefer to have it open to the same hours as now. |

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| Proposal to close Metrorail at 9 p.m. |
| Thats worse than in the 90s! |
| 11 PM is already too early to close. Metro should operate past midnight on all days of the week. A 9 PM close would decimate sectors of workers that aren't corporate office goers. DC has a huge population of people that are more than just consultants and hill staffers. We make this city run. |
| If live entertainment returns in 2022 as it probably will this would make taking the Metro home from any concert, play, or other show impossible. It was hard enough when it was 11pm. |
| Based on pre-pandemic this would make it difficult to take metro to and from dinner or a Caps game. At least for the ride home. |
| If late night activities roll out, 9pm would be too restrictive. |
| WMATA should not reduce any service. |
| I work several nights a week until 9pm. I am an employee of the DC Government |
| One of the benefits of having urban arenas and stadiums is the ability to utilize public transportation. This would eliminate any reasonable possibility of using metro for attending events at these venues. |
| Taking the metro home on weekends is my preferred mode of travel. |
| It would be a hardship to get a train home if I traveled to DCA and the flight arrived from 8:30 pm on |
| NO My job ends at 9:30pm. I would have no way to get home. |
| I often take trains at times after 9 p.m. |
| I most often use metro in the evenings and depend on trains running as late as possible |
| I live in Arlington and would like to avoid needing to ride share any time I'm in DC after 9 pm |
| Because some people get off work at 9:30 how are they going to get home |
| Seems very early, especially on weekends if people are relying on it to get home safely. |
| No! It should be extended until 2 am every day |
| This does not work for those who depend on metro to return from work in the businesses in operation. Mostly service workers who are less likely to be paid enough to use other (individual transit) options |
| How on earth will people go out in the evening or work late if you do this??? |
| I only use the metro for commuting now, however, with hockey games and other sporting events starting, this would not be realistic to attend those events. |
| The metro should reconsider this based on sporting events. It seems like those nights the metro is used a lot more than a night without it. |
| Again, this would hurt those with low income the most. This would also hurt tourism for the many events that end after 9pm. |
| How would the economy resume and late shift workers ever get home? I would think the disparate impact analysis would show an unfavorable result to EJ and Title VI communities with such a change. It's one thing for me as a choice rider, it's an entirely different matter for individuals who do not have a choice in their mobility! |
| I get out of after work activities at 9:30 and usually metro home, at least 3-4 times per week. |
| Unacceptable. How would I get home in the evenings? How would someone get home who works an evening shift? |
| Perhaps this could work on weekdays. Not good for businesses (apart from Uber, etc.) on weekends. |
| Many essential workers need metrorail past 9pm to get home. This will be disastrous for the community! |
| Proposal ignores the needs of those that work nights and that may rely more heavily on metro |
| I will probably never go out to eat or to a bar in DC after 9pm again under this proposal |
| While overall this doesnt work for a lot of people, would any exceptions be made for games at local arenas/stadiums? |
| I work rotating shifts, and the third shift goes past 9PM. This would put working people at a big disadvantage! |
| Completely unacceptable, youre setting off a death spiral for the system |
| This would have a major adverse affect on non-commuting travel. |
| Ridiculous! No one is ready to go home at 9pm. No time for dining or shopping |
| Sounds reasonable for the majority of people, with the hope that hours would be increased back to the later time at a future date. |
| This makes it very hard for anyone who works in the service industry to get home from work. |
| But I'm older. I'm sure it would be a negative impact for younger people and the businesses that serve them. |
| I go to a lot of Baseball Games at Nats Park. This would be horrible for our fans as they would have to leave around the fourth inning of any night game to get home. |

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| Proposal to close Metrorail at 9 p.m. |
| Shorter hours of operation means I may not be able to commute home if I participate in an activity after work |
| That would kill my dining out and after work activities. |
| I used to work night shift along with enough others to not want to see the hours shortened to 9pm. Also, if I rode the train for entertainment venues, this would stop service too early. |
| I often have to work past 9. |
| Metro should be open until at least midnight every day |
| Maybe extend time every 20 -25 minutes until 11:00 pm. |
| Those agencies to include FEMA during Hurricane season (1 June to 30 November) work around the clock to support response to disasters. Other agencies include DoD, DOT, Corp or Engineers, etc. |
| Most evening activities end around 10:00 pm |
| If I am staying out late, I am probably staying out later than 11 PM, so I would have to take an Uber to get home anyway late at night. |
| Too early. |
| That would make having dinner anywhere very difficult. |
| Way too early |
| This makes it impossible to use Metro for evening activities such as theatre or any evening programming. It cuts out transportation for restaurant workers, for example. You might as well but everyone in the DMV an extra car or two. |
| I may be taking late classes and would need Metro to get home |
| i use metro for work, rush hour travel only |
| 9 PM closing doesnt work even for commuters, let along recreation, tourists, night shift, etc |
| No, I often stay in the office late and would be unable to get home if you close at 9pm |
| Other than for baseball games..... |
| Im a late night person. Consider keeping later service on Fridays and Saturdays |
| WMATA should strongly reconsider lost revenue from sporting events, concerts, tourists, etc. I would not like to see the metro system close at 9pm. Especially on the weekend. |
| I frequently use the train past 9pm. Also, please consider events at Verizon center and other events around DC. |
| I sometimes need to ride Metro after 9 pm. |
| It seems irresponsible to take away the safest, most economical option for people who may be intoxicated to get home. |
| This would reduce metrorail as a service only for commuters. Unacceptable. |
| I travel very little at night. |
| 9 p.m. seems really early.... |
| Can always take a cab if Im ever staying that late. |
| Need it for work |
| Biggest problem would be with sporting events as people who would metro would drive to Capital One Center and Nats Park |
| Seems reasonable, given that there will be fewer passengers at later times. |
| People who dont work 9-5 jobs need the option of getting home. By Jan 2022 I assume many more folks will be working in person, especially those who work shift jobs. |
| Absolutely not. Drunk people need to use the train to get to bars. I don't want a fleet of drunk drivers on the roads. |
| Metro rail is a needed transportation for late shift workers, and public events: sports, concerts etc. |
| I teach a class at GWU that ends at 9pm and then I take metro home. Closing Metrorail at 9pm would be very problematic. |
| NO"DO NOT REDUCE SERVICE. ARE YOU KIDDING ME. THIS IS THE WORST IDEA. |
| In order to make metro relevant for my needs, 9:00 p.m. is too early of a closing time. |
| How could one go to any evening events downtown? |
| A 9 pm closing would certainly mean no late night activities in DC - no plays, no concerts, no sporting events. Of course, I do not engage in those opportunities frequently, maybe once a month, so to forgo them completely would not be too difficult. |

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| Proposal to close Metrorail at 9 p.m. |
| close at 10pm |
| Many rely on the metro system not only for commuting to work, but also as a main form of transportation throughout nova. Closing two hours early creates a barrier between those who rely on public transit and their ability to do so, as well as is a step backwards in increasing public transit and moving away from individual vehicles, which is a necessary portion to control climate change. I personally use the metro after 9pm, and know of many others who do as well. |
| I often work past 9 on the weekends and would need to either Uber every night (which I can't afford) or walk through unsafe areas |
| I live in Silver Spring and like to use the Metro to go Out to Dinner in DC. Closing at 9pm would reduce our ability to do that. 11pm closing time at least on Friday and Saturday nights should stay. |
| This will pose significant issues with late-night work commuting. Post-covid, it also may make me less likely to go out and do things that might end past 9 because Id have to Uber home (sporting events, concerts, evening dinners, etc) |
| Evening performances at theaters and kennedy center. Wouldn't be able to get home |
| I use the metro so I don't have to drink and drive and because it's cheaper than Uber. It should stay open to keep people from driving while intoxicated. Students also take it after a late night of studying. |
| Will push drunk drivers onto the road. Terrible idea for safety. |
| As restaurants reopen this proposal would kill their recovery |
| Closing increasingly early is going to make the Metro inaccessible for service workers and those who have to work overtime. |
| Metro needs to be available to those who work late or who have social lives |
| 9pm is very early and would have severe effects on the local economy. |
| It is really important to stay open late, even if trains are less frequent! If you dont have trains, please have bus service. There are a lot of people who dont have cars. |
| I often need to use the metro for my main travel when going in and out of DC in the evening because uber is too expensive. |
| The only issue with this would be if someone had to work late or had a shift that caused them to work past 9pm. Again, at that point, they would be driving and it would push ridership down more. |
| 9pm is too early to close given hours for concerts and other venues |
| I rarely use the metro late at night |
| prevents most evening events in DC |
| Horrible, not necessarily for me, but for the people I rely on to work in all the service jobs that make city life vibrant and bearable. |
| I would prefer more consistent service on a reduced schedule, so I would prioritize this plan. I imagine ridership decreases at night anyway, so the impact on overall ridership would be less. Id prefer people to say that metro works well for them and they wished there were extended hours than saying it doesnt work well because the wait times are so long. |
| ridiculous trying to save money closing stations instead of firing people that dont do anything. |
| Could not spend the evenings at DC venues |
| I use metro during working hours; 9 pm close would not affect me. |
| Many captive users need the service later at night. As a discretionary user, I often like to take a train home after dinner. |
| As it is I struggle with working and making it to the metro in time before it closes. The metro closing at 9pm means I could no longer work my afternoon job. I wouldnt have transportation home. |
| This could cripple the entertainment business and make night work impossible for many people. |
| 11 pm is already too early. You want to be a world city? This isn't the way to do it. |
| This isnt ideal, but it would work for me. It would cripple DC nightlife and increase drunk-driving incidents sharply, however. |
| I count on Metro to get home from Union Station late at night, also to get to and from downtown DC for socializing. |
| Metrorail should operate 24/7 |
| This is a terrible idea. It would significantly reduce attendance at DC restaurants, theaters, athletic events and cause significant traffic and parking problems in downtown DC |

Proposal to close Metrorail at 9 p.m.

An early closure makes it hard to get home when you work late. Also it makes it hard to get home after flying in later to National Airport or on a later arriving train at Union Station.

9pm is too early, especially for essential workers who may work in restaurant/bar industry.

This would significantly impact those who work late shifts in their ability to get home safely and quickly

This would be a hardship for my working hours.

11 is bad enough; terrible if Metro shut down at 9.I thought that Metro recently got a big infusion of money that mooted the need for these kinds of economy measures.

My train from Baltimore arrives back to Union Station after 10.

Not wild about the idea, but better this than closing orange line stations out eliminating rush hour.

No good for attending functions at Kennedy Center

Useless. Close at 9? Close the whole system and be done with it. DC should refuse to contribute a dime to WMATA if this is enacted

9pm is too early for evening activities

We use metro to go to evening concerts in DC. 9pm is too early to close.

And what if my work ends around 9? how do I get home?

I sometimes work late. I anticipate being back in the office by 2022 and this plan would strand me in DC if I worked late.

Ridiculous time - and unsafe. Many events dont end until 10 pm. Even 11 sounds early.

This would have major negative impacts on much of what makes me enjoy living in the region most: going to sporting events, concerts, etc., but it would not impact my commute which is most important.

I need to be able to get home from work

This gets in the way of business and of people who have to commute late at night.

I live on the Orange/Silver line and would like to be able to use Metro to go to dinner in DC and elsewhere. Closing lines at 9 PM is too early.

9pm is too early as we return to normal and will only make traffic worse.

This would be detrimental to my work schedule and would cripple many businesses

This is ridiculously early to close. If you close at 9pm I can no longer take the metro when Im going out to dinner - I will have to switch to uber which is lower my ridership even more. If you cut times too much there is no point of even having a metro service.

I am concerned for people who must work late. Perhaps a train every hour between 9 and 11 pm so those who are working evening hours have options to get home. Otherwise street traffic will increase.

This would make it nearly impossible to use Metro on the weekend to get home.

I understand you need to cut costs but I wouldnt use the metro for any evening meetings or social events if it closes at 9 p.m.

Usually ride in daytime hours but it's useful to have it for evening events

This would be dreadful for businesses in DC, Rosslyn, Alexandria which depend on late night service. You will put more folks in cars, late at night, after going out. Another death spiral proposal.

It would work for me, but not for many others who dont have other options.

This will not work well for tourists, residents of the area, or anyone else who want to go into DC from VA for dinner, events, etc....I would drive instead of taking the metro trains.

9 pm is way too early as a large number of people who work in late shifts use it for commute. Additionally, many people use it to go for outings as well and 9 pm is too early. If it closes early, it could mean more people drive to go out resulting in a significant increase in traffic and further relying on other modes of transportation thus making them get used to other modes more.

Essential workers have shifts that end at 9 pm. I am one and I rely on the metro to go home safely at night so I would prefer the closing time to not be at 9 pm. Even into 2022, these shifts will not change and people will still rely on the metro.

Stop reducing the late night hours - this puts a tremendous strain on people who work past 9pm as well as anyone with plans to be out in the evening and that choose not to drive. Not everyone wants to rely on taxis or Uber, Lyft, etc.

I frequently use it to go out to dinner. This would not work

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| Proposal to close Metrorail at 9 p.m. |
| There is no night life, so close earlier and save money. |
| This is way too early & cuts off access between the city & suburbs |
| 9 pm is too early given any circumstance. Many people live near by the metropolitan area and it's metro rail because of its accessibility. This would put a GREAT hindrance on that |
| I use Metro to commute to and from work and I do not work later than 6:30 pm. I do not see myself needing to take Metro after 9 pm. |
| Does not impact me. |
| Sometimes I have to travel late nights. |
| This would make it very hard to attend evening events (ex. - concerts, hockey games, baseball games). |
| Metrorail should be open until at least 11pm |
| People with jobs who need transport outside of normal working hours must be able to rely on public transportation. Slower trains is OK; no trains when they are needed is not OK. |
| I work long hours in a hospital and often times get out later than scheduled |
| Best solution out of all those proposed |
| Many essential workers work late nights. You are doing a disservice to them if you pass this cut. |
| That is WAY too early and absolutely ridiculous |
| I would have to Uber home and this would be expensive! |
| A lot of us finish work extremely late or go out with friends after work. 9 PM is way too early to close. |
| Metro is one of the most reliable and safe options I use to return home at night from social gatherings, dinners, special events and sporting events, etc., so I'm normal times, this would be a very disappointing proposal, but if those events are still not happening by January 2022, this proposal will not be as painful. |
| Many service people have jobs that end on or around 9pm. This would leave them with few or more dangerous travel options. |
| Unlike station closures, this is a measure that is easy to reverse as ridership recovers after the pandemic. It would be fine for my personal needs. |
| Again, ridiculous. |
| People would be stranded if they went to nighttime events in DC |
| Most of the time, yes. It would not work for any sporting events or nights or with friends. If I have to drive I'd rather stay local and not spend money in DC or using metro to go places. |
| No impact to me - I would take Uber home if out beyond 9pm because in most cases its faster to return home than taking metro when outside of rush hour... |
| Metro closing at 11pm has often been a saving grace of when I'm out and don't expect to be out long and end up doing so. 11pm is the perfect time to close and 9pm would put significant damper on Friday and weekend travelers |
| 9pm is unacceptable . the system must be available for people who work other than 9-5 jobs and for others it must be available to use for non-work , non-commuting trips. Social life, shopping, etc are important too |
| This city relies on workers 24/7 and also on revenue from evening activities such as sports, entertainment, dining etc, which all go past 9:00 PM. The metro should run 24/7 or close to it. |
| But this seems extremely unfair to service workers and others who need to work into the evenings. |
| I think the weekend hours should run later though. Maybe 11PM or midnight for Fri-Sat... |
| We rely on Metro for transportation to sporting & cultural events in the city. This would increase traffic & pollution & congestion. This is a terrible idea |
| This is insane -- many people, myself included, work later than 9pm. This will be the death of local business. |
| Close at 11 pm on weekends, close at 9:30 on weekdays |
| Would discourage people from dining in the District. |
| If we go to concerts or dinner down town this is too early |
| Since I don't have a car, I depend on Metro, and when I have evening meetings/rehearsals, they're unlikely always to get out in time for me to be on the trains before 9 p.m. |
| This would turn the metro trains into a commuter-only service and leave behind anyone who is reliant solely on public transit. |
| This is a recipe for DUIs to increase. Did you know young people live in DC who like to go out when a pandemic isn't raging? |

Proposal to close Metrorail at 9 p.m.

Assuming post pandemic, in addition to work travel during the day my wife and I would expect to use metro approximately monthly for entertainment (dining, drinks, theater, movies etc)

As a woman, this is the safest way for me to travel and it would mean having only more expensive less safe options for getting home at night.

What about the weekends? If this is the same for weekends, then it doesn't work for me.

I use metro for essential business travel to my healthcare employer as a key essential employee and hours of operation change would much outweigh the drastic decrease in service at Forest Glen station

People need to get home from work and social events after 9 pm. You are inviting more cars on the roads. Ugh. Leave DC -- a new motto for a lot of us.

Very often I work until 10 PM.

Too early for folks going in and out of DC for post work events and food. With more people vaccinated and indoor restrictions easing this year, this measure would hurt DC businesses that have DMV residents catering DC businesses more.

People use the metro as a way to get home safely. I think ending it earlier could lead to more people driving drunk. Further, we should be trying to increase ridership and that won't happen if service times are cut. All it does is add money to rideshares.

I work until late

This is an offense to all people who work in the metro area and need to be at work after 9pm. This will also prevent people from using metro trains to go out for dining and entertainment and will be financially disastrous for businesses, not to mention a major problem for individuals and families going to events in the city.

While this wouldn't significantly impact me, it may impact people who work night shifts or later hours

It will make it nearly impossible for me to return home in the evening.

This is a city. 11 p.m. is bad enough (midnight on weekdays, later on weekends would be ideal). 9 p.m. is unacceptable.

By January 2022, I would expect that I would be returning to music and drama performances at the Kennedy Center, the National Theater, Shakespeare Theatre, etc. I have always traveled from my home in DC via Metro so that I wouldn't have to deal with driving through rush hour traffic and parking. If the system closes at 9:00 p.m., I would not be able to attend such performances because my advancing age means I prefer not to drive in the evening.

For environmental reasons and to reduce traffic congestions, WMATA should make Metro train riding more user-friendly. The best way to do this is to run trains more frequently, and to run the trains for longer hours during the day. The frequency of train arrivals should thus be *increased*, not decreased. Similarly, the hours of operation should be increased, not decreased. European cities encourage their residents to use their mass transit by running more trains. Trains in London, Paris, Berlin, Munich, Rome, Brussels, and Madrid arrive every few minutes and run for very long hours, many operating 24 hours a day. WMATA should do the same for residents of the Washington DC area.

11 PM is necessary for my work

This is awful. I frequently have to work late and this would mean I would have to take a cab or rideshare home as I do not have a car. that is too expensive.

That's too early...we work late here in the nation's capitol. We get overworked and need to travel home afterwards.

This creates major equity issues and would also be a problem for people who need transportation from the airport.

I worry about this plan for younger individuals who might rely on the metro to get home between 9pm and 11pm, at least Thursday through Saturday.

Can't have a functioning city with a social life when trains close at 9pm. That's ridiculous.

9 pm is a pathetically early time to close. People wouldn't even be able to take the metro home from a dinner out! The metro should operate until 11 on weeknights.

I work a part-time job in the evening and need to use metro to get home.

Metro needs to go back to supporting nightlife.

9 p.m. is too early.

Needs to be open late if back to in person work.

Once again if there is still a pandemic maybe, if we are out of a pandemic it would be inadequate. Longer service hours to 11pm should increase ridership beyond costs. Essentially it would drive positive ridership

For many DMV-area residents, one of the great things about living here is being able to stay in the city after work for dinner and/or a cultural performance before metroing home. Closing metro at 9 instead of 11 will essentially close that option to residents, as most evening performances don't end until 9 or later.

I think 10pm would be ideal

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| Proposal to close Metrorail at 9 p.m. |
| This wouldn't work for anyone who wants to go out on a Saturday evening and can't afford to Uber home, or people who work the evening shift |
| Stay open later on weekends |
| This is a ridiculous proposal. People who work third deserve to get home cheaply too. |
| Would prefer that stations stay open longer |
| This would KILL attending after work sporting events or patronizing local restaurants. |
| This is a better alternative to closing stations. |
| Downtown events run later and decreased hours prevents attendance. |
| DC has a vibrant restaurant and bar culture. If you close the metro at 9 pm, there is a high likelihood that drunk driving will increase. |
| I am a work commuter so this would not affect me. Glven Uber/Lyft rates, use of their services would certainly make up for lack of Metro service at that time. |
| Will be returning to normal social life / night life by then. Terrible for venues that work in those hours, they already hurt so much. |
| I would never be able to use metro to return from a dinner or party. I rely on late services on metro |
| this is fine. |
| I go out in DC and will get drunk and take the metro home; it is affordable and accessible, and safe. Closing at 9pm would make this impossible. It's also difficult for people who work late and take the metro home; it should close at 2am every day |
| People go out and can take the metro on the way back home |
| You can't take metro rail fro evening events |
| This would effectively end (or drastically curtail) my ability to attend cultural events in DC, visit and dine with friends and family. |
| I use Metro for most of my travelâ€”my day does not end at 9pm. |
| This would be very difficult for workers, travelers, and anyone who wants to be downtown for any reason at night |
| I use the Metro for responsible night-life travel, so I would have normally answered noBut that aint happening for a while, so maybe? |
| This seems short-sided. As the world begins to open back up, I would expect higher rates of travel, even at the late hours, because of a restoration of events and entertainment. One of the best parts about the Metro is the fact that you can use it to get to work, as well as events/entertainment, etc. Losing this would be a tough pill to swallow. |
| Would not be able to do nighttime activities in DC |
| This proposal will hurt people who work at businesses that close late. |
| Should have a couple trains, say one per hour, after 9:00? Or one train after 9:00 |
| Sports games are some of the best times to use metro. |
| If I were to go out for drinks or dinner with friends after work I might not catch the last metro back to Falls Church. 9pm is very early. |
| Should be open later on weekends |
| for the love of God no please dont do this. It was a battle just to keep metro open until 11. Metro provides a more affordable way home for so many people in the city as compared to Ubers/Lyfts/taxis, etc and by shutting down at 9 youre effectively eliminating transportation for so very many people. |
| Problem for evening events. |
| When there are large DC events - Folk Life Festival, sports events, plays - I strongly suggest Friday and Saturday nights should stay open till 11 PM. You need to understand that teenagers and younger people rely on the serviceand they become your adult customers of the future as well. |
| Many need Metro available after 9; sometimes even after 11, e.g. Nationals games |
| If the clubs and bars are open, closing the metro so early would be horrible. The early closing before 2am really hurts people who travel into the city to go to the bars and clubs |
| Reducing hours like this really makes this more of a commuter-rail system that favors the 9-5 worker. It doesnt allow for service-industry, medical and other shift workers who benefit from Metros longer hours. |
| the Metro has to stay open until the bars close to keep drunk drivers off the road |
| No. Do you want people drunk driving? Why even have a metro system at this point? Do you hate service industry workers? |

Proposal to close Metrorail at 9 p.m.

I primarily use metro to come home at night, and often that is after 9pm. People primarily drink in the evenings, and metro is a very good, safe way to get home. Taking that option away makes streets more unsafe. It also makes metro harder for me to use during the period i use it most.

Many people work late and this would really inequitably harm the schedules of essential workers and those who work in fields associated with longer working hours such as restaurant workers, retail workers, nurses, etc.

This is MASSIVELY disrespectful to the working class who do not work office hours - what about all the restaurant workers, cleaning crews, etc. who would suddenly need to have access to cars, parking, etc. This would contribute to the burden on individuals by the new costs, and on the environment in heightened pollution. Find another way.

It would severely negatively affect how I use the metro to enjoy DC and the surrounding area. I very often use the metro late at night after events and choir rehearsal.

This would be a disappointment but less disruptive for me than daytime service cuts. 10 PM would be much better than 9 PM

I rely on Metro late at night to get around. This is insane. I dont own a car.

This would not work for me or my family. Nor would it work for many businesses in downtown DC on which the economy of the DMV area depends.

This doesnt give residents of MD and VA any reason to stay in DC for special events. Theres really no public transportation flexibility.

If there is a metro deficit, why was Silver line built. Nobody rides this line. It is a waste of money.

On some weekdays and especially weekends I depend on the metro to help me safely travel and worry about late night ubers or people feeling more pressure to drive as a result.

This plan would affect staying in town and riding metro home after a play/ dinner

This would lead to increased reliance on the gif economy and increase the city's carbon footprint.

I work in columbia heights and live by clarendon and get out of work at 9, so essentially I would not be able to take the metro at all because i would not be able to get home. Some nights its even later

Many people who work retail are at their jobs until at least 9, and would hit middle-lower class citizens the most, who rely on the metro. Also, it will hurt businesses, as less people will venture to the city for dinning and events if there is no transportation available to return.

As long as there is bus service for shift workers.

This would not impact me. It may impact others.

This doesnt help anyone that has a job that gets out late. I dont believe this change will help the community. Everyone deserves a chance to be able to get home safely without having to resort to taxi or Uber

This would absolutely not work. I often take the Metro between 9-11. The price difference between taking the Metro and having to call an Uber at that time of night is astronomical, and I believe many people would not be able to afford the alternative of Uber.

I cant imagine getting out of a crowded event downtown (sporting event, concert, etc.) and not being able to get on the metro. I think that this would be a catastrophic mistake.

Any sporting event in the district ends after 9 p.m. This would also cripple weekday concerts and nightlife.

Makes it impossible for Nats games and a bunch of other events that help the economy.

This would be a real problem for those going/out of the city for late night activities eg concerts, fireworks, attending events, meeting friends, and especially enjoying resturants

This is fine, but late hours on friday/saturday would still be nice

Thats way too early for metro to close. People work late and they would be stranded. That also means people wouldnt be able to take metro after dinner or sporting events.

This would be very bad for local businesses.

Need time for dinner & entertainment in DC!!!

I sometimes need to work late

This will lead to more drunk drivers with no public transportation options

Anyone who works later than 9pm would be negatively impacted by this. Siting my earlier argument, those who rely on public transportation would then need a bus route or another form of transportation to get back from work later in the evening.

Greatly impacts my ability to get home from work.

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| Proposal to close Metrorail at 9 p.m. |
| I frequently need to work late hours so I would need the metro to get home. |
| Not late enough for my social and sports events. |
| This is fine for commuting but it means that riding for evening events is limited. However, I would plan ahead. |
| I can't believe you would float this question again. Early closing puts workers at restaurants and other late night venues at a harsh disadvantage. This simply doesn't make sense. |
| This is the only proposal so far that has been viable. On the weekends I think it's silly, but I could certainly live with it |
| 9pm is far too early to stop services, taking into consideration after-work events |
| I work till 10-11pm that would make work impossible |
| Using metro for events would not work if it closes at 9 pm |
| I rarely commute past 9pm |
| Closure is too early to be useful especially for some workers |
| Sometimes timing at work means staying late and I have no other transportation options. Trains until 11pm would be ideal |
| If you go to dinner at 7:30 or 8, theres a good chance you wont be out by 9. Many people already believe that an 11pm close is too early. What about folks who work in food service or provide essential work at grocery stores? A good portion work until 9. |
| 11pm is better than 9pm. |
| And how do you propose that people get home from social gatherings, jobs and Nationals, Capitals or Wizards games? Or concerts, plays or 4th of July events? |
| Many work shifts end after 9pm. |
| I do occasionally like to go out to dinner or a movie after work. how will I get home? |
| Sometimes work requires late nights that last until at least 10pm |
| People with jobs at restaurants, bars, grocery stores, hospitals need adequate transportation for the duration of the day. A lot of workers get off late or until their businesses close which is normally at night. |
| Would not affect me, but sure seems like it would screw lots of bar/restaurant/service workers, just as their jobs are starting to return... |
| How would this affect service to Nationals Stadium? Metro access to and from the stadium is very important. |
| Most performances go way beyond 9PM. |
| However, I would suggest that certain lines remain open later on nights when there are Washington Nationals baseball games. I know that those night trains are profitable for WMATA. |
| 2100 is a little early. closing 2200 might be a good compromise. |
| I don't ever take the metro after work hoursp |
| Can't ever plan to go out without a car unless you will shell out for an Uber back |
| 9pm is too early in terms of returning from dinner, evening performances. Movies and other events. 9pm is is when many events finish. Which wouldn't allow for transportation time. |
| What sort of city has a metro that closes at 9 pm? |
| Low-wage workers and people without cars need safe nighttime transportation, please dont cut nighttime hours |
| Its not ideal, but could work. |
| Still a bad idea, but it's more important to keep metro useful for commuters. |
| This cut would drastically reduce my use of Metro as well as my tendency to patronize businesses in the evenings. While this would generally only impact my social plans, I also recognize that such a cut would be extremely detrimental to many workers who use Metro to commute at later hours. |
| Need late service for people who dont work 9-5 |
| How will people get home from evening activities downtown? I would not be able to go to a downtown restaurant or to the theater. |
| I would not be able to get home from work |
| This change would encourage congestion and drunk driving |
| 10 PM would be better - gives people time to get back safely from seeing friends after work |
| It would be difficult to be able to use Metrorail for things such as Nationals baseball games if it closed so early. |

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| Proposal to close Metrorail at 9 p.m. |
| Couldnt use metro forgames, theater, diing i the district. Wi kill businesses |
| This would work for me personally but not for the many people who work odd hours who rely on the metro for inexpensive travel (many of whom do not have access to a car). |
| That is way to early. My boyfriend uses metro to come over after 9. |
| Not if I want to attend a sporting event in DC. Again, this proposal ensures that folks stay in their cars. Cut your union staff jregardless of whether the union likes it or not. Every other business has had to make staffing sacrifices during COVID why doesnt METRO? |
| 9pm is too early, please do not close so early |
| It would be very inconvenient to use metro to access restaurants and bars in Arlington if metro closes at 9 pm. |
| Will drastically reduce the ability to use metro for nightlife activities |
| This will hurt those who need metro for evening hours work |
| 11pm must be retained. 9pm closure wouldnt even allow for a dinner out in the city without driving. I would also suggest expanding for event specific times...ie concerts, NATS games etc. |
| Although I could still travel to and from work with those hours, I would no longer take part in any evening events in the city. |
| This makes it difficult to travel to the city during the week. Limits commerce. And hurts folks who need metro the most who work late at night. |
| I often work late and use rely on the Metro to take me home. |
| Dinner and theater and events go later than 9pm. This would greatly damage these business, after a year of pandemic closures. Please keep the metro open until at least 11pm!!! |
| Many low-income residents of the District rely on public transit to get home from their jobs outside of 9-5 hours. Cutting service early means that those people have to find other ways of getting home. I think this is also a missed opportunity as restaurants and nightlife begin to recover from COVID- keeping the metro open late means that more riders can use it. |
| This is madness! |
| This schedule is inappropriate for a city. Too early to eat out at restaurants and other nightlife! |
| Impossible to use metro for nights out in DC |
| It would be fine for me as a person with a 9-5 professional position, but I worry about hourly workers and their needs to get to/from work. |
| Every day? That would make dining out and going to concerts and shows hard |
| Perhaps keeping metro open later on weekends still would be better |
| This makes me so sad for people that rely on the metro to work non-traditional office jobs. this would completely disservice restaurant/bar workers, office cleaners, everyone in our society that needs reliable public transportation. |
| Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC. |
| That will kill ALL traffic, from the Redline to downtown. Washington DC businesses are in enough trouble now,DO NOT add to the problem!!! This is the first one I felt strongly about. When I worked downtown, I frequentlyworked LATER than this would allow. BAD BAD idea. Only good if you want to lessen ridership. |
| If we want to attend evening events in DC we would not be able to rely on metro. |
| Other than commuting, I use Metrorail so I dont have to drink and drive. If Metro ends at 9pm, it significantly reduces the events for which I could use Metro - shows, concerts, sporting events |
| It would make me think twice about using Uber but I could make it work most of the time. |
| This would make late night baseball games and other evening activities impossible. It is also terrible for people who work at night closing restaurants, cleaning buildings, etc. |
| I often work late or stay in DC late, and Im sure many others do the same, not to mention individuals who dont work standard 9-5 office jobs and dont have access to a car and rely solely on public transit. |
| This is extremely early. If I go out to dinner at a normal time, say 7 or 7:30, Metro is going to be closed by the time I am done. That means taxi or ride hailing services to get home, rather than Metro, which is normally a quick, affordable, and safe option especially for folks who are (drinking) downtown. I have even taken Metro home when working this late. Would much rather see Metro open until 11 pm. Barf to 9 pm |

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| Proposal to close Metrorail at 9 p.m. |
| I attend Nationals games. 9 PM shutdown is way too early. |
| There are times where Im out at dinner or drinks with friends somewhat late into the evening but dont mind waiting for a train to get back home because of the cheap rate |
| I plan to use Metrorail for evening events and activities in January 2022. |
| For most of my needs this would be ok, but for any evening activities outside of work closing at 9pm would mean driving or taking UBER instead. Arriving back in town at Union Station is often after 9pm as well. If metrorail is to exist just as a commuting option, this would be ok. But that seems fairly limited. |
| You might as well shut down the system if you cannot use metro to go out to dinner after work. |
| It works for me but forces me to uber at times |
| Often times I am off work after 9 PM and still rely on metro to get home |
| This means that I couldnt go out to restaurants or theater or do any of the things Im looking forward to doing once Im vaccinated and COVID is no longer an issue. |
| This is ridiculous. Need to extend hours not cut. Working people need Metro to 1 AM |
| Consider later trains on nights w professional sports games |
| 9:00 is too early for theater, cultural and sporting events. |
| Need to keep it open as DC lifts their cov8dnrestrictions for events, restaurants, and nifgtlife |
| This would impact my ability to travel on the metro (yellow line to and from DC on Fridays and Saturdays). |
| Late night service is important for younger people who rely on public transport |
| DC and much of Arlington, Alexandria, Silver Spring, and Bethesda businesses thrive on a robust evening scene. Closure at 9 PM - particularly in the summer months when its barely dark out risks the ability of businesses and citizens to be mobile across neighborhoods and enjoying the businesses therein. |
| i work a 9-5 job. I commute using metro. I have a life, so i have stuff to do after work. 9pm is pretty early to close the stations - even schools host events after 9pm. |
| This really impacts not only those workers that have non-9-5 work schedules, but limits the usefulness of the system in the evening when revenue can be generated. |
| While I have needed the train on weeknights after 9 pm, improvements in telework would make a departure from work in time to catch a 9 pm train manageable. |
| This is not what a "world-class system" does. Metro is not just about commuting. It's about providing lifeblood to the region. Expand hours. |
| This would negatively impact those who work later hours and will eliminate the ability to use the service for extracurricular activities. This city is full of young professionals who rely on this service for all of their professional and social lives. Once again, ending service at 9pm would force more cars on the road, increase drunk and impaired driving, and shut down a once vibrant city. |
| Why the hell would you do that? So we can all drunk drive home? |
| Ball games and other evening events are better with public transit. |
| Except for the occasional instances when Im attending the theater or a sports event. This would mean I would be driving to those events - something public policy should not encourage. |
| While not applicable, I am sure this presents a problem for working families especially hourly workers |
| 11pm is already too early. Bring back late night service |
| I think it reduces affordable options, I do not often need to travel that late but I think when I do it reduces the options |
| This would limit my ability to stay out late in DC and participate in various events if I cant use Metrorail past 9 p.m. |
| too early to close for night not able to go downtown and arrive back at such an early time |
| While I occasionally use Metro after 9pm, that is rare, and I would MUCH rather have this option than Option 1 (trains every 30 minutes all day). |
| That would allow me to use metro to events downtown, and then I would just Lyft/Uber home at a later hour. I would be ok with this. |
| That would foreclose use of Metro for any evening performances at JFK or other theaters. |
| I am concerned that this would put those working retail and food service jobs at a disadvantage, prioritizing those with 9-to-5 desk jobs. |
| This is ridiculous. Metro should be available until late at night. Business and restaurants will suffer without Metro after 9. |
| Metro use for a nice dinner and an event in the city wouldnt be as possible with earlier closure |
| there are occasional times when I would be coming home later than 9 PM from mid-week events. |
| This would mean no ability to go to ball games or any of the sporting events in the area. Also, it would mean no more flexibility to go out for the evening to any place that is not within walking distance. There would be severe economic impact on businesses throughout the region. |

Proposal to close Metrorail at 9 p.m.

This would eliminate metro as an option for any night time event in DC. The 11pm close time already significantly reduces its usefulness. A 9pm close time would make it useless.

I like to take the Metro to go out at night as well. I already found the closing time too early for my needs, and this would prevent me from using Metro as my means of transportation for my social outings.

Prefer to have these available at least during weekends

No issues with closing early as long as trains are operational and coming often enough during peak hours.

On most days, this would not affect my travel plans. However, its uncertain the days I will be working late, and it will eliminate any opportunity to take public transportation from work in downtown DC back home in Arlington VA.

Night shift???

I rely on Metrorail for service after 9pm on weekends and also during late commutes. The changes would also devastate low income service workers who rely most heavily on nighttime Metrorail service.

Many weekdays, I work at my office downtown after 9pm and need the Red Line to get back home to Bethesda. On weekends, I sometimes take the Metro downtown to entertainment, and would need it after 9pm.

I expect to travel to DC using the Orange line during evenings and late nights due to work and recreation.

It would likely work for me personally but I know many workers it wouldn't work for

Closing early negates the benefit of using metro for sporting events and evening activities

This would prove to be an economic burden on so many people that rely on public transportation to get places in that 9-11pm timeframe. You are making it harder for people to use public transportation at all which will only drive ridership down even more.

This will make it very tough for people in service industries or retail to use Metrorail for their transportation to and from work.

Having the Metro operational into the evening reduces incidences of drunk driving in the city -- when taking the train home after a dinner out with wine or cocktails is possible. Closing the Metro early will shift many people dining out to driving to and from their destination (to ensure they dont accidentally miss the train) and will increase incidences of drunk driving throughout the city.

Will not be able to take metro home from working late, concerts, sporting events, etc.

People work late, restaurant workers would be screwed

When restaurants were open i would often take metro for the night out. This is too early. People driving in the evening will mean more DUI

Closing at 9PM is far too early. Is this a joke?

Having metro available later at night for returning. From the city is important to me.

This punishes the lower income service workers, who disproportionately work later hours than white-collar professionals. This is the exact opposite of what you should be considering. If you have to shut down metro, do it in the middle of the day for 1-2 hours, not at the end of the day!

while this would work for me it would hamper travel for many people. The hours should be at least 11 on weekdays and midnight on weekends if not later.

This wouldn't interfere with my work commute but it would prevent me from using metro to return home after going out in the evenings.

Fridays and Saturdays should probably be 11 pm

what about sports events and cultural activities that finish after 9 pm. Later closing at 11 pm is desirable.

Sometimes work gets out late.

I already think 11pm is too early for close. 9pm is a joke.

By 2020 more entertainment venues would be open to require later service for those coming from MD & VA into DC.

This seems incredibly early compared to most metro stations in major US cities.

There are times I have to work late at the office. On those days I would then have to take a taxi home or drive into work which is very expensive.

Friday and Saturday nights must remain open late.

On weekends and holidays (days with increased traffic) the metro should keep the 11 pm closing time. Otherwise this solution is not terrible.

I work part time during the weekend at a local black owned restaurant which doesnt close until 11pm. That would leave me and my coworkers stranded or the need to use an Uber or Lyft.

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| Proposal to close Metrorail at 9 p.m. |
| This would be inconvenient during baseball season when games end at 11 pm or later for the Nats. |
| I plan on enjoying the city I live in and want to spend money to support local businesses. I rely on metro for safe transport around the city and 9am is far too early. |
| Although I would normally not ride after 9:00 pm, this would discourage me from riding during any evening hours given the concern of delays and missing the last train. |
| This would work for me, but there might be equity issues with lower income workers not being able to catch the metro back after a shift. |
| I typically don't utilize Metro in the evenings except on rare occasions when I might be going to the theatre or hockey/sporting event downtown. BUT, if trains close before the show or games ended, I would not be able to utilize Metro and would commute via car. |
| Why would you turn DC into. Ghost town? This is way too early |
| This proposal will both harm nightlife in the area when businesses reopen, and it harms people of color who have service jobs instead of 9-5 or teleworking jobs |
| Should have one late night train for night life areas |
| Metrorail should close later instead of earlier! |
| I believe this may work for the weekdays, but definitely not the weekends |
| Re-submitting because survey quit and not sure answers were recorded... This proposal does not accommodate needs for evening job teaching college class. Concerned about students being able to get to and from the class as well as own transportation needs as the teacher to get home from the class. It also prohibits using public transit going into DC from Arlington for entertainment (theater, late dinner dates, etc) on weekends. |
| Won't work for tourists or baseball games, so that's a problem. |
| Some people don't get off work til 9pm so this isn't fair at all everybody doesn't drive |
| This is a terrible idea and completely undermines the metrorail system, especially for workers who routinely work late into the evening. |
| I often have to return home after 9pm. Cutting late night service would be greatly detrimental. |
| I often ride the train after 9 pm. |
| May use later in evening. |
| I typically use Metro during the evening/night hours and weekends only, often to go to a restaurant. Closing at 9 pm would most likely mean I would drive in to the city instead. |
| Metro was a great alternative to going out for an evening and leaving the car at home, looks like it won't be any more. |
| Works for me - but for those who need cost effective transportation no!! |
| Work past 9p often |
| people work later evening shifts and need to have reliable public transportation to accommodate their schedules |
| This would be problematic for many who have evening work. |
| Unless restaurants and events end/close that early, I don't see that being practical. It would be dooming recovery of the local economy before we even start. |
| The greatest part of the Metroid that it offers a safe way to return home if you've been out drinking or participated in an evening activity. This would severely limit myself and anyone else in the district that does not have a car and cannot do anything beyond 9pm |
| It would be nice on weekends if the trains could run until midnight at least. |
| Before the pandemic, I consistently used the Metro for trips taking place later than 9pm, especially on the weekends. It would be a great disservice to close the Metro as early as 9pm. In fact, Metro must consider having later hours on the weekends. |
| This means I have to drive with drunks who have to drive. |
| Not ideal, but better than a plan that cuts trains during the day. Maybe keep it open later on the weekends? |
| I miss the midnight train, closing earlier would make me use the system less |
| It could impact my staff's ability to attend after-work-hours events, and require the company to potentially provide alternate means of travel. Ultimately, this impacts our team's manship and cash out of pocket. |
| I have enough money to always take a cab if I run into trouble. I think this will harm the least fortunate among us. |
| This removes Metro as an option for any travel downtown for evening activities. I currently exclusively rely on Metro for this (or I did before COVID). |
| I think it is crucial for people working and safety that the metro rail operate to at least 11pm and that there appears to be zero thought given to the fact that more businesses will be opening and will be open later and this could hurt them or just hurt the metro. |

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| Proposal to close Metrorail at 9 p.m. |
| Maybe if bars stay closed forever. |
| This would dramatically affect those going to events in DC -- sporting events, concerts, etc. In 2022 there will be in person events again. Metro is being shortsighted. Because of the pandemic, ridership is significantly down. However, once the pandemic has ended, ridership will increase. |
| This would make it impossible for Los wage workers to get to and from their jobs. You'd be hitting the most vulnerable. It would also prevent trains from taking spectators home from Capital One Arena and Nationals Park after games. How are all of them going to get home? |
| This would make it impossible to use Metrorail for evening events - in my case, orchestral rehearsals, concerts, theater, etc. |
| Weekdays yes I can make do but later access Thur-Sat would be needed |
| Needs to run later in case working late |
| This would kinda suck for evenings out, but I guess I could make it work. |
| This would be detrimental to riders with later work hours, and would disproportionately affect hourly workers and people who live in the outer metro area (especially low income and BIPOC commuters) |
| Although technically this plan would work for me, I am not happy with this plan because it would not work well for a lot of riders who work in the hospitality industry and need service later at night. This is not an acceptable proposal, and it should not be implemented. |
| Baseball game nights - you should stay open longer... Also for those who work in DC - theyll need to get home... many rely only on METRO |
| It wouldnt affect my commute, but it would affect how I get around in the evenings, so more of a QOL issue. |
| Special events in DC, such as concerts, etc., require later metro service. This would cause me, and others, to not be able to attend those events, which could impact the economy. |
| Im totally against this. Eleven is too early as it is. Its ridiculous. |
| When I use Metro, I am usually seeing an evening performing arts event in the city. 9 pm is far too early to use Metro for such an outing. :(|
| There are evenings when individuals have to work at the office late, if the metro isnt running past 9:00 p.m., there would be no way to get home for some folks. Or they would have to spend an exorbitant amount of money on alternate modes of transportation. If there is a person parked at a metro garage in Virginia or Maryland, and they cant get to their vehicle because metro is closed, how do you expect that person to get home? |
| You need later service than 11 pm to provide equitable service, particularly those who are essential workers who have late night shifts. |
| Closing at 9p is very early and would increase traffic on roads (particularly from areas like DC and Arlington), and in particular from drunk individuals. You're taking away a safe and cost efficient alternative for people get home. |
| Although it would not affect my commute there are many people in the DC metro area that get off work late into the evening and this early closure could GREATLY affect them! |
| Prefer 11pm, but 9pm would be ok. |
| I use the metro later than 9PM less than 1 time a month. Typically more prior to COVID. It would depend on how under control COVID is at the time |
| We attend sporting events, plays and dinner in Dc. Closing at 9:00 would not allow us to use Metro. |
| There's no reason Metro needs to be open until 11pm daily. Consideration should be given to staying open late for special events such as sporting events, subsidized in part by the sports teams |
| We have about 50 + Employees that rely on Metro, Uber, & lift all the time. They would be screwed to the point of quitting their jobs |
| I live in a one car household that relies on Metro to go to restaurants, sports games and other events, as well as for work that often goes later than 9pm. 11pm was already too soon! |
| I often work until 10/11. The 11 is already a stretch for me- 9 would make it so that I'd need to cab home from work everyday. |
| 9pm is too early to close the metro. It would impact ability to do things downtown after work. |
| Ok most weekdays. Would prefer later hours Thursday-Sunday. |
| Yes, that is fine for me most of the time unless I am in late for a sports game " then I rely on the trains running until 11 pm. This also negatively affects so many groups who rely on this from first responders to people not well enough to own a car and rely on their jobs just to eat each day |
| I infrequently use metro at night |

Proposal to close Metrorail at 9 p.m.

The Grosvenor station and the 46 bus are very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station!

I often use the metro to attending sporting/social events that end after 9pm. I fear this would increase the likelihood of DUI related deaths in our area.

I typically never take the metro that late, unless Im at a sports game.

With two children, we are rarely out past 9pm!

This is far too early! I couldn't get anywhere I needed to go and I'd be stranded!

I do worry that this would disproportionately impact ppl in service industry

9:00 pm closing time limits access to educational and cultural events, and restricts travel for those who work later shifts.

I usually use Metro during the day, so its ok for me. But I can see how this would be a major inconvenience for people going out in town. I suggest closing at 11 on Friday, Saturday and Sunday nights.

This plan will disproportionately impact low wage workers who are reliant on metro to commute.

Closing at 11 pm. is a problem. I have been stuck at the Citi Open at Rock Creek Park with no way to get home via metro because of these early closures. no other major city in the world closes their metro before midnight and most run through the night. This plan will give service employees like waiters, waitresses as well as people performing in theater etc. no way to get home but to drive. Terrible idea. All these ideas will kill metro.

This means we could not use metrorail for evening theaters downtown.

Unacceptable. Half metro salaries and enforce turnstile skipping instead.

Need later hours for sporting and other special events. Also, closing early would deter evening outings via mass transit.

i oleave work around 10 pm and rely on the metro for transpotation between medical center and grosvenor

this would be devastating to restaurant and medical workers - they would have to be on the platform by 8:45 or run the risk of missing the last train home

The majority of my metro rides take place in the evening, if the system closes at 9 it will become unusable.

11:00 am is not even late enough - certainly in the weekends when nightlife is expected to return

will not work if theaters and entertainment venues open up

This is much more bearable then closing the EFC metro!

Cannot get home from class and cultural events.

Need later hours to get home from DC events

I would like to see Metrorail stay open later on the weekends to reduce the need to reliance on commercial and retail transportation.

Makes it difficult to go out in the evening

This would eliminate metro as a safe and reliable transit option for late night outings, including live events and activities that involve alcohol consumption.

This will work on weekdays but weekends and holidays when people are using metro so they don't drink and drive it should be later

That would effectively keep people from being able to use Metro for performances, evening ball games, etc.

This is ridiculous. Again you will lose riders

As a worker in the bar and restaurant industry, this would make it impossible for me to commute home without using a ride share service.

However, this may not be a good idea for VA and DC nightlife. This means more people using cars and potentially driving drunk. However, it could be a good idea to decrease the frequency after says 8pm.

Extend hours on weekends to 11 pm

Only if actually done independently. You cant say trains are only running every 30 minutes AND roll back hours.

Sometimes I work until 10 pm. If the metro closes at 9 pm, how am I going to get back home? I do not own a car and I depend on the metro for transport. It would not be sustainable for me to take a taxi every time I leave work late. I really need this service.

I work 9-5 so no impact

We use metro at night after performances and other evening events to return to Virginia from DC.

Anyone leaving a restaurant or a Kennedy Center or other show would have to cab home--or drive in the first place. And people who have jobs that go to 11 or later would be really out of luck.

Yes, I mainly use metro for work between the hours of 7am and 7pm.

Proposal to close Metrorail at 9 p.m.

Thats way to early. This may be my least favorite idea so far.

Prevents going to Kennedy Center concerts and other evening cultural events in DC as could NOT get home afterwards if Metro closes at 9:00pm

This would not allow the use of metro for going out to dinner, going to theater, or other evening activities. This would decrease the ability to utilize services and businesses in the DC metro area.

Do you think about people who work later??

If I work late, this would make it hard to make it home safely.

This is fine for me however, for those relying on the metro to get home after work (late hours), there would be an increase demand in bus services.

At least once a week I work to 9pm. So no way to easily get home.

I think 9:00pm during the week is fine but weekends should be 11:00pm

This would severely hinder night life for patrons and employees.

Why not give Uber & Lyft the business? If I need to work late or stay for events I'll need to take an Uber.

There may be times for work purposes I would have to take Yellow line out of DC after 9pm

This would significantly hurt a lot of business with restaurants and bars that close later

Extended hours are important to me

When are you going to recognize that people have to work nights and those are often lower paid wages and rely on metro. Metro needs to resume service to midnight and 2am on weekends

This would make it impossible for me to rely on Metrorail to spend evenings in Washington D.C. and come back to Greenbelt where I live.

This is a terrible idea. It makes the Metro unusable for much of the time.

9pm is too early to close the metro. For me it would work the majority of the time, but i know there are a number of people who rely on the metro to stay open late because they work jobs where the shifts end past 9pm. Additionally on the weekends typically we will take the metro into DC and would be unable to do so. Personally I think 11pm is already too early and it should stay open until 1am.

This seems more workable to me but still not ideal.

This will also affect folks being able to go into DC for the night, for eating and entertainment, but also for conferences and meetings

Probably ok - we generally just use metro for commuting now since weekend service is slow.

Most service workers such as the food industry do not even get off until 9:00 or later

9pm is ridiculous. 11pm is already bad enough. Again, this is not a public transit service then. You will put yourselves into a situation where people cannot depend on the service and will just make other arrangements. Don't get on the slippery slope.

This would make it impossible to travel from N. Virginia downtown for cultural events in the evening.

I work in healthcare and I get off at 11pm. How would this work for me? Why does it seem like metro just want to cut all opportunities for low income people to use your services.

This is the minimum work hour that can be acceptable to us.

I think that this proposal will end up killing Metrorail. In the summer, it isnt even dark outside. Families who want to spend the day at the Washington Mall will likely get stranded.

This is terrible. Once we start going back to work, you strand so many people -- especially those who make the least amount of money. The service industry is already hurting and you are devastating them. And it would deter me from using Metro.

We need to support later hours, not early nighttime closures.

The whole draw to the metro being open is that if you stay late at work, have a work dinner, or happy hour you can still safely get home- and not have to get an Uber

Perhaps for one year, as we get closer normal life, would expect the time to increase back to 11

I rarely use Metrorail after 9pm so it would not inconvenience me to close at 9pm.

When the pandemic ends and people can go out at night again, closing the metro rail system at 9 pm would be detrimental to restaurants and bars as they would continue to lose significant money if there is no public transportation available at night.

Commuter transit is the most important role Metro serves.

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| Proposal to close Metrorail at 9 p.m. |
| After work activities usually end after 8 pm. |
| I am currently on required shift work / evening shift for my government job with my shift ending at 9pm or 10pm daily. This early closure would be a severe hardship on my commute and would force me to find other modes of transportation. |
| 9pm is too early! |
| If things get back to normal then this would not work for me |
| Not ideal, but I could possibly make it work. |
| These late operating hours actually made this region special |
| 11pm is already too early for me, 9pm would effectively remove metro as a method to return home in the evening. Less frequent trains over a longer time period would honestly be preferable. |
| Even closing at 10pm would be better. Closing at 9pm on the weekends would not bode well for weekend activities throughout the District. |
| It would work unless I go downtown for some sports or entertainment event. It would really make it nearly impossible for me to do that |
| When I am going to dinner with friends in Clarendon I would rather ride metro than drive. 9 is early to close if I am going out to eat at 8. |
| Metro should maintain late closing on Friday and Saturdays to attract more evening customers who go out. |
| Ubers and Lyfts are already expensive and those companies will drive up prices knowing that there isn't another option. This will severely impact low-income workers who often work late night shifts and need a way to get home after 9:00PM. |
| 9PM is unacceptably early for 2nd shift workers or anyone wanting to use public transportations for evening events. |
| This change would greatly impact our ability to attend events such as concerts, theater performances, and sports. It would also limit our access to restaurants in DC since we are coming from Northern VA and rely on Metro to return home. |
| Not good idea people works late at night people don't get off work until 9pm. This no good at all |
| Would like to to run until 11pm on Friday through Sunday nights. |
| This will disproportionately hurt hourly workers who cannot afford to live in the parts of the system that are easily accessed. Metro is a more cost efficient way to travel than uber or car ownership for many people. This may also see an uptick in drunk driving because people will need to get home somehow and if metro isn't an option, they will choose to drive instead rather than paying for uber. |
| Im concerned this would increase the likelihood people would drink and drive |
| By January 2022 we will be going out more regularly, how will we get home safely after a night out? |
| While this would work for me, personally, it would negatively impact a significant portion of the DC population. |
| Taking the metro into DC for events such as concerts at the Kennedy Center requires being able to have a return ride after 9 pm. I am a senior citizen who does not drive at night. |
| n/a |
| ABSOLUTELY FUCK THIS, WHAT ABOUT SHIFT WORKERS? |
| I use the metro to travel late from work and would not be able to get home if it closed early |
| But that will certainly affect night life in town |
| I would look at 8pm closing. Every day. |
| You already broke your promises of returning to 1am closing times and now you want to close stations even earlier? How will anyone go to events in the area? This nonsense is how you lose customers forever, and that seems to be your desire. |
| This would seem to eliminate trains operating after baseball games or other sporting events or cultural activities that end after 9. It would make these events less accessible |
| This is too early to finish service. |
| Stay open late only for special events/sports/etc. |
| I would prefer to have longer hours - if I go to a happy hour I prefer to take the metro, but couldn't if it shuts down at 9 pm |
| This is early for people who work shift jobs |
| Many jobs end later than 9pm. And we should be incentivizing everyone to travel via wmata including those returning from dinner, tourists, etc |

Proposal to close Metrorail at 9 p.m.

Many people in the service industries rely on metro and cutting at 9pm in 2021 is not responsible or environmentally correct. Also potentially leads to drinking and driving doesn't support transportation from Nationals park

I work long hours in DC. This would be a disaster.

Prior to pandemic shut down I frequently took the train after 9pm.

At night puts lower socioeconomic people, particularly women and those that belong to the LGBTQ population at risk, as the metro is the only affordable way to return home for many people.

What about people who go into the city (DC or downtown Arlington) for events and most of the times the events end late in the evening. How are people supposed to get home?

I frequently use metro as a late night transportation option. Especially on weekends, eliminating service after 9 pm would make transportation much more difficult at night.

This would cause me to rely on Uber rather than metro for evening travels

This proposal closes the system to shift workers who depend on metro as their primary means of transit and may not be able to afford rideshare alternatives to get home. When baseball season in the ballpark returns, this would mean attendees would have to leave the game early because they depend on metro to get them home - many go out to the MD and VA suburbs.

This would make doing any evening activities in DC impossible

I work late and I also like to dine and drink after work in D.C., closing at 9 pm is not helpful and very inconvenient.

No. 9pm is too early to close. It should be open till at least 10pm or even 11pm.

Students and culture. So many students who live/work/go to school in DC require use of the metro past 9pm. When I was a student, I frequently had classes that went until 9pm. If the metro closed then, I would've had to walk 1 hour+ at night or paid for a car each time, which would have gotten very expensive (especially for a student). Or if a student needs to go to the library on campus, but then safely get home, 9pm is an incredibly difficult deadline to maintain. Beyond just students, DMV has many workers that staff restaurants, bars, stores, live entertainment, etc. which very frequently work beyond 9pm. There are also classes and events (philanthropic, dinner, fundraisers, workout classes, bookclubs, hobby clubs, music) which VERY frequently go past 9 pm. This excludes people from participating in DC's vibrant cultural scene (and harms DC as a city) if they cannot work or afford an Uber home. Also, while not always safe, the Metro is often a safer option than walking at night, when one risks theft, kidnapping, sexual assault, or other crimes that could have been avoided by taking a Metro home. Closure of the metro at 9pm puts students, food/entertainment workers, and others looking to enjoy what DC has to offer at unnecessary risk.

It will be the end of theater, restaurants and other entertainment in the D MV

If I need to be in town after work, I generally drive and find a parking garage because I already can't count on Metro to provide decent service after the evening rush hour.

taking Metro into the city for evening activities would not work if the stations close at 9, would have to use taxi services instead

This makes a lot of sense. Ridership probably tapers way off between 9 and 11pm

With the exception of evening when the Nationals or other sports teams play. Yes. Those evenings, cars should run an hour after the game ends.

Metro rail is a safe way to get home instead of driving

People going out during the evening and people who work evening shifts for work would find their commutes more difficult if this happened. Low-income workers would find their ability to work certain hours harder. Also in the more trendy areas of Washington, Maryland and Virginia this would only encourage more ride-share and cab traffic on nights after 9, which residents would not appreciate.

Frequently used metro after 9PM when commuting into DC and on weekends. Again, this will just push me to alternative transportation - driving/Uber/cabs.

Would hurt workers and stop me from going downtown via metro in evenings

9pm close time seems reasonable

Because we can't think of Metro service independently of road traffic, it makes sense to try to keep stations open at night so people working in DC but living outside of DC can socialize in DC a little longer.

Negative impact on citizens who by necessity work late hours. These are people who need public transportation.

Would decrease property values since many people who live in our building depend on metro evening service.

I only take metro at night occasionally, but I do rely on metro to get to sporting events- Capitals and Nationals games

Yes let's get people to work but not home from work that's a really good plan

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| Proposal to close Metrorail at 9 p.m. |
| Weekends should be later. |
| It basically removes all options for using the metro for evening events. Basic cultural or sporting events will need to start at like 4 or 5pm instead of 7pm unless they want everyone to drive. This isnt just affecting people who work late -- which it certainly will -- or people who go to bars until 2am. |
| If this means catching a train in DC at 9:00, it works. If it means at 9:00 Id be stuck half-way home, then no. Because there are times with your delays that I cant be sure of getting on a train before 8:00 p.m. |
| At this time, Ill say yes as I do not expect to work later than 6 p.m. |
| This metro system is lauded as a world class train system. Words dont match the service. |
| This would negate Metro as a transit option for sporting events, theater, dining out, etc. Not acceptable. |
| I, like many other employees in the region, get off work after 9 p.m. This would force me to take the bus home and spend less time with my family. |
| I would not need to take the metro after 9 PM on weeknights. |
| I believe this would be be more or less OK during the work week (M-Friday), but do believe that not having the metro open until at least midnight on the weekends, if the hope is to help the DC restaurant/nightlife economy return to what it was prior to COVID, would severely cripple that industry and potentially lead to more drunk driving for those folks coming into the city from outside of DC to enjoy the city at night. |
| This proposed schedule would affect shift workers. |
| Who are the people using the Metrorail system between 9pm and 11pm? Are people using it to get to and from work or run essential errands? Do they outweigh the people that are using it for non-essential needs? |
| This is a terrible idea, it would kill nightlife and harm people who are reliant on metro for getting to/from their jobs that are outside the normal 9 to 5. I imagine that this plan would have hugely disproportionate racial impacts as well. |
| Once people are vaccinated I would expect people will want to go out for dinner and/or drinks in the evening. If the system shut down at 9pm on weekdays only, that would be somewhat more acceptable, but shutting down at 9PM on Fridays and Saturdays seems like an unacceptable level of service and would also negatively impact anyone relying on metro who works weekend evening service jobs in the city. |
| working people need the metro access to keep your city clean |
| This would severely limit my use of Metro. When there isnt a pandemic, I frequently use Metro to get back home after 9pm. This just wouldnt work for me. |
| This encourages drunk driving by folks going to bars and restaurants during the evening in the city. Public transportation really should operate until 11pm at a minimum. |
| I regularly have business that concludes in the evening and wouldnt allow me to change lines and get home before 9pm |
| Many people in the health and hospitality industries get off after 9 and before 11. This would leave many people without transportation home. |
| That works for me since I get off work at 5 pm daily. |
| Trains should operate until 2am weekdays. Closing at 11pm is too early; 9 PM is ridiculous. |
| I only use metro for commuting, 8:30 am - 7pm. |
| That's an early time for such a large metropolitan area. |
| so now you are talking about a system that would result in more driving after going out to dinner and drinking etc. THATS INSANE. If we want to have theater, dining, clubbing, etc we need later trains. How is the hospitality industry supposed to recover post-pandemic if you make it more difficult for folks to actually get to restaurants, theaters etc? You dont have to be young or wild to want to be out past 9 p.m. |
| Often, especially summer, I use the rail after events that would not be over in time |
| This proposal goes in the wrong direction. People need to be encouraged to use Metro. This would be discouraging with respect to ridership. |
| If we want people to be able to use the metro instead of other forms of transport, seems to me that it needs to be open. |
| Would use other transportation for night events. Would be an inconvenience, especially for sporting, dining, and other events downtown. |
| I often work variable hours as a laboratory scientist at the National Institutes of Health. My work schedule is often unpredictable, and I do not want to feel rushed to finish an experiment because I would be unable to make it home by the last train at 9PM. This proposal would significantly impair my ability to complete my work investigating diseases like Alzheimer disease and Parkinson disease. |
| I work longer hours during busy season and this would make it difficult for me to get home after long days. |

Proposal to close Metrorail at 9 p.m.

I do enjoy using the metro to go to bars/restaurants in the evening, but I would prioritize using it for increased trains during rush hour and seek other transportation options in the evening.

I work overnight

Using metro to downtown D.C. 9 would not be late enough

I think this would put a strain on a lot of people who work swing shifts that end late in the evening.

Makes it useless for anything but commuting.

Assuming things are open again by then, this will limit ridership into the city on weekends

I sometimes go to synagogue and have dinner afterwards that extends past 9

This may work for weekdays, but I think having a late closing time on weekends is a necessity

How about 10:00 pm as an alternative?

I need access until at least 11 pm for the system to meet my needs.

would make use of metro for leisure unworkable

Need to keep operation till 11 pm.

This would be really devastating for people who work in the service industry and may not have access to other transportation.

I primarily use metro for ballgames, concerts, and other evening events. I am not a late-night person, but this is absolutely unacceptable. Almost no reason to have a metro anymore if you do this.

How would all riders working in restaurants, bars, entertainment sites, hotels, etc. get home if the metro closed at 9pm? This is a major oversight.

This will negatively impact citizens as we return to normal after the pandemic.

This is not a good idea as it would make the least safe time to be on the roads even less safe.

This proposal would essentially eliminate any use of Metro for citizens who are enjoying entertainment/culture/dining options in DC or wherever Metro services. If you cant take Metro home after an evening dinner, then you wont take it in the morning to work. I strongly, strongly oppose this proposal, which would reduce Metro to purely a commuter service.

This area does not close its sidewalks at 9 pm you are risking peoples lives-- if they try to walk home or catch a cab late at night. Some of them cannot afford to catch a cab!!!

What part of Public Transportation do you not Understand?

This would effectively eliminate using Metro for travel to evening events including concerts, theater, sporting events and meetings

I am a night student and my classes end at 9:20. I would have to uber home every night, which would be very expensive

People dont just work 9 - 5 jobs. I already think the closing time is too early, as I come from a city with 24 hour service, and much less expensive.

That is ridiculous. For anyone who works a late shift or sees a concert or goes to a ball game or out to dinner or really any normal human city thing, this would be crippling. If DC wants to be a thriving city [without even worse congestion/parking issues] such a dramatic cutback shouldn't be on the table.

I'm expecting life will be (relatively) back to normal by January 2022, so this would seriously affect my ability to make any plans that involve staying out past 8:30pm (which would mean most plans).

I rarely take the Metro after 9pm so it wouldnt impact me directly. But I can imagine it would be bad for anyone with later shift jobs - including restaurant, grocery, and maintenance workers.

Late evening events and functions will resume so we need trains after 9pm

Im anticipating night time work and will need to save on gas.

Need metro rail services past 9pm

Many people rely on late night trains. 11pm is already too early.

This would encourage people to drive drunk when they might otherwise use the metro.

What?? Why? We need expanded hours not less. Raise taxes!

I uses metro rail when i am out for the evening. Im more likely to consume alcohol and drive if i dont have this option

We take metro into DC on evenings and weekends. This early closure would prevent us from using metro as metro would close before we would need to return home.

This proposal would be better than taking stations out.

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| Proposal to close Metrorail at 9 p.m. |
| I use the metro to come back from events and work well after 9pm. 11pm was already too early some times. |
| You have people who gets off later than 9:00pm |
| If there were plans to go out after work, this would limit options of getting back home safely and at an affordable cost |
| Need trains to operate after 9:00 pm |
| I like to go to The Kennedy Center, National Theater and other venues in DC. I purposefully moved to a home near the Grosvenor Metro so that I could take public transportation into DC. |
| This would affect leaving games or having nights in the city! |
| Yes, but I hope this would be temporary. In the fall when my evening classes resume, this might prevent me from being able to take metro home after class |
| Fuck me for working late or having dates. I guess the only jobs metro is creating is for uber drivers |
| The trains are packed at 11PM and even at 1AM on the weekends. Why give up that money? |
| This doesnt apply to me, but it would be a concern for theatre-goers and restaurant patrons, or evening workers, wanting/needing to metro in and out of DC. I am particularly concerned about women walking on their own at night if the metro station they usually use is not available to them. |
| My traveling is complete prior to new time |
| Should be 24/7 |
| I would like to be able to go out to dinner, see a show or sports game and then be able to go home on the Metro |
| There is too much need to travel after 9pm, whether it be work or otherwise. |
| Maybe just on weekdays but not weekends. What about workers who rely on mass transportation that work the night shift? |
| I use the metro for night shows. This would prevent this use of the Metro. |
| This is a horrible idea. My work doesnt end until 10 or 10:30 in the evenings. Sometimes later. As it is I rush to get the last trains. We live in a major city, one that is trying to move to more sustainable transit. How can this cut even be contemplated? |
| Metro closing at 9pm doesnt support local nightlife and enjoying the city and other areas metro services at night. |
| The only time I need late night service is when I have flights that come in late - there would need to be an alternative, especially with construction at DCA currently |
| This would not be ideal for me, but I could manage - however, many other commuters and people in the DMV would find this prohibitive in terms of their ability to move around the metro area due to costs. While I can afford an Uber or Lyft for the occasional night out, many people cannot - limiting access to work sites or even just social interactions unfairly. |
| Would limit concert/sport travel into the city on metro. Limit metro for nightlife activity that hopefully can return |
| This is more appealing to me than losing so many trains during the day. It seems like it would really disrupt people who dont work 9-5 jobs though and rely on it for transportation home from an evening shift. It also seems that the DC economy has been so fractured by the pandemic, having restaurants and bars and sporting events going again will be necessary, but if Metro isnt running to make it easier and more affordable for people to move around the city this seems concerning. |
| This one sounds nuts. Uber-backed! |
| I expect to need to travel after 9PM quite frequently |
| My work schedule ends at 10pm. I would have no transportation home. |
| During the week? Or weekends too? Just how provincial do you think D.C. is, that we want to end socializing while out at 8pm in order to get home and into bed by 9pm? |
| This will cripple the recovery of dining/entertainment including sporting events after the pandemic is under control, nevermind those who work retail or non-standard hours |
| 9 pm is way too early for an effective rail service. Being in the hospitality sector, 11pm change implemented was already drastic compared to the midnight closing time before |
| This will make it impossible for me to go to concerts at Kennedy Center in the evening. |
| Weekdays this is very understandable, weekends this should be made later!! Close 11pm or after |
| It would alter a lot of my social travel and would increase drunk driving. |

Proposal to close Metrorail at 9 p.m.

I've always found low traffic after 9pm on Metro. Most commuters want to get home to see their kids. When I come back late, I often just Uber, when rates are lower because there is less traffic.

I personally would be taking train by .7 pm but what about those who need evening transport. That's absurd for an international city to have limited transport. Could you provide busses instead after 9pm? What about attending big events - concerts, baseball. This proposal is short sighted.

Some (many) people actually work until 9pm; that is why the DC/MD/VA area is economically successful. Now you want to force those people onto cars.

I have a job with evening hours that usually dont end until after 9 pm.

I work in retail and have no car. Closing early would leave me without an affordable way to get home from work

This is the worst. Killing nightlife and hobbling service workers

When there are big events in the city, like hockey/baseball games or concerts, the metro should stay open longer.

I take the metro to work and occasionally work late. Having said that, this is the least problematic of the proposals so far, sinvce it would only prevent me fro taking metro every so often as opposed to every day.

I already responded that having trains close at 9 pm on weekdays would probably be okay, but NOT on weekends; that is essential for me and many others in the suburbs who want and need to go downtown without a car and the hassles of parking. Having trains stop early on Friday and Saturday will devastate the DC economy.

Many people still use the trains after 9 pm.

This seems dangerous and encouraging of drunk drivers

frequently use metro for evening events in DC

For those who live outside of DC (MD or VA) it would cost an obscene amount of financial stress and safety concerns for an Uber if they were to be in the city past 9 pm

It would mean no use of Metro for leisure activities. You might consider closing at 9 only Sunday-Thursday.

We are senior citizens who like to frequent performances in downtown Washington. Driving late at night is not ideal for us.

9PM is WAY to early. If I go to dinner, I cant metro back anymore...

Again people that work nights and weekend would be negatively impacted by the reduction in service

Closing the metro at 9 p.m. would render metro completely useless to me. I have an unpredictable work schedule and often work past 9 p.m. There are rarely days where I know going in that I will be done before 9, which would mean I would have to stop using metro for commuting entirely and seek other modes of transportation.

This creates an unsafe situation where people are driving when they shouldn't be and is difficult for people working later hours.

Again. Using a current pandemic to justify cutting future necessary public amenities is unacceptable. Do you want businesses so suffer even more when we finally have people vaccinated?? How on earth are you using data from a catastrophic ongoing event to justify cutting services??

A majority of the time it would work. However, there are occasions when I am out later than 9:00 ie. Nats games

If we get past the pandemic, it would be nice to get back to things like going out at night - it would be hard to do if metro service stops at 9.

Cutting to earlier closing is a terrible idea. Im fine with late night decreased frequency, but dont close

This is absolutely the worst decision. People would literally lose their jobs due to not being able to find a way home. Again, those with power and more flexible jobs are the only ones who would benefit.

CONCERTS AND SPORTING EVENTS THAT I ATTEND WOULD BE HALTED, GREAT LOSS TO ME AND TO THE BUSINESSES AFFECTED.

This is fine. I only use Metro for commuting to work during normal daytime business hours.

I like the option of taking transit home from a friends or baseball game after 9

I frequently use the train between the hours of 8-11pm. Whether it be for work or for leisure. This would make things very difficult if service were to be reduced.

WANT METRORAIL TO CLOSE AT 11PM

Closing that early everyday would make take advantage of DC restaurants, bars, retail, and nightlife almost impossible.

I rarely take metro after 9 pm and would take Uber instead.

It would render use of Metrorail pointless for drinks or dinners after work as well as for evening baseball and hockey games.

It wouldn't be ideal, but I think most people have given up on Metro's reliability at night anyway.

This completely disrupts nightlife in DC, a big industry. Theaters, restaurants, and bars are vital, and need this equitable transportation for their patrons and employees.

Proposal to close Metrorail at 9 p.m.

Frequently for work related events and also personal things i rely on the metro to be able to get home from DC. The whole point of living near the Grosvenor Metro is metro accessibility.

Not enough time to enjoy the city when traveling in from the suburbs

Does not impact me, but many service workers need Metro service late at night. That needs to be taken into consideration. What about special events?

When sporting events resume service to National Park and downtown arena need to cover before and after games travel

In general yes, because I commute into the city for a 9 to 5ish job, but it would have a much more significant impact on those that cannot afford alternative transportation, but have jobs that end after the last train leaves.

That will, of course, eliminate use of metro for any entertainment purposes. People with after work dinner plans will need to drive instead of take metro. People leaving night time Wizards, Capitals, and Nationals games will need to drive. All of those things will reduce Metros revenue and increase traffic. It will also cause public safety problems because people drinking at those events will then be driving.

I often need metro after 9 pm

I am concerned for those workers who start or end work between 9 pm and 12 am.

This would absolutely not work. Late nights are common in the DC area for a variety of reasons. Staying long at work or having a night out. Closing at 9 pm would be very bad

This would work for my daily commute to and from my office but I would obviously be forced to take other travel methods around the city after 9pm in my free time.

11 pm is preferable

Close metro instead. I do not want to pay for a system that is this woefully inadequate.

A better proposal would be to Close at 9pm everyday of the week except Friday and Saturday night when close time stays at 11pm

The metro system is an important means of safe evening travel for many people, myself included.

If I used the metro after 9, it would not be for work-related reasons.

Not compatible with attending evening events in the city. Need transportation until 11 pm.

When I use the metro, it is often past 9pm

This is perfect for us commuters with kids. Probably not for young people who have lives after dark - but they always have uber.

I occasionally go to events downtown that always end after 9 pm.

As social activities begin, I would be less likely to attend dinner and evening functions in the city if I could not metro home

My commute sometimes is at 10 pm

But I think this is a bad idea. You should strive to keep the system open as many hours as possible.

Metro should absolutely not close earlier. It would make the service less appealing, and have a disproportionate impact on shift workers who use it to get to and from work at off-peak hours.

I often work past 9pm

People working night shifts will be forced to take ride share which is more expensive

Some days would be stuck miles from home and would require more out of pocket expenses

Metro should be open at least till 10pm

9p is awfully early. I cannot imagine ever going into DC or to a National game on a weeknight given that schedule. Not a fan unless it is the only way to keep trains running.

This would reduce riders transportation home from nighttime activities in DC (concerts, sporting events, work events, etc.). Not to mention hurt riders who work in the evenings and depend on the metro as transportation

This plan would hurt restaurants, bars, and entertainment businesses whose patrons rely on Metro to get them home safely in the evening. Plus it would hurt the employees of those businesses.

You'd really be a commuter rail system then. Don't think this will solve your fare problem...

This would discourage people coming into the city and supporting hospitality. The most popular reservation period is 730-9pm for restaurants. It would have a detrimental impact to hospitality if individuals had to use car services and no doubt cause a higher level of drink driving.

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| Proposal to close Metrorail at 9 p.m. |
| Baseball games? Theater? 9 Pm is way too early. |
| Its better to close early than cut service during the day/ rush hours |
| The people who need metro the most work not daytime 9-5 jobs. |
| It would certainly limit where I feel like I could travel in the DC metro area and I think this would cause an undue burden on various business such as restaurants, bars, sports venues, etc. |
| I dont have a car, the metro is my only way of commute, and as soon as Ill be vaccinated against covid, I intend to use the metro again. |
| Simply no. The option hurts nightlife and those who work late. |
| Often use metro late in the evening on Fri.-Sun. |
| Would still want to run late on weekends once restrictions are lifted |
| I frequently use metro later in the evening |
| This plan would work for my commuting needs, but would be deeply disruptive to the usefulness of metro for anyone but 9-5 office workers commuting. |
| I use metro for work and don't use it later than 8:00 pm. |
| This would severely limit my ability to work a second job, which is needed to support my family. |
| Prefer longer hours on weekends |
| After the pandemic, people are going to be going out and staying out late. Closing at 9pm would completely shut off access for people who do so, leading to an increase in traffic, pollution, and potential drunk-driving. Additionally, stopping at 9pm would make life more difficult for people working non-traditional shifts, many of whom live outside the center of the city. |
| This proposal is very damaging to businesses |
| I often used to attend evening events in DC and would take metro home to Falls Church. I suppose on those occasions I could use a cab or ride sharing, but I think 9 p.m. is too early to close. |
| Good excuse to get home early... |
| i sleep at that time. |
| Not convenient for eating out at restaurants especially on the weekend. Would impact retail workers. |
| This is stupid. Just puts more money in corporations like uber and Lyft. Why can't this city provide affordable public transportation until 11pm? Ridiculous idea. |
| I think keeping metro open later than 9 pm is very important for night life in the area. Closing at 9 pm will cause some people to forgo plans in the city/metro areas while causing some others to drive in increasing the risk of drunk driving. Rather than closing early, metro could space out the frequency of trains more significantly at the later hour so the option of getting home remains. Similarly, metro could consider closing at 9 pm on the days of the week less likely to have a lot of night life, like Sunday-Wednesday. |
| Would this be temporary? |
| We would rather have fewer trains versus shutting metro down completely as metro is the best option for these hours. Please consider. |
| Shift workers will have no transport. Especially for those in hospitals. Often take metro into DC for pleasure as well. So this would def reduce my usage of the metro all together. |
| What is the point of public transportation if it close at 9pm? There are people who work til midnight and depend on metro. |
| Many workers require the later closing time. |
| 9pm is ridiculously early. At least have the last trains at 10pm. |
| Yes--if I stay out past 9 PM Id be able to get a rideshare and so this wouldnt cause me any difficulties. I was going to suggest exceptions be made for major events (like sports games), but I think those are cancelled now? |
| I think a middle-ground should be struck and it should close at 10pm. Plenty of workplaces are open until 8 or 9pm, and those people need a way home. Id also hope there were schedule adjustments at certain stations for baseball games, concerts, etc. |
| Many activities in the city that will be starting again such as sports, music, dining need later service than 9 pm. |
| You have workers in dc that depend on late hours service |

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| Proposal to close Metrorail at 9 p.m. |
| I think closing at 9pm would greatly cause suffering to folk who are hardest hit by the economic impacts of the covid pandemic. First responders and essential workers including grocery store workers and others. They heavily rely on metro and this would be unfair for them |
| I dont need metro open until 11 but 9 is too early, 10 pm would be fine |
| That is terrible. We always use metro to go to the theaters and theater ends after 9:00 so youre forcing us to drive, use gas and pay for parking instead of environmentally friendly and less expensive metro. That plan will kill restaurants and bars as well. Another absurd plan and dangerous to the economy of the region! What are you thinking????? |
| Will there be buses available at 9pm with similar routes? |
| would prefer extended weekend hours |
| This would greatly impact retail and low income workers where most retailers close at 9:00 PM. |
| Evening use - as at ballpark- would not be available and that's a big issue |
| I sometimes have to work after 9 and I dont know how I would get home.... unless the bus schedule/ routes were extended |
| This would make late nights at the office or work events that go late quite difficult to manage, especially events that might include alcohol and would prevent people from driving |
| 9pm closure means last train at 8:30 or even earlier. that is not feasible for anyone working outside of the traditional 9-5. my hours often stretch to 8pm and i'm not in hospitality or service industry. |
| Returning home after an evening would become difficult |
| it would be ridiculous to have our public transportation close at 9pm |
| could not go out to a game in town or to a play, so not workable |
| I believe this will drastically impact those who need access to transit at night especially essential workers who may need access to metro before 11pm. Please do not close the metro at 9pm. |
| How would this work during sporting events? How would Washington have a restaurant industry? |
| Great way to screw essential workers |
| when we use metro we need it until at least 10p to get home from city events |
| Special event rail service - to Washington Nats games or in July 4, for example - would be needed on an exception basis. |
| Many people use the metro to get to Strathmore for concerts and other evening events. These events typically do not end until after 10 pm. |
| 1) I frequently work late. 2) It is crazy to have a metro system in a major metropolitan area close that early. |
| Thats incredibly presumptuous that peoples work schedules end before 9pm |
| If working late, 9 PM closure would not work for me. |
| Why not do this NOW assuming ridership picks up eventually. How does a influential city close down so drastically and expect to stay influential? |
| 9pm is far too early to be closing metro stations. For regular metro users like myself, the metro is one of the easiest and cheapest ways to get home at night (especially on weekends). |
| Because there are people that get off work at 9pm. Also some businesses close at 9pm, would not allow people enough time on their home commute. |
| Once events reopen, this would be an inconvenience to many who regularly use metro to get into DC. |
| I rely on the metro for my essential needs and the decrease in operating hours would mean that I would not be able to go to my job; many Washingtonians do not have the option to change their work schedule based on the metro decreasing their operating hours. |
| for me its ok but for younger people Metro should run later |
| It would depend on business operating hours. It would make using metro to commute to late shift jobs or picking up late food, etc, impossible. |
| Many people use the Metro to get home after dinner or any other activity in the city, and more often than not it is far later than 9 PM. You would be reducing economic activity in the city if people decided to not partake because there is no feasible option home |
| I rarely ride metrorail late, so this change would work well for me. |
| As my mom says, nothing good happens after 10pm. |
| U get off at ten oclock from wor |

Proposal to close Metrorail at 9 p.m.

Usually if I take Metro its to attend events in the city that end after 9 pm, so I would be stranded.

Again, what is the point of having a metro if I ts gonna close at 9PM?!Ostensibly, by January 2022, we will be back to a normalish life. This plan hurts the industries that have been hurt by the pandemic, hurts the workers most affected by cutbacks, and doesn't encourage people to go out and spend their money!

This is too early to close.

My first priority in my Metro use is daily commuting on the Orange/Silver Lines and this proposal would not affect that. It would mean that I do not use Metro when going out (especially to downtown DC) in the evening.

While this plain would not effect me much, I think the early closing would really put other people in a huge bind if staying after work for sporting events or evening plans.

Keeping the metro open late is critical for hospitality workers, shift workers and people going to games, arts events, etc.

Events downtown (sports, concerts, etc.) get out later than 9pm and therefore public transportation would not be an option for those events. This would create a traffic problem both getting into and out of any event in the city.

This will need to be until at least 12pm

10pm might be workable

Please see my previous comments.

Metrorail should never close no earlier than 11pm.

I work evening shifts and cant get home if wmata closes at 9p. THat means that last trains will be around 8p. Wmata has already destroyed the nightlife in wdc by closing so early

My work finishes long after 9 pm, this is not at all workable.

unfair to workers; also I couldnt get home from the Kennedy Center or Arena Stage after an evening performance. Major inconvenience.

Doesn't allow time for evening shift work travel

My teenager relies on metro to attend theater class and sports events. They often end after 9 pm, leaving her with no way home.

Students at the George Mason University Arlington campus take class until 10:00 pm. Closing at 9:00 pm would prevent any Metro-dependent student from leaving campus.

After the pandemic, we hope to return to plays and events in the evening in DC

I can understand it on weekdays, but seems pretty early for weekends

While this plan would work for me, I have concerns about the impact it may have on transit dependent workers who work odd hours, late shifts etc

Don't punish people (typically those with lower incomes) for having to work late

Why bother opening? What do you do for Caps or Nats games

Between office events and community organization meetings, I am often out past 9 and cannot afford to take an Uber home every night.

It is already hard enough to make 11pm deadline to not get stranded downtown. With 9pm closing, I would not have a way home.

This is very unhelpful to those who go out

Most days OK. However, this does not work when attending an event or a restaurant (assuming post-COVID)

I think there should be different hours for weekends - extended for weekends. I think fewer trains is fine but still have something - one late train - so people can plan around the time table vs eliminating hours.

Many residents of DC get off work later than 9pm and need ways to get home safely. Closing the metro at 9pm would endanger their lives, and thus endanger so many in the city..

9pm is too early. We'd have to drive downtown, to Nats games, etc.

I utilize the trains to commute on the weekends as well. I would have no way of getting home if the trains stopped at 9pm. I think this is a major issue that needs revisited.

Sometimes we don't get off work until after 9

I usually dont take the metro after 9pm, but it could happen and I would not like to have to take a taxi/uber just because I am out a little later than 9pm. It seems very early to close service.

I work as a tour guide. Evening tours, which are very popular with out-of-town high school and middle school groups, run until 10pm.

Proposal to close Metrorail at 9 p.m.

This is catastrophic for people who will go out drinking and need to get home after. 9pm is WAY too early for that. Some will drunk drive and the rest will rely on ubers, which also treat their drivers horribly. 9pm is a nonstarter.

Why does the metro system continue to get worse? Again, those of us with non-traditional work hours, with possibly lower income levels will be more disenfranchised and forced to rely on private transportation, such as uber/lyft. This will cause a premium on transport costs and lessen people's ability to work etc. None of the ideas proposed by metro seem to take into account socioeconomic differences of the DMV and the high need for a quality public transportation system.

This would negatively impact DC workers who work outside of a 9-5 especially our essential workers like restaurant and hospital staff who may end their shifts past 9 pm.

We come home from DC after 9.

Most Friday I work until 10 p.m.

Friday, Saturday should be until 11pm or midnight

This is ok during the week but not for Friday / Saturday. People wont be able to support restaurants etc that can now open late again

Many urban Metros stay open all night! This is essential for working people as well as for social (theater, movie, restaurant, friends) reasons

How are people, especially young women like me, supposed to get home safely from a night out then? Walk across a city late at night? This will definitely get people hurt. I would be scared to do anything at night for fear of not knowing how to get home. If you're thinking "oh but Uber" remember that being a woman alone with a stranger at night is so so so dangerous so get your head out of your asses and think about the fact that you're making people who are already vulnerable even more so. Disgusting.

On weekends, it would be nice to have extended service later into the evening. During the week, a 9 pm close would be doable.

Bad idea. People would start driving to DC from suburbs to go out. This would increase the amount of possibly impaired drivers.

This would impact workers significantly, especially those working in the service industry. I would not support this change,

Me and countless 1000s have activities and work after 9pm. This is absurd for anyone who works in food service let one just basic mobility. By doing this, you will have more people drunk driving, people will use Uber more.

Two words, shift work!

I use metro for evening events in DC --would defeat the aim of keeping cars off the roads and would certainly hurt businesses in the city

I don't usually take Metro at night anymore and rely on ride sharing services instead.

Having extended service makes the metro more useful. By January 2022 more people will likely be doing activities (going out to bars, concerts, restaurants) and the metro has remained a safe and reliable way to get home.

I'd be stranded as I work at Union Station and I work late some nights.

This would prevent me and other essential workers from using metro regularly.

On regular basis my work finishes at 10pm so the fact that I could no longer rely on metro service would present a significant hardship.

For me, yes, but it means that Metro is not an option for folks wanting to go to restaurants or entertainment in DC/

I think there are many workers that need the train to run to 11pm and as social events return 11pm would be better. Especially if the Dulles train stop opens, the later the better.

Many of the employees (especially food and beverage employees) work past 9PM and commute long distances. This would significantly impact our low income essential employees. This is one of my major issues with WMATA - everything is focused on M-F 9-5 employees, and ignores our most vulnerable citizens.

I attend many things downtown after work (pre-Covid) such as hockey games, art classes, etc. In order for this to continue, trains closing at 9 p.m. will not work. If this is what occurs I will be forced to drive instead of using metro for all my activities.

When going out to restaurants or bars in the evenings I would not be able to take metro home.

For now this would work, however as bars, theaters, and restaurants resume operations, it would be much better to have the trains running later on the weekends.

Many riders work will 9 or 10pm, we would need it to get home. if not, Ill purchase a commuter car.

Shutting down at 9 pm would leave many people attending concerts, plays, sporting events, etc. stranded. Closing at 10 pm would be better.

Last work nights, going out to dinner across town, all of these things would be eliminated by this rule. It is inadvertently applying a curfew to the people that rely on public transportation for transportation. It is not equitable and allows freedom of movement to the upper classes with their cars/ability to afford ride shares.

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| Proposal to close Metrorail at 9 p.m. |
| Assuming DC comes alive again, this would further crush nightlife and restaurants in the area, not to mention tour guiding which normally ends at 10 pm during the good times. |
| I use metro to visit the city in the evening so that I can eat and drink without the need to drive. This change would prevent me from using metro to, for instance, attend a play. |
| That hour is way too early to close. |
| Proposal isnt clear if this is weekdays only or eveyday |
| I need later weeknight service for work. |
| Is this every day or sun-Thursday? If it is fri-sat what about Nats game day's? |
| A lot of businesses in my neighborhood would suffer if Metrorail closed at 9pm. Also, people working graveyard shifts, who are often lower income to begin with, would suffer if they couldnt take Metrorail to work. |
| I use the Metro to access concerts, shows and restaurants in DC. I do not own a car. |
| Events I attend often run from 8-10PM |
| Needs to run later |
| depending if public functions are still cancelled in the city. we use public transportation extensively, to go the movies, to go the theater, concerts, restaurants, etc. so a 9:00pm cutout is a bit too early to plan to go out for these things. |
| way too early to close. |
| That is very inconvenient as I use the metro regularly at late hours. |
| My main concern is weekday rush hour service. |
| I would have to rely on Uber/Lyft to get home from work |
| Many times for work I ride the Metro well past 9pm. |
| This is absolutely absurd. Why extend the metro lines and promote its use as carbon footprint conscious only to deny access to a vital service of a major city? Promote ridership as the pandemic comes to an end. |
| Cutting hours is not a solution to make Metro an essential part of low-carbon mode of transport in this century. |
| Work late. Would miss train. |
| This is especially difficult for people residing further from the city (in my case, Loudoun County). The geographic concentration of metro customers, and their available alternatives, are important factors in this case. |
| This would be AWFUL. Restaurants (especially their workers) would suffer, drunk driving rates can be expected to go up, any sort of nightlife (theater, music, art) would be harder and cost prohibitive to some. This is a truly terrible idea. Please don't. |
| Could impact late evenings especially during work week but would definitely impact weekend travel. |
| This strands late night workers and ruins evening economy in the city. Late nights at bars, theatre, and dining would suffer if people can't rely on transport home |
| 9pm is too early for final trains. This greatly increases chances of getting stranded and would negatively impact businesses. |
| This is a bad idea, as it would likely increase the numbers of drunk drivers who would otherwise have the Metro as an option. Additionally, it would mean that anyone going oyt for an evening would have to wrap up early and would affect business. |
| 9 pm seems way too early, it would interfere with after office plans. |
| This is the easiest one for me to manage. I use metro to commute during the day and would prefer shorter hours with more frequency. |
| the system should be open longer hours, not shorter hours |
| As long as it goes back eventually when revenue begins to come back in |
| Occasionally take trains past 9PM |
| Although this does not apply to me, I believe this would affect a number of people in the restaurant industry who work late nights but do not live in Washington DC. I would consider extending it to 10 PM on the weekdays to assist with this issue. |
| Would likely be a hardship on hourly workers. |

Proposal to close Metrorail at 9 p.m.

This would be extremely inconvenient as this would disrupt any evening events. Given that parking around downtown is especially inconvenient, people rely heavily on metros. 2022 would also be a time more social gathering would take place, and not having metros to travel back on wouldnt work.

This essentially eliminates nightlife, going to thestet or sports event by public transit. Everyone would have to drive to Nats Park for evening games, for example. Ready for the traffic nightmare?

We would never use metro if hours are reduced.

For the few late nights Id have in the urban core, I can find other means of transportation. Thats my privilege, however. Id hope there would be alternatives for others (e.g., continued bus service for night-shift workers).

What about people that work late they would not be able to get home safely

With this option, I would take the metro to my destination and return via Uber

As much as I would say I want to stay out late, my 9-5 job would be covered by the 9pm closing.

I live outside of the primary Metro area, so I wouldnt miss the later service regularly, but I would have to start planning my evenings with friends much more carefully.

Shift workers would be unduly penalized. No one could take the train for a night out. Again youre forcing more people to give up on public transportation and use their cars and pushing customers away is not a way to make money.

It is already hard to get back from the city at night, closing at 9 pm would mean i spent less time in DC

I volunteer after work and would have to stop if you closed metro early. And my second job is after work until about 10. I wouldn't be able to afford transportation

This is not late enough to cover events that are going to start picking up as more people get vaccinated.

No, this absolutely would not work for me. I frequently have work events that go late in the evening. This is a terrible plan and so inconvenient to metro users.

There are plenty of occassions like a theater performance or even a movie downtown that would end after 9. This would pose a problem and deter me from making those plans in the future.

Depends on whether the theatres downtown and Kennedy Center open. I use Metro/buses to attend evening events.

If you do this,Uber will replace metro once we can travel again

This would have a strongly negative impact on night shift workers

This would probably work unless theaters start opening again and later times would be needed.

Absolutely not. Many work WAY past 9pm for work. And with going out, the metro is a safe outlet to reduce unsafe driving. Again I don't see this working after mid 2022, especially the summer when drinking and going out will increase. With I'm sure restrictions of pandemic will slowly begin to be lifted.

I regularly use the trains after 9PM and would prefer closing later than 11PM on weekends.

How will people get home that are totally dependent on the Metro after 11:00 pm when they get off work?

I often work until 9 or 9:30 pm. I get on the train in Virginia or at Metro Center to ride to Grosvenor.

TERRIBLE idea for anyone using Metro to attend theater, sporting events, dine out, etc.

I tend to use Metro primarily for commuting, so it would not affect me, but could be catastrophic for those who work evening hours.

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This would most impact those who can least afford it, and the system should not be considered merely for weekday commuters.

I use metro rail to travel to DC in the evenings for appointments, meetings, and social events. Limiting hours would be challenging and expensive (would need to rely on private ride sharing more)

People work late. Go to restaurants, bars, etc. 9p is silly for the capital of the free world. Run fewer trains with longer waits after 9p, but dont close at that ridiculous hour.

While (in normal times, pre-Covid) I don't often use the metro after 9pm, I occasionally do, perhaps staying in the city for dinner. This would totally eliminate this option. I think restaurants, etc. would suffer.

with the vaccine already in roll out, the pandemic is starting to subside. with this, means more activity. more people will be leaving their houses ...especially on weekends. 9pm is far too early to close the metro.

I would sometimes be in DC later than 9 pm, so how would i get home to Clarendon? (pay more for unsafe Uber or Lyft?) I have a metro card account I use to travel.

No way!! Definitely need later!

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| Proposal to close Metrorail at 9 p.m. |
| At some points, the metro needs to be open past 9PM especially on game days. |
| Reduces travel options and has a significant impact on businesses along the Metrorail lines - especially dining and entertainment establishments. |
| I often am working after hours and leave office around 9pm, so do many people I know. This would mean that all of us won't have a chance to get home on metro |
| THIS IS A TERRIBLE IDEA. Implementing this plan would remove taking Metro to any sporting events or concerts as an option. |
| I need Red line service after 9pm to Grosvenor |
| In terms of commuting for work that would not impact me, but it would limit any potential evening plans and force me to look for alternatives. |
| This is your best proposal. It allows you to focus on your core commuters. |
| Need later service for attending chorus rehearsals and theater productions. |
| I usually use metro for dc evening events and would be less likely to attend if i need to drive or catch a cab. |
| Im a student at George Mason Universitys Arlington Campus near Virginia Square Metro. Our classes end at 10:00pm, and I rely on the metro to get me home. Many other students also rely on the metro Monday-Thursday evenings. |
| Do not like the closing time but I can make it work |
| Fri and Sat should be later or Metro would be useless for weekend entertainment. |
| I live near Grosvenor station. This change would mean that I would not be able to attend Nationals night games or go to most cultural events in downtown DC. In other words, this would be a disaster for me as I do not drive and cannot afford taxis. |
| I rely on Metro to go to concerts, etc and once Covid is over, people need Metro to stay open to get safely home from downtown DC. |
| 9pm is too early for almost every time I have needed to stay in the city later than my normal commute. I would never be able to take Metro from a ballgame nor for a night out on the weekend. |
| Would that be every day including weekends |
| Maybe, between closing stations and closing early I'd rather closing early |
| Basically the people who are food preparer will have to used their minimum wage jobs for Uber. Metro has turned the region into unenjoyable place to commute. |
| Bars, restaurants, and other businesses are open past 9 pm. Events occur past 9 pm, like movies, plays, baseball games, etc. |
| Any socialising (i.e. restaurants; concerts; occasions with alcoholic beverages) would now require other transportation. Problematic for those who rely on Metro/with Metro card as would increase financial burden. |
| would be close on a couple of evenings and if so, would push use of a vehicle instead |
| This would make it difficult to rely on metro on nights when I work late or go out to eat with friends. |
| Even staying open until 9:30 or 10pm would be much better than 9pm |
| Would be inconvenient and unfortunate |
| Maybe for weeknights only this would be ok |
| My hours will similar to normal business hours; this operational schedule would not effect my commute. |
| now and then i need that train at night- and id be stuck if it were after 9pm |
| Eliminates Metro option for theater, concert and sporting events |
| This is reasonable, although Id consider extended hours for major sporting events ending after 9. |
| Really like Metro as a late option to get home. |
| Closing at 9 would mean not being able to go downtown for evening programs. |
| This would leave many working-class people stranded at their jobs, with no way to get home except the unreliable bus network. If anything, Metrorail should create a 24-hour service, instead of cutting it off at 11. |
| Too early |
| I rarely ride the train after 9:00pm |
| How can passengers go to events in the evening if train service ends at 9! |
| why not 10pm during the week and midnight on weekends. |
| Lots of people depend on rail to get home from work or late meetings so reducing it would increase the already expensive travel costs in DC |
| My shift starts 7:00am any I go from VA to MD |

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| Proposal to close Metrorail at 9 p.m. |
| close at 10pm instead of 11pm to allow people to go out after work & still be able to get metro home. |
| I use metro to commute back and forth to work. At night I am fine and can accommodate if there is a need to reduce cost |
| I think it'd depend on the day of the week. I'd have no problem with 9pm closings on weeknights. |
| Would negatively impact after hours social events |
| Less late night traffic since there are less places to go out to |
| It would be an unacceptably big burden on restaurant workers and other late-night workers. |
| I know way too many service workers who would be negatively impacted by this early closing time everyday. They would have to book expensive taxis or just be outright stranded! |
| 9pm is ridiculously early |
| People have changes in schedules, so we need longer hours |
| One of the biggest reasons I do not take metro more often (when it's not a pandemic) is because of how early service closes already. I want to be able to get on a train any hour of the day. Even trains every half hour after 1am or something would be better than nothing. No late night or 24 hour service is why metro is dying. You can't use it when you want to, so you get an alternative (uber/lyft or just buying a car) and then to make that worth it, you stop taking metro. You're in a death spiral because of cut service. I cannot overstate how much late night or 24 hour service would improve the chances of me using metro regularly. |
| I don't have a call so sometimes find myself needing metro after 9 |
| Painful as this is for entertainment industries in Washington, COVID will very likely not be done with by next winter, so metro should focus on getting the most essential workers during the day to work as opposed to providing services that may not be necessary. |
| No!!! |
| It's not ideal but this is the least bad option |
| If attendance at Nationals games resumes in 2022, would there be a later option to ride on game nights? |
| Metro is crucial as a later-night transit option, especially during the winter |
| I don't plan to use Metro after 9:00 pm. |
| This means when sports event begin to allow fans then Metro would not be an option. |
| When we go back to work probably by May; this will be a problem. |
| Late night work is common in the District and the late night culture would suffer |
| I often use the Red Line to go out downtown on weekend evenings. Closing at 9:00 means I'd have to drive or take a cab/Uber. |
| Not ideal, but if these were pandemic hours that would be ok. |
| Might occasionally negatively affect my week night plans. |
| This would make it impossible to get home from late shifts. |
| In addition to requiring public transportation at night from restaurants/bars, most retail places close after 9 pm; therefore, those workers would be stranded and would need to rely on other transportation services. |
| It is too early. If closed at 9 I cannot use metro to return from my office |
| Will have to scramble for taxis during an after work event, or drive. Not a good idea after happy hour. |
| Metrorail is the only way I feel safe traveling home during the evenings after I have had alcohol. I do not trust ride shares and this would essentially make my curfew 9pm. |
| PLEASE DO NOT DO THIS! Metro is the only way I can get around the city and cutting service back by 2 hours would make it extremely difficult and much more costly to go about my daily life. I am a student so often have to use Metrorail at a late hour. |
| Not good for going to evening events in town. |
| I did used to take it after 9 pm before the pandemic, but not that often. |
| I could make this work -- I worry about all of the essential workers who need transportation after 9 PM, increased cars on the road after 9 PM, and the potential for increased drunk driving. |
| This would work for me, but I can imagine it would create problems for many others. I have the privilege of a car if needed. |
| Certainly wouldn't be riding that late at night |

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| Proposal to close Metrorail at 9 p.m. |
| That would harm restaurants and absolutely kill performance venues. |
| Need to remain open for Nats games. |
| After the pandemic, I would like to go out at night. This will thwart that ambition. |
| Means I could no longer take metro home from work |
| You can have ou close early certain times of year. |
| I do not get off work until 6:00pm M-F and when there are company mandated events or overtime is required I would leave around 9-10 and not have a way home |
| As soon as young people are vaccinated aged, they are going to want to party. At night. And take metro. So if you're going to do this,MCP it now, while young people are still unvaccinated and scared to take metro or to socialize. Then you can revert back to regular schedules in Jan 2022, once young people are vaccinated. |
| Cutting evening hours is probably the least worst solution to the funding crisis. |
| Nighttime social life will no longer have Metro as an option. |
| 11 p.m. is already too early. 9 p.m. is absurd. I want to go out at night and get home safely and affordably. This is a completely backwards, counter-productive, irresponsible proposal. |
| That means that you also are affecting people that work at night. Unacceptable. |
| No, concerts and sporting events and bars will (maybe) be open and they dont close at 9, ending service at 9 makes no sense. Even 11 is too early I feel...what happened to 1am? |
| Less likely to use Metro for after work activities after work due to the early closings. |
| 9pm is way too early. In 2022, Im assuming more restaurants and bars will be open since the vaccine will have been out for a year at that point. People need to be able to get home safely and cannot always afford ubers. Businesses will suffer if the metro closes too early. I definitely have made 9pm grocery or Target runs and took the Metro. There are a lot of situations where being on the train at 8:50 or 9:20 is necessary. |
| DC needs to be seen as a city that supports social activities as well as being a business center. This would negatively impact businesses and inconvenience residents. |
| As long as I dont get stuck at work late or need to be in DC for something past 9pm. Then Id be screwed and pay a huge Uber fee. |
| This change would negatively affect lower-income folks who work restaurant jobs and other shift work. Equity issues will increase. |
| I often need to return home or go somewhere between 9 and 11pm. 9pm is extremely early for metrorail to close. |
| Need late night iption |
| Too early. Shops close at 9pm. Workers will not be able to return home. |
| I have to go into the office on shift work for my federal government job so am getting on the metro to head home between 10 pm and 11 pm most weekdays. I already cannot be on our morning shift because the metro doesnt open early enough. I would have to pay \$25 for Ubers home every day if the Metro closes early. There is no indication when our shift work will end. |
| I take the metro too and from sporting events, concerts and similar events. 9 pm sure sounds early for many such events. |
| I work in Vienna until 930pm on weekdays and live in DC. There is no direct bus route. This would make it near impossible to get home from work. You would also be cutting off service for most of the poorest and in need passengers. Those in the service industry and shift workers. |
| This would leave evening workers without a reliable and affordable transit option. |
| I like the option of being able to ride metro home after dinner out, or a baseball game, etc. So 9PM would eliminate that option, really. Thats unfortunate. |
| This may affect those who work late, or work a night shift -- or want to go out and have fun at a bar, movie, etc. Maybe make it...10:00 p.m. and split the difference? |
| This will hurt workers commuting, and force bar and restaurant patrons to Uber and other car apps that are competing with transit already. |
| If youre going to cut hours so drastically, why bother having a metro system at all? |
| If low-wage workers use Metro at these times I am opposed (but I think low-wage workers use the bus more then metro). For my own Metro use this is fine. |
| I would not use Metro to go to restaurants, concerts, games. I would be forced to drive. |
| If shows and sporting events open, then getting home from them would be more challenging if the metro always closes early. |
| I dont really take metro that late anyway because train times even prior to the pandemic were too spaced out. If I had to be out this late I was more likely to take an Uber/Lyft. So this change would not apply to me. |

Proposal to close Metrorail at 9 p.m.

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| This will prohibit people from outside of the city from enjoying the city's restaurants, bars, theater, and events as they will have to factor a \$50+ uber home from every event. It will have negative impacts on the local economy. Perhaps this could work if the city prioritizes increasing public parking. |
| I do not have a car, this limits how late I can stay out for work. |
| This may unfairly impact communities of color |
| This change would substantially impact my ability to socialize in Washington DC. Furthermore, this change would significantly impact patronage at restaurants and bars. Finally, this change could result in an increase in impaired driving. |
| This will probably have a huge effect on tourism and weekend life. If Metro closed earlier during the week and later during the weekend that MIGHT work, but still would trap those who have to work late on a daily basis or have atypical schedules. |
| Would it stay open late for events like Nationals games? If not, it would impact my attendance and would push more people to use cars. |
| I use metro to go to evening and night time events in D. C. |
| people who really need the service work later than 9 pm |
| 9pm is too early, keep it at 11pm. People drink at night and need to rely on the metro. Otherwise there will be a lot of drunk drivers. |
| From an equity perspective, I think WMATA needs to consider who will still be taking metro in 2022, and particularly for commuting to work, is a 9pm end time realistic for retail, restaurant etc. workers |
| There are a lot of low wage essential workers who depend on metro late night and early morning |
| I cannot fully support local business if you close Metro at 9! |
| 10 p.m. might be OK, but 9 p.m. is just too early. |
| If restaurants are open this would be terrible. But who knows. |
| I look forward to returning to theater, movies, entertainment, and dining out by that time. This would reduce or eliminate that possibility. |
| Not applicable to me, but this seems very problematic for any service workers, like grocery store workers and restaurant workers. |
| Talk about discouraging ridership, this would cripple ridership & get you in a car in a hurry for evenings. |
| This is a horrible idea for those working in the service industry |
| Sometimes I work late, and then I would not be able to make it home on the metro. Again, better than nothing, but it would have an impact. |
| Too early a closing given evening meetings. |
| We would probably reduce our visits to DC for entertainment, rather face the hassles of driving and parking in DC. We would not, for example, be able to attend any Nats night games. |
| 9pm does not work. Honestly, metro should be running more frequently and open until 2am. |
| What about the workers you get off at 9 pm, that would cause an issue. |
| We need metro to run until at least 1am everyday but at least Friday and Saturday nights |
| 11:00 pm should remain the closure time. |
| Is not worth it bc some many people who work overnight need to take the trains to go back home or going to work |
| Why even run the Metro? What's the point? Shut the system down if you're going to reduce service to 58% of the day. Let D.C. residents find a better alternative than the embarrassing plan you've proposed. |
| I use the train primarily for non-work travel- particularly going into DC for dinner. 9pm is too early. restaurants and nightlife would suffer. |
| Even going for dinner in DC, 9 pm is waaaay too early. |
| Very bad for service workers who work in the evenings and for their employers. Thus bad for the DC business community and citizens in general as well as workers. |
| That's too early. |
| I think this would work in terms of many weekday commutes but would result in increased car traffic due to a lack of reliable public transportation after 9pm. |
| I work in retail and this would not help me when I get off work. I don't have a car and rely on metro. Closing at 9pm would cause me not to be able to get to or from work. |
| The train needs to stay open later as ridership will be up when things open. |
| If going out, will not be able to take metro at night |
| 9 PM makes Metro unusable for evening use. |
| It should be open later than 11! |

Proposal to close Metrorail at 9 p.m.

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| This will surely crunch restaurants, movie theaters, live theatre, bars, sporting events, etc. that rely on evening traffic. It would surely curtail many evening activities getting in and out of the district. In addition to hurting already struggling businesses. |
| Metro is the only way I will get to and from the office in 2022. Late work events and regular visits to friends in the DC area would become impossible if the trains were to stop running at 9pm. This is the worst proposal out of all of the possible proposals so far. |
| I depend upon late night service into the city for night time outings. The system should be open until 12 am on weeknights and 2 am on weekends. |
| I need transport sometimes at night too |
| Weekends should be later and consider service industry workers. |
| How would people get home safely? This would devastate restaurant workers for example. Metrorail should be extending later into the night, not making hours shorter. The lowest paid workers will be impacted the most and they will be forced into evil ride sharing services like Uber or increasingly scarce bus service. Why is metrorail trying to drive customers to Uber? |
| While we dont always use metro that late, that means every time we would go downtown to restaurants, to Nats games, we would have to drive. That increases congestion and pollution. We take the metro late 1-2x month. While that does not seem like a lot, we are just one family. Multiply that by thousands on any given night. |
| If there are large events in DC such as a Caps game (sports) or July 4th etc, maybe you should run the last trains based on the event that is happening in DC? |
| I work late or sometimes have dinner in DC and I would have to rush dinner to be able to get on a train. I also travel and closing early would only force me to take taxis because of this earlier closing time. I would think you would want people to start riding again, not push them to find alternatives. This is NOT helpful at all. Why is Metro so much more expensive and limited runs here than in other major cities? |
| This would absolutely destroy the budget of retail workers who work late hours and or restaurant workers who work late hours. Did you guys even consider the fact that some people work a late shift and possibly get off at 10 PM? |
| I use metro at night in order to safely travel (as opposed to walking). As a woman often walking alone, I would not feel safe with earlier closures. |
| What an awful thing to do to service workers or anyone else who is out late and needs a safe way to get home. This will be a huge burden on small business restaurants and bars in the future. Shame on you for suggesting it. |
| This would severely restrict and limit my commute home both on weekdays and on frequent trips to the airport (DCA) for frequent, monthly work travel. |
| Would this option be re-evaluated if the pandemic affect lessened? |
| This plan would work for my commuting pattern, which is my chief concern. |
| The inability to comfortably stay late at work or comfortably grab dinner with friends would be an issue that might cause me to ride Metro less overall, but this could be managed. |
| Yet again, this would force me to buy a car, cutting my metro use. I enjoy nightlife, and this would kneecap that |
| Given flexible work hours, people may need service after 9pm. And on weekends, there are many people who stay out later. |
| this doesnt work for anyone how has to work late, DC isnt a small town, we dont roll the sidewalks up by 8. |
| You need late night metro services to/from DC to VA and MD, for those who use it for work and night life/social activities that would not be able to drive or not want to drive. |
| 9pm appears too early for folks and young people without cars, who work late |
| Metro should be open late |
| There will be a serious problem for Capitals/Wizards and Nationals/DC United Fans. On game nights, trains should operate until 11 pm. |
| I use Grosvenor-Strathmore so as long as that stop is preserved, this works for me. |
| I believe that we will be moving into far more nightlife and dining by this time. |
| This would not work you were coming from a Nats game |
| A compromise of 10pm would be better |
| Bad for workers, bad for sporting event traffic, massive increase in intoxicated driving. Would mark us as not a real city. |
| This is not 50 years ago. People routinely work extended hours. This would affect essential workers the most, the workers we have all been thanking for during the pandemic for being there for us. |

Proposal to close Metrorail at 9 p.m.

People around the DMV work in thousands of different types of jobs, and many rely on Metro to get to and from work. Restricting hours to such a ridiculous extent removes this transportation option for tens of thousands of working people.

Stupid, stupid, stupid. Life and work, especially in media centric Washington, does not shut down at 9 pm. These types of asinine ideas come from people who obviously dont put in a good long days work. Maybe thats what Metro is in trouble, youve got too many clock watchers who leave at exactly 9 pm instead of doing the work they get paid for. Some of us put in long hours and do good work. Try it sometime.

This unfairly discriminates against people that work nontraditional hours, like myself. The later the service, the better.

Completely fine by me. Ride sharing is a thing that exists.

Would limit businesses bottom line

We use metro for sporting events

If I need to work past 9pm in DC as often happens I would be stuck without a means home.

10pm closing would be better

Most days, yes this works. But if there are sporting events, weekends, concerts, etc. that puts a HUGE damper on the availability of nightlife in DC. Surely 30 min trains or even a reservation type system or survey might work?

This is the craziest proposal yet. The impact on traffic, drunk driving, local businesses etc is unacceptable.

This would be fine for most days, but would rule out any late night shows/concerts. And they will need the business in 2022!

As long as the trains run often (every 2-3 min) during mornings and days (till 8-9 pm) people that commute to work by metro will be fine...

Coming in on Amtrak many of their arrivals in DC are after 9pm

People do have to work late and can't afford to take a taxi or Uber home.

Keep the metro open later. Closing it earlier increases traffic on the beltway, increases the chance of drivers going home from the bars drunk and killing someone. DC is a major urban metro center and the metro is one of the most important transportation assets. If you're concerned about crime, increase police presence on all rail lines

Once sporting/entertainment/social/networking events open back up to the public with fans/attendance, ridership will increase and the demand for metro will be back to normal levels again, especially during peak hours. Many events do not end until 9pm or later, so this would not work.

This would make it impossible for me to take Metro to theater, concerts, any other downtown activities in the evening. And what a horror show for people who work in the evening (wait staff, actors, musicians, etc)

10pm would be more manageable.

How will service workers get home? We work late!

Perhaps closing at 10pm would be an acceptable compromise.

Bring back extended weekend hours so I don't have to uber home from the city!!!!

Despite the cost, the purpose of a mass transportation system is to serve the region for which it was designed. Limiting service to 9pm will necessitate less (if any) use of metro - just as will the station limitations.

How would this work with events, such as Capitals hockey games or Nationals baseball games?

This means that going to any theater or music or artistic event or social gathering will require a car, with defeats one purpose of Metro - to take cars off the road and reduce pollution. Even if we were to use a car service, it doesnt reduce the air pollution

Most days this would work. Should I get stuck at work late, there needs to be commuter options. This will also hurt local economy, particularly on weekends. I would use metro to go out to eat or entertainment on a weekend. Without a metro ride home, I would be much less likely to go into the city. A temporary .5% tax for bars and restaurants and entertainment events for transportation would not impact business much but could help pay for later closings on weekends.

I often work late and rely on the metro. Plus this is only going to increase drinking and driving. Another policy that only hurts the residents of the DMV.

This is a preposterous consideration for a major citys transportation system

this is extremely early to close Metro. It already closes really early, which increases the use of vehicles (personal or ridesharing) .

This would be OK for me, but I think exceptions should be made for when there are large events such as a baseball game where metro would service thousands of customers; it seems that would benefit the riders and metro system.

Proposal to close Metrorail at 9 p.m.

Metro should serve all of the city. Work doesn't end before 9pm for too much of the city. It is bad enough that Metro doesn't serve the city 24 hours a day like in other major cities.

Can there be a compromise with closing at 10 PM

For folks that work west coast shifts or hang back late at work this would cut off a pathway to being able to get home entirely. This would also mean the metro could not be used for any late night travel plans on Friday/Saturday

We need the trains to operate later in the day - there are a lot of folks who get off work past 9pm who wouldnt be able to get home, in this situation.

If that includes weekends, that won't work. Think of all the drunk drivers you're enabling by not providing a safe way home.

9 pm is incredibly early for say going out to dinner or going to a movie.

Theater tickets, bar and restaurant presence, sporting events, and private visits in the evening would all be made impossible.

This will have an impact on peoples ability to go into DC from all over the Metro area to watch games, attend cultural events, and go out to dinner. People often host professional dinners in the District while hosting a conference in VA or MD. Closing at 9pm vice 11pm limits the ability to move attendees from these dinners beyond 9pm - which is early.

Many shift workers work later than 9 pm. Also people who like to go to restaurants/clubs/theaters etc would be inconvenienced and forced to drive

9 PM is way too early for a world-class city to be rolling up the sidewalks. This would be potentially dissuade visitors to DC and potentially place a hardship on those that rely on the convenience and pricing of this mode of transport.

The metro is very important for to commute to work every day, without it would be really hard coming to work. I believe the train station in east falls church helps many people travel to work and to other places too.

The only time I have taken late trains is when attending Nationals games. Frequency is too low to pay for extra service. And 11pm was too early to stay for the whole game anyway.

I ride Metro most often when I want to get downtown in DC. Such an early closing would not allow me to use Metro for downtown dining or theater in the evening.

You will certainly lose my business because I often leave restaurants after 9pm.

Any evening event in DC (I live in Arlington) would require driving and parking. Gets expensive and inconvenient.

I do not use the metro after 9 p.m.

Metro was a reliable means of transport to be home fast when working late. You will be removing this option.

This is absurd. I have worked jobs where I my shift ended after 9 pm. So many people in DC work jobs where their shifts end after 11 pm, let alone 9 pm. Why would metro decide to only service people with 9-5 jobs instead of other workers who keep this city going? This is a really terrible proposal, and possibly the worst one. Truly embarrassing.

This is just not doable. There are WAY too many folks who work in food service, front-line retail, and on shifts (like hospitals) that would really get shafted by this change.

What the fuck! I am sorry but 11pm is already too early. I am currently unemployed but hoping to waitress again. My restaurant is open until midnight or 1am. Closing the metro at 9pm means I cannot get home from work! I cannot afford to take a taxi nor should I have to! I should be able to use public transit to get home from my service indutry job. this is a racist and classist change that hurts the DC economy by limiting when people can go out and spend money in restaurants and when staff can get home. Im furious.

This would prevent people who use metro to go out for dinner and evening entertainment for safely riding home by putting more drivers on the road. It is a terrible idea.

Not applicable to me. But definitely applicable to everybody that relies on the metro to get to and from night-shift work, especially those who do not have vehicles or money to pay for a ride-share car (which is more expensive than the metro).

I cant imagine its a good idea! Especially for late night essential workers and tourism.

Assuming that theaters will reopen by 2022, how would I get home after a show that doesnt end until 10:45?

Closing the Metrorail this early, combined with only running trains every half hour, will destroy the ability of the community to rely on public transportation in the evening. It will destroy the esteem and reliability of the DC metro area.

Staying open late is a safe and cheap option for late transportation

More trains are necessary. If I attend a soccer game, I couldn't use Metro.

How about closing at 9pm on M, T, W, Th and Sunday, but open until 11pm or midnight on Friday and Sat.?

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| Proposal to close Metrorail at 9 p.m. |
| I occasionally took Amtrak from Union Station to Chicago or NYC. |
| No one can rely on a metro that closes at 9. |
| The service was cut to 11pm and this affected a lot of workers with late night shifts. To cut to 9 on would be even worse. Please please reconsider |
| When working evening and night shift, during sports and holiday season it would be inconvenient. |
| Metro is a valuable transportation option when going out for the evening. As a Caps season ticket holder I would not be able to use Metro to return from the game. Bad idea |
| Way too early. |
| How am I supposed to get home from restaurants, bars or other special events that occur in the evening? Will have to pay a great deal more for Uber or a taxi to get home with the early metro closure. |
| What about nightlife?! This would take potential income away from WMATA and give it to rideshare companies. If anything, you should increase hours on weekends to promote more support of DC-based date nights and nights out. Also, working late means not being able to always get out by 9. I cant afford a car or daily ubers/lyfts, so how would I get home at night? |
| I use the Metrorail Station at Virginia Square regularly to attend and return from social gathering with friends and to attend events on Capitol Hill and at the Smithsonian which are not over in time to reach home by 9 PM |
| Consider longer times weekends at least. This would mean Uber rides for sure. |
| What about games and concerts? This is not sufficient. Do you want to encourage drunk driving for those attending bars and restaurants? There is insufficient parking as well in many areas. |
| Really bad for late night essential workers and will decimate regaining economic ground |
| Need to know how these hours effect events at Nationals Stadium and Capital One Arena. Extended hours for these events as parking is limited for these sporting/entertainment venues? |
| It would severely curtail any social activities outside my state but I am okay with that. I would worry about the impact on people who work at night |
| Sometimes work can lead to long periods of time and closing at 9 is too early. |
| We use metro extensively to come into DC for sports events that end after 9pm. |
| Thats ridicullous. I use the Metro to attend the theatre, go to restaurants, and visit friends. Its of no use to me if you shut down at 9 pm. 11 is too early as it is. Where else in the world does a mass transit system have such absurd hours? |
| This would be awful for when I have to work later. Its not uncommon for me to be working later than 9pm. If anything, there should be 24-hour service, not shorter hours. |
| I mostly use Metrorail for commuting during peak/rush hours, but do utilize service later in the evening. |
| Even as an office worker, sometimes I want to stay downtown for events that start after work and end after 9. Not being able to commute home by metro would be very frustrating. But even more importantly, for people who work later shifts, its important to keep metro open as many hours as possible. |
| This will certainly increase traffic as those of us who travel to the city for concerts, games, etc. will need to utilize our vehicles instead of mass transit. Seriously----how about helping the economy!?!? |
| This plan could impact our ability to enjoy DCs entertainment and restaurant venues. We would not be able to get home. |
| I think metro should add hours for events like baseball games, Fourth of July and weekends. |
| There are many workers that have jobs past 9pm. Does METRO really want to do more damage to the economy? |
| This time is too early to support dining out and socializing which the city needs to get for income and to get back to normal. |
| There are people who have to close at bars and restaurants late. It would also have bad effects on night time businesses |
| This plan works as long as East Falls Church station remains open for service. |
| I do not frequently use the Metro after 9pm, even in the pre-pandemic times, so this would not significantly affect my travel plans/needs. |
| Ten oclock would be more doable. |
| I only use Metro late at night if Im going to an event, (sporting..) or to meet friends for social activities. Would service end at 9pm on Friday and Saturday nights?!? This seems very early and wouldnt provide the service I would need. |
| Cutting service in any way inhibits its value and quality. |

Proposal to close Metrorail at 9 p.m.

Many restaurant industry workers who rely on the metro don't get off of work until very late and if the metro closes at 9 then they would be without a reliable and affordable transportation choice

Once the pandemic is over, it would be nice to still have the Metro available until 11pm. But if any change had to be made, I'd prefer this over lessening route availability/frequency.

Many use metro to avoid driving and go out socially. It would dramatically impact business

I think 10pm would be more reasonable.

I don't travel Metro those hours, and while I can appreciate people wanting the 11:00, this seems reasonable since there are likely to be fewer people anyway.

These are unacceptable cuts to service. Implementing these cuts will force me to seek alternative transportation options.

I rarely use Metrorail in the evening.

9 p.m. is just plain too early to close. It needs to go at least until 11:00 p.m.

11pm is already too early to close. 9:00 pm would be ridiculously early.

Metro is essential for leaving large sporting events and concerts, which often end after 9pm.

This would increase my reliance on driving and taxi/rideshare services.

I will hopefully be back in the office by January 2022 and may need the extra time aka 11 pm

The later hours are very important, especially on weekends, to provide more affordable options other than car rentals.

This is the dumbest idea I've ever heard. Customers have happy hour and dinner plans and want to be able to take metro home from those plans. You are putting more money in the hands of Uber instead of helping dc residents

The metro already closes too early. This should be extending not getting earlier. What about essential workers, students, employees who need to get to and from work?

Definitely not...One of the beauty of living in the area has been accessibility to metro

The greatest impact would be from the money metro could make after sporting events that end after 9pm. Would make it almost impossible for folks to get home after those games.

NEED LAST WESTBOUND TRAIN OR LAST EASTBOUND TRAIN HAS DEPARTED SIGNS AT THE KIOSK OR ESCALLATOR AND ELEVATOR AT THE APPROPRIATE TIME, BEFORE SOMEONE CAN ENTER THE SYSTEM. KIOSK AGENT CAN ASSIST WITH STATION CLEANING, NOT JUST SITTING IN A KIOSK.

When events and travel normalizes, 9pm is much too early for late work events and cultural events in the city. This would cause undue financial burdens and harm the live events and concerts industry further as riders could not easily return home after events.

This means that all sporting events and all public events are no longer accessible by metro, not to mention even just going out to dinner with a friend - metro would no longer be an option.

Essential government operation needs sometimes require staying downtown past 9pm, occasionally at short-notice.

Lots of people are now working different shifts and the metro is needed at least until 11 but 12 would be ideal for people that get off work at 11.

Our business includes shift work and employees rely on later metro rides

It's too early for people who work late and go out for a late dinner or entertainment downtown.

Many essential workers need service past 9pm. I sometimes need it for my work as well.

This will negatively affect working class people who rely on public transportation to get to and from their jobs and don't have other options.

I'm a 8-5 commuter. I sometimes ride in the evening, but this would be preferable to other options.

So if I work past 9:00, how would I get home

I expect COVID restrictions will not extend beyond Jan 2022, and that museums, restaurants, sporting events, and other venues will be open beyond 11 pm.

This plan will just help the car service programs. Metro will get people to their destination and they will just use a car service to return home. It seems metro may lose out on that revenue. Also, when sporting events or concerts are going on in dc, those people will be stranded and will have to utilize other means of transportation to get home. That experience may cause people not to use metro the next time, so metro will start losing future revenues.

With such limited hours metro will alienate significant ridership.

Need to keep the system open late at night, ideally round the clock

Proposal to close Metrorail at 9 p.m.

We need to have the metro available later into the evening as there are people who need to commute home and to work past 9pm. In other cities the metro is open 24 hours a day. We should be talking about expanding service not shortening the hours.

This change eliminates the metro as a plan for travel into the city for dinner. 90% of my transportation takes place on the metro, including trips into the city for dinner and to visit friends(during non-Covid times). By shifting the hours, that means that I cannot rely on the metro for consistency.

Even 11pm is awfully early for a metro system in a major city.

This makes it prohibitively expensive to go out using only taxis or Uber in order to avoid drinking and driving.

This greatly limits the functioning of the city at night. All great cities having late night rail systems that help boost the cities economy and culture. Closing early would be detrimental to city nightlife and the economic effects would ripple through the entire DC economy.

For weekdays, keep the trains running to 11 on Fridays and Saturdays.

Yes for during the week, no for the weekend.

I dont generally use metro that late and if this would allow WMATA to cut back on spending, I am all for this change. Happy to take uber if I am out that late.

Work late night and depend on train

Curtailling hours means fewer passengers and then it's a downward spiral. Hours should expand not contract to attract more customers.

This would work for me as I dont use Metro this late, I would typically take a car service, but what about service workers who work into the evening hours and then need to get home?

This would not work if you are using metro to attend theater events in DC.

Perhaps leave them open later (11pm) on weekends

Forces people to spend too much on other transportation that current DC infrastructure can't handle with limited car accidents

I would not be able to use the train for anything other than going to work. I rely on the metro for transportation. If I traveled from Maryland to DC for a concert or event in the evening, I would have to Uber back if this proposal went into effect. Why don't you want my money for that trip???

But I'm old and go to bed early.

Hoping theatres will reopen by then so early closure would be before shows are finished.

Living in Arlington, with potential use of Metrorail in the evening hours, it is unreasonable to close system service at 9 p.m., when many riders depend on MetroRail to return home in the evenings. The earlier closing hours of the MetroRail system will mean continuing to lose MetroRail customers, most permanently.

Except when sporting events in the dc area are at home. Hockey. Basketball. Baseball

Would work if weekends (Friday/Saturday) the trains ran later

Once things have opened up, we will need to be able to get home from events or restaurants. This would force everyone to get an uber, taxis, or drive intoxicated

This is not ideal, but I could make it work.

Not good for people going to afterwork events like CAPS and Nationals games.

I work past 9 pm. This would entirely upend my schedule.

Personally it would work for me because I never take the trains that late. But what about concerts in DC, or sports games, or other events...are all those people who depend on the Metro now to get home supposed to find a cab? or walk?

While this proposal would work for me, it would seem to greatly restrict many individuals who may frequent restaurants, bars and clubs at later hours than 9 pm. Closing Metrorail at 9 pm could easily have a negative impact on restaurants, bars and clubs.

I usually do not use the metro between 9-11pm.

Any trips to theatre/concerts or even dinner at a restaurant in downtown DC would be impossible with driving.

This is insane. This is a major way people get home later in the evening, especially for people who don't work â€œtraditionalâ€ 9-5 hours.

We have an important, weekly group meeting at NIH. A 9 pm system closure would prohibit many members from attending.

Assuming professional sporting events return, 9pm is entirely too early to accommodate.

Proposal to close Metrorail at 9 p.m.

I dont really go out late, and although I sometimes work late, I would be able to schedule around being home by 9 pm most times. However, this seems like it would be the hardest system for essential employees who may work night shifts, which I imagine would end up having very significant secondary impacts on me in the form of stores or other businesses being closed, cleaning and janitorial services not being done as often, and less staffing at places like hospitals if people cannot commute as easily. I think this is therefore likely to be tremendously difficult for everyone.

Again if I work later at work or travel for shopping this is a huge disruption. Why even bother having train service. Also this is bad as i also use the trains from air travels. This is embarrassing for being the Nations Capital!

Hopefully, theaters and restaurants will be opened again by then. We need those later hours.

The only time I use it is at night because parking downtown is tough for going out for dinner

I would love that in the future, the Metrorail could operate beyond 11pm. during the summer.

This plan would make it very difficult to attend events at the Kennedy Center and other venues, unless I drive. Since I am 73 years old, that would be a major problem.

Many people actually work late into the night if not in an office then meeting people for discussion elsewhere. Also if people are going out at night, do you want them drinking then driving home?? Saving one life is worth the cost of keep the place open till 11:00.

I already dont use the metro a lot at night because the wait times are so long. Why wait 20 minutes for a train to even start your commute when you could be home in 15 minutes on an uber? Id like to use the metro more at night to save money, but there would need to be funding for a lot more frequent trains for this to be viable.

People work different types of jobs with different hours and rely on Metro.

10:00 may work for me, but 9:00 is really. I also suspect this will harm the restaurant industry.

Please consider closing at 10 pm instead of 11 pm.

We take the metro to evening activities in DC - it would no longer be a good option for that if it closes at 9. Also, what about people who have jobs where they work late - such as in food service, hotels, event venues, medical care???

Having metro operating late supports dangers related to alcohol consumption, or people with low income that end working late.

I would have to drive more often if I couldnt take Metro home following after work functions.

Are you trying to kill ridership into and out of the city for entertainment and tourism?

Metro services need to have e tended hours for those working or running errands. More people will probably use the metro in 2022 as well.

Assuming a return to normal in 2022, Metro needs to accommodate passengers going to concerts and sporting events at Capital One arena and Nats Park. Those events typically do not end until 10 PM.

I think 10 would be more reasonable.

Eliminates the convenience of taking Metro to DC to see shows at several of the major theatrical venues & concert halls. Why bother with Metro if you have to leave the show right after it starts? Its a ridiculous idea

Makes use of metro for evening dinner or entertainment impossible

I use metro to travel into DC in the evening to avoid having to try and find parking. I would just stop going into DC in the evening under this scenario.

Terrible idea for Metro and the regional economy. This is another death-spiral initiator. Maintain full, reliable service and riders will return in droves.

During the week, this would not be a problem, but it would be a major inconvenience for Friday, Saturday, and Sunday nights.

A lot of people rely on metro to get home from work and 9pm closure is too early.

Evening activities in DC (concerts, sports games) end after 9 pm

When I have to work late I wouldnt have an affordable way to get home. I feel like this would also screw over anyone who has work shifts in the evening/night.

You will destroy local businesses, especially restaurants, cafes and bars. This will debilitate service workers and those with disabilities that prevent them from driving.

Reducing service in any way will hurt ALL riders and end up hurting you! Who is giving you this terrible advice??

Changes in traffic patterns post commuting hours will make metro usage more attractive provided that service is available/accessible.

This would cause me to have to take an Uber home if I work late.

It should be open later than 11pm

A lot of people are working overtime or studying late hours and they need the metro to commute.

I often use the Metro to go to the Shakespeare and Studio theaters as well as to meet friends for dinner. That wouldnt be possible with a 9 pm close.

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| Proposal to close Metrorail at 9 p.m. |
| How are frontline workers, including healthcare workers, expected to travel in the area without metro? |
| A lot of people have to work late hours, shops and restaurants close at 10 p.m. so to get home it should operate at least to 10.30 pm! |
| I often choose to ride Metro on weekends to meet up with friends. 9 pm is too early and will push individuals towards unsustainable car services that do not pay a fair wage. |
| 9 pm is very early to close if going to dinner or a show. 11 pm is reasonable, but not 9 pm |
| I attend sports and theatre events that end later than 9pm. 11pm closing is needed. |
| I may need to work night shifts as we return to a normal schedule. I wouldnt be able to commute from my current job to home if metrorail closed that early. |
| I rarely ride Metrorail that late in the evening, but closing at 9 p.m. would make it less convenient to ride Metro to evening events in D.C. |
| Its possible this could work, but it will harm restaurants as people wont be able to go out for dinner and use the metro. This means people just wont take the metro for dinner; theyll use Uber instead. |
| Usually off metro before that time |
| I often work late and/or meet friends for dinner after work. If this proposal is adopted, I likely would take another mode of transportation into work so that I could continue to have the flexibility to work late and/or meet friends for dinner. |
| Metro is how many people get to and from events in the city. Closing the stops early would keep people from accessing what NOVA and DC have to offer it's community, increase drivers/traffic, and most likely result in more drunk driving |
| I can find other travel options for the late evenings. |
| I would worry about how this could impact tourism and also safety within DC at night. Plenty of people rely on the metro to get home after drinking and I would be concerned they would switch to driving while under the influence instead |
| inconvenient but would work |
| Too early, assuming people are working in offices, 10pm would be a more acceptable time |
| Needs to remain open later on Friday and Saturday nights. |
| Earlier closing makes the Metro system less reliable for those whose work-related travel times require the later closing. |
| This inhibits the ability to access events and entertainment between jurisdictions. It will hurt many businesses that depend on activity after the normal workday ends. |
| That is too early to get home from work |
| Even though this proposal would work for me personally, many people, especially in service jobs or who are otherwise lower income, rely on later train hours. |
| This would be a huge challenge for people who attend professional development and networking events after work. |
| Cutting off service would be a hardship for people who rely on it to get to/from jobs that end late at night (eg restaurants, government shift-workers). |
| this is unacceptable. Commuters highly rely on Metro between 9-11 for work and social purposes. This will hurt the region and just give more power to the ride sharing companies |
| I usually use metro when I go to dine out in DC or for other evening activities such as meetings, classes (I live near the Grovesnor station). Stopping the metro at 9 would force me to have to drive into the district. Now that I have family there this would be an inconvenience |
| While not ideal, closing earlier would be least harmful to me personally. However, this will make metro infeasible for many night and weekend events. |
| While this proposal would not impact my commute, the commutes of many evening shift workers will be adversely impacted, making it difficult for workers to get home safely after hours. This also acts as an informal curfew on DCs women, as walking or bus transit in the evenings is not as safe as Metro, particularly for single women traveling alone. If Metro is committed to equity (on gender and class lines) this policy is not acceptable. |
| This doesnt affect me except that there would be more people driving while intoxicated- after being out at night. It will affect restaurant workers too. |
| People working late shifts should still have access to public transportation. |
| I would like to see extended hours on a Friday and Saturday night |
| This would be a huge detriment to workers who have late shifts and also a huge blow to nightlife around the District. |
| My job involves conferences and networking events. 10 pm closure might work on weekdays but 9 pm is too early. A 9 pm closure means I would not be able to use metro on Saturday nights for social gatherings. |

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| Proposal to close Metrorail at 9 p.m. |
| This will incentivize me to not take the metro at all because I often work late, even though I now take the metro to go to/from work. I will drive (and revenue will father further as others make that choice as well), but not everyone can afford a car or parking in the district. This would disproportionately impact those who need the metro the most. I would be happy to pay higher taxes to fund the metro. |
| Earlier closing times will just further enhance a downward service spiral. People will stop taking Metro for leisure purposes or going out to dinner. |
| As the city gets back to normal, people will be in need of the metrorail service on Fridays/Saturdays to get home safely from a night out. This service cut would increase reckless behavior (e.g. people choosing to drive rather than take public transportation). This would work for me if the metrorail had extended hours on Friday and Saturday. |
| Any night I'd have to stay late at work, this could be a problem. I don't want to get stranded. |
| Many people rely on metro for transport to and from downtown Washington, especially for sports events and to enjoy DC nightlife. Additionally, people who rely most on metro for transport, specifically those who work in the service industry, will be negatively impacted by this change. |
| I would have to take Uber/taxi from the airport, dinners or cultural events in downtown. |
| This change effectively blocks people from attending events downtown that end after 9 pm. It would have a negative effect on the cultural life of the city--sports, theater, restaurants, bars. 9 pm is simply TOO EARLY. |
| If I were to attend an event-it would limit those activities drastically. |
| Would it be possible for the earlier closures to be Sunday - Wednesday, and then later trains on the weekend beginning Thursday? Conference travel means that people would not be able to attend evening events if they had to take the Metro. |
| I frequently rely on metro to travel home from downtown after an evening out; early closing would discourage me from using metrorail and would prevent workers with later commutes from using Metrorail. |
| Seldom use Metro after 9, so not sure of effect. |
| Please do not limit the night time metro access. |
| My husband works 2nd and 3rd shifts and these hours will force him to use other more expensive options to get to and from work and home. |
| That will kill dining out, theater, and probably most evening activities. |
| How does this work for going by to the theater or the ball game or an event on the mall or going by to a movie or on a date? Also what about workers who work at night? In dining or retail? |
| If we ever return to normal (after the pandemic), this would make it impossible to frequent restaurants, theater, ball games, etc in the evening. |
| What about sporting and other late events |
| If Metrorail would close at 9 pm I would no longer be able to go into DC for fun events in the evenings. |
| fuck you cheap rat bastards |
| These ideas make Washington DC region a laughingstock in terms of 21st century transportation and will add to road congestion. |
| Once fan attendance is allowed, I would take Metro to Nats, Caps and Wiz games |
| Could the hours be extended on weekends? Think about the people who drink and take the metro for safety. Or ride to events, like ballgames. |
| 9pm is far too early for this mode of travel to shut down. |
| Cutting hours means cutting volume to any potential events in the evening. I would expect concerts and sports attendance to start ticking up this summer. |
| I depend on metro to get me home safely. I've been in a couple of ubers with unsafe drivers to get home. Please don't compromise my safety this way. 11pm was already not great. I miss when metro was open until 3am on weekends |
| I was considering moving to Maryland next year and commuting to work; this is not ideal and would not be helpful to me or my family! |
| I work in hospitality which means I work non traditional hours, so I would no longer be able to ride metro if this changes. This would also prevent many people from using it to go to dinner, a game, a show, etc. Who closes at 9?? Might as well close at 7 after the evening rush. |
| This eliminates Metro from evening activities. Bad idea! |
| I rarely am out that late. |
| Once downtown events resume (e.g. sporting events, concerts) you basically are telling anyone that attends a weekday event that they will not have public transit as an option to return home. Furthermore, any travelers flying into DCA would not have the option of public transportation for any sort of night time flight. |

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| Proposal to close Metrorail at 9 p.m. |
| Ride shares be available for late night workers |
| I think late night service (not that 11pm is that late to begin with) is an important part of making Metro work for the residents of DC, not just office workers commuting. It helps people who work late and helps folks who live here run errands and live social lives. |
| I find the 11pm closing time ridiculous and not at all responsive to folks who need mass transit or would like to use mass transit. It should be operational 24hours per day. |
| Not good if attending events in DC- ball games, concerts, etc. |
| This will work for my needs now, but I do remember when I was in grad school a few years ago and the metro staying open to 11 was critical for all of the students in my school taking night classes. This plan could be detrimental to students across the city. |
| I guess if you are trying to destroy the evening economy....9 pm isnt late enough to take metro home after dinner or a movie or a show at a local theater or a sporting event. |
| Eliminates any opportunities to use Metro for nighttime events - dinners, concerts, sports events |
| 9:00 is too early. Consider hospitality industry shift workers who often don't have cars. There is a need for public transportation for those whose shift ends after 9:00. Please consider the impact on the businesses as well as the workers. |
| There are and will continue to be plenty of times when I need a reliable public transportation option to get home after 9 PM, especially on the weekends. I believe closing service for the Metro at 10 PM at the earliest would be more reasonable. Realistically, it should end at 11 PM. |
| I think this is a smart idea. The only thing I would make exceptions for would be weekends if there is a sporting event. Many people take the metro after a capitals or wizards game. Getting rid of this could impact game attendance. |
| Everyone works late. Sometimes people go to a restaurant after work. This would kill the downtown businesses |
| Night shift workers??? |
| I often leave work later than 9 pm and I wouldn't have another way to get home in a safe and timely manner |
| This is stupid. Things should be getting back to normal by then. If our people don't have enough money to run a proper metro system in the capital of the free world then we are in an incredibly sad state of affairs. I'm tired of the nonsense. Congress or whoever needs to provide proper funding instead of wasting it on stupid stuff like their limousines, security details, border walls, free lunches and all the other stupid crap Republicans wasted money on in the past 20 years. There is no vision in the past 30 years about transportation in Washington DC AREA. An influx of people without much thinking when that dumbass G. Bush started his stupid wars and brought in all these over paid military, contractors, over blotting the intel community. |
| Assuming that restaurants and bars are beginning to reopen fully in January 2022, I think the early closure would significantly impact my ability to visit and support these venues as a patron. |
| Absolutely not. Even the 11pm closing is too early about 50% of the time for my job. A 9pm closing would render Metro completely useless. |
| I rely on public transport to see friends and to do my work. This will force me to take expensive taxis, adding even more cars onto our roads. This will increase the risk of accidents, and it will increase pollution, which means you are increasing the risk to public health with this decision. You are also making the climate crisis even worse. I thought we were meant to be building back better or was that just a nice phrase that had a catchy ring to it? |
| Even 11pm is too early for Metro to close which is one reason people don't use it as much. If you change it to 9pm your ridership will drastically decrease. Those who work in retail or the restaurant industry won't be able to use it to get home from work and those using it to go into DC or the suburbs to grab dinner, go shopping, or go to an event at a museum, the Kennedy Center, or DAR are also unable to use it to get home. |
| Doesn't allow for dinner, shows, sports etc |
| Closing the system at 9 vs. 11 pm would not allow ridership following almost all evening events. |
| Absolutely no. I couldn't get home from evening concerts at Strathmore. |
| I take night classes that end at 10pm and will not be able to go back home to Anacostia. |
| working class people obviously don't need to use public transport, and nope, neither do essential workers. you are... serious about this, really? |
| Earlier closure on weekdays is ok but it needs to be open until midnight on weekends so people can go to bars and restaurants, entertainment venues, and not drive. |
| The timing of this plan would undercut any reopening of late night activities. |

Proposal to close Metrorail at 9 p.m.

This suggestion is ridiculous. Reduce the service and you will reduce the passengers, because if they cannot count on the system to run when they need it, they will not even use it at times they could because they have switched to other modes instead. 11pm is already too early for closing service of the day, moving it to 9 would make transit an infeasible option for any evening activity.

Okay for me, but not for restaurants, bars, concerts, games.

That would not work because there are countless people who are still essential employees in the DMV area that work all different hours and heavily rely on the Metrorail. I currently work on evening shift at my job and still occasionally take the Metrorail, but my shift doesn't end until 10:30 PM Monday-Friday, so if the system closes at 9 p.m. how am I supposed to get home from work? And, I'm not just thinking of me, I'm thinking of the other people who work where I work on evening and midnight shifts who rely on Metrorail. So, how are those people supposed to get home from work on evening shift, and also the employees who work midnight shift how are they supposed to get to work if the system closes at 9? These are things I think need seriously considered and I'm strongly opposed to this proposal.

11pm is already an early closing time in my opinion

Not sure if this would prevent me from attending an evening event.

I'd be concerned on the impact of people attending evening events: concerts, Nats games, Wizards games, and Caps games.

I am a tour guide in the area and frequently have student groups at the memorials until 9:30 or so. I then rely on the metro to get back home and would be unable to do so if it closed at 9, so I would have to drive instead of using the system.

This would severely limit any evening activity in DC. Have you discussed this with businesses in DC?

Some nights are late in the office, past 9. I would also be bringing in much less weekend revenue (restaurants, bars, etc--if open and I'm vaccinated) to DC because nights out would be gone since constrained by metro schedule; I would not pay the uber surge pricing to go out anyway.

That is way too early- even 11pm was too early. It forced people to leave the downtown area before they even have a chance to have dinner and drinks. This proposal will absolutely kill the city and make people living in the suburbs miserable

There are so many downtown spots/venues that we frequent in the evenings and we would be stranded downtown should METRO close at 9 p.m. rather than later.

If the Kennedy Center and other entertainment venues are back in service in 2022 as I hope, I will need to be able to come home later than 9pm after attending a performance at one of them.

People take public transportation so they don't drink and drive. Closing later would make that harder. Additionally, many jobs don't let out until 10pm and people will need public transportation to get home after work.

Need Metro opened until 11 pm to accommodate evening sports and concert events, etc.

With options like uber and lyft, I feel safer taking private transport after 9 pm.

I often use the Metro to come home after evening events. this change would require me to drive into the district from Maryland

What are workers who work past 9 supposed to do? What about people who go out to bars and restaurants and need a safe way to get home without drinking and driving? The metrorail should absolutely be available past 9, it supports thriving nightlife in DC, the safety of our communities, and people working later hours.

This would greatly diminish my ability to take the metro home. Additionally I would probably stop taking the metro in because I would need to worry about how I'm getting back so I'll probably just drive. This is too early for so many places/jobs. Please do not reduce the hours of the metro.

needs to close at 11pm

It would work for me but what about others that use the Metro at night for work.

The 9pm cut off is too early for any major metro area, and it would prompt many to have to find alternative means of travel, though many would not be able to afford to do so regularly.

I would accept this

I do not feel safe riding the Metro at night and would usually take a taxi/Uber at night.

absolutely an impractical and exclusive time, leaving out workers in DC and detrimental to businesses trying to regain momentum after pandemic and reopening

Works for me but so many who can least afford it would be impacted

It would be rare for me to use Metrorail at that time unless there was a special event.

The metro should run until 11pm at a minimum on Fridays and Saturday nights. I often go into downtown DC mid-week (pre-pandemic) and instead I would be forced to drive (or not bother to go into DC) if metro only stayed open until 9pm on weekdays or god forbid 7 days a week.

Proposal to close Metrorail at 9 p.m.

You all need to have a plan for major sports events including playoffs and finals. Nothing was more infuriating than how the Nationals play offs were handled.

I often work overtime or stay in town to go to dinner or socialize. This would force me to drive or seek other options.

There are many activities after 9 pm that I would access using metro including plays, sporting events, and dining.

OK on weekdays, not on weekends

I dont own a car, so metro is the only way I can get groceries, visit restaurants and venues, see friends and family. Such a proposal would force me to use other transit besides the metro, especially at such an early hour. I frequently use metro after 9 PM to return home.

It would be impossible for me or others who work in DC or attend a performance in DC.

Absolutely terrible idea. DC is not a second-class city. We need more, not less, Metro service. Longer hours, cover all baseball games to close, late night shopping, eating and more.

This would dramatically reduce the utility of the system as last trains at many stations would be far earlier than the 9pm closing. Staying open till 11pm is critical for many essential workers at restaurants and office buildings.

After work I frequently visit business along the metro not in my neighborhood, this change would force me to take more expensive modes of transportation cutting into the money I spend at local business.

At least 10pm

For people going to entertainment areas in the city, 9:00 would be rather early to stop transportation.

One of my main uses of Metro has been to attend Kennedy Center concerts. This would make that use impossible.

Travel from restaurants or airport difficult if close at 9 pm

If we go out to a game or just dinner after work we will use past 9. I think 10pm is a better time frame with staying longer on game night

What about the late night workers?

From time to time, I use Metrorail after 9:00. It would be very inconvenient if the system closed at 9:00.

It means to go downtown for dinner or theater in the evening, I would need to drive my car instead of rely on metro. Probably means I would go less often.

Evening workers NEED reliable transportation. We need late night access to metro.

Not ideal, but workable.

I do not have a car and frequently use the system after 9pm.

My primary use of Metro is evenings and weekends - this would severely curtail my use of Metro. If I would need to use a taxi or Uber to get home, I would probably not use Metro at all, and just use my car instead, thus contributing to more traffic congestion.

This is essentially a death sentence for the entertainment industry and everyone who works in restaurants.

What about folks that work late, ride the train for an hour? By the time they got home the metro would be closed. Plus this decreases metro use for sports and leisure

People who work late need to be able to get home.

It needs to be open until 2 am when businesses close

It would mean I ride trains way less often.

I take the train daily, starting at 655 am to go to work and leave from federal triangle between 440 and 5 pm.

People who work in retail would be severely impacted by this considering most stores dont close until 9:30 pm. Relying on Uber would become expensive

This presumes current Covid conditions. This would not be acceptable if ridership returned to pre-3/20 levels.

If, as currently projected by the US gov and CDC, some semblance of normal life is achieved by end of 2021, and many people are vaccinated (I plan to be!), and transmission is slowed, i and I feel many others will want to participate in activities later in the day (like going to restaurants, or cultural activities), so having extended operating hours of metro would be beneficial to the local economy.

If I decide to take the train on the weekends, there will be no late service to travel.

I dont like it. But yes, I could make that work. I dont go into town for anything very often at night - especially these days.

Even the 11 pm closing is a hardship for many workers. Many service workers work well past 9 pm and cannot afford to use alternative transportation like Uber.

Frankly 11pm is way too early to close.

Terrible idea and bad for restaurant business which is already devastated

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| Proposal to close Metrorail at 9 p.m. |
| This would mean that people could not take metro to DC for dinner or a show or a movie or other activities. People working in Dc could not stay in DC for a show or movie or other activities. They would have no way to get home. |
| It means I would never use metro to go out at night, but rather Uber or similar, but I could still use it to commute to work. |
| I often work later than 9 pm on weekdays and I ride Metro from Grosvenor to Gallery Place/Chinatown. |
| This plan works for me, though 9PM seems extremely early on the weekends. It seems like perhaps starting service later on the weekends, as opposed to terminating it earlier, should be considered. I suppose ridership numbers should dictate, though. |
| Precludes evening attendance at plays, concerts. sports in DC. |
| This would eliminate our ability to patronize local restaurants and theaters. Often Metrorail is more reliable than rideshare and is always more economical. |
| The weekends should have extended hours. |
| This would make any late night activities in downtown DC harder |
| Closing at 9 will prevent people from using Metro for evening events such as the Kennedy Center, National Theater, Wolf Trap, etc. putting more cars on the road and removing the ability for some people to participate in these events due to lack of transportation. |
| Later times are very helpful for late nights out |
| I use Metro in the evenings as an alternative to private options such as Ubers and Lyfts, which are much more expensive, less sustainable, and ultimately exacerbate the problem of public transit use. This change would be a huge detriment to getting around the city for visiting local businesses, bars, restaurants etc. |
| This means anyone working late or intending to eat out or go to the theatre would absolutely need to drive. This is a very bad idea with all sorts of unintended economic consequences. |
| It would prevent going out to downtown businesses, nightlife, and late night workers. |
| I feel like maybe 10 pm would be a better time. I feel like by Jan 2022, rider capacity will start going up and nightlife will get back to the rhythm of things. However, when there are sporting events, 11 pm would be good as well as for Friday-Saturday. I can see 9pm closing during Sunday-Thursday if there are no huge sporting events or whatnot |
| Any event that occurs on a weekday after work could cut this very fine. Owning a car could become a requirement. As long as its still possible to travel by bus, though, I would consider it acceptable if necessary. |
| Shift changes happen at 11pm. This is just putting money in the pockets of rideshare services when people go out for happy hours. |
| except during sports games. |
| It would destroy night life for people who dont want to drive town down or who do not have a car. |
| This would decrease ridership even for commuters, who dont know how late they stay or want to have dinner or a drink after work |
| 9 PM is far too early! As someone who will frequently have to work evening shifts, as I know many others in DC have to as well, closing the metro so early will make it impossible for me to get home in a safe and affordable way. This is NOT a change that I think the metro should be willing to make, especially when metro services in other major cities already operate much later hours that DC does. This is a move in the absolute wrong direction. |
| This change would be detrimental to people who work in the evening and rely on public transportation. |
| This again would prevent me from taking the metro when I could I would be more inclined to a 10 pm stop time for days when I need to work late |
| That would mean not being able to take the metro home after a dinner out - that means more expense for me, and greater carbon emissions for the world! |
| This would be a negative effect for evening/night industries relying on customers. |
| I work late and require metro service after 9pm. |
| Closing far too early. People would need to board at 8 pm to be sure the trains were still going to run to destination. |
| While I dont use metro for late night, I could see this being an issue for people in the city that utilize metro for their transportation in the evenings. |
| This would be fine for my commute, but it would mean I no longer use metro to come home from evenings in the city. |
| Weekends to stay open until 11pm |
| should have later times Fri/Sat nights!! dont want drinking adults to drive |
| How are people suppose to get home if they get off of work after nine? |
| It would be difficult on some days (when staying for after work events) but generally would accommodate commuter requirements. |

Proposal to close Metrorail at 9 p.m.

The metro is important for late-night commuting as well as social activities. Closing it early might lead to an increase in drunk driving in the city, as well as traffic and air pollution.

For low income families who may be working night shifts at fast food retail or any other employers this may cause problems since metro bus and Metrorail are the cheapest ways of getting around town in a timely matter.

After sporting events/concerts/etc. many people take the metro home and would probably be forced to leave early or use alternative modes of transportation

If it closes before the theaters do, what use is it?

cutting service will hurt lower income people and workers who depend on an affordable means of transportation

We use Metro to go to ball games, hockey, and concerts downtown, 9 pm close would prevent this.

I believe that is reasonable given the circumstances

While inconvenient, this would be workable with other ride share services. However, some extended service to Reagan National airport might be worth considering to continue moving travelers beyond 9 pm.

This would be very challenging for students and shift workers who may be leaving class/work just as stations are closing, and have long commutes to suburban locations that would be much more inconvenient to make by bus.

No have to clock out early to make it home or last train

I mainly use the Metro for special events in DC which would usually end after 9pm. Would want Metro to stay open until 11pm.

Not everyone works 9 - 5. Essential workers and those who make lower incomes (janitors, cooks) depend on Metro and work later in to the night.

I think this is acceptable. Most business work is wrapped up by then and younger customers that enjoy later city nightlife usually uber or lyft.

This would be an extreme limitation on my ability to travel in DC . I often take the metro downtown and ride it home after 9 pm on weekends, sometimes as late at 11 pm. This early closing would make it almost impossible for me to go downtown on weekends for entertainment (theater and dinner).

I would have to curtail any after-work dining or entertainment (shows/events) in the city given this option.

It would be helpful if the weekends had extended hours so people could commute to shows, theatres, restaurants downtown.

Need metro to operate at a later time. 9PM is too early.

I sometimes depend on the system to get home later in the evening.

I use metro primarily for commuting. I do not often use if after 9 PM.

Not good at all. Prevents nightlife from occurring and also makes it impossible for workers to get home at the end of later shifts

Even a dinner after work runs later than 9pm.

This will mean that I can no longer attend evening events in DC. The city will be overwhelmed with automobile traffic, parking needs, and most notably vastly increased air pollution.

I believe drinking and driving will increase in that case

It would not affect me personally but how will people who work in retail or restaurants get home after closing time?

Service hours are curtailed enough an to limit options.

If anything, 11pm is also too early. Night shift workers, restaurant or hospital workers, and others with off-hours schedules should all be served by the Metro. To reduce to 9pm presents further barriers to Metro being an important part of the city's economic development and social development. Metro can help reduce people drinking and driving, but closing by 9pm severely limits that ability. DC will instead be overrun by private rideshare companies and individual drivers. This is not the future of metropolitan life.

It would hinder taking advantage of theater/music/dinners out (assuming any of it opens). Therefore would continue to hurt the economy.

This would be minimally acceptable to me. It would be a boon to taxis and ride-sharing services, especially on weekends, adding to congestion on downtown streets.

We need to 2am weekend times back. At the very least Midnight. 11pm is too early and 9pm is even earlier

Service during this time is especially critical to keep impaired drivers off the road

That will hurt, not help, the entertainment sector to get people out to their venues. Many will just not go.

Assuming most things are back to normal by then, I love to attend concerts, lectures and dinners which will be over past 9pm. My home station is Vienna, so I'm already getting the last trains by the skin of my teeth

Proposal to close Metrorail at 9 p.m.

A lot of people use the Metro to either get to an overnight job or to get home safely after a night out. The service should be there to be used when needed, not needed when used.

This would prevent me from doing things in DC. Too early closing time to attend baseball games or hockey. Or to go to restaurants.

This would make it impossible to use metrorail to go out to dinner, bars, or sporting events

This would work for me personally but would be devastating for service workers. Will Metro make it up with more buses? This seems unworkable.

This targets low-wage workers, as well as workers that have later shifts, which disproportionately affects communities of color and other minority communities

This would force me to use ride share, and at that point, why do I even need metro?

we could make this work if we had to. Would impact going to DC for evening activities

Sometimes if I work super late I take Metro home from Courthouse to Virginia Square, but if that wasnt an option, I would walk or call an Uber.

Occasional sporting (and other) events would be effected, which would be a bummer. Maybe several lines could stay open on nights, with limited trains from venues only.

Audiences and workers need transportation when performing arts venues re-open.

closure at 9 pm really forces anyone visiting downtown later in evening to drive or take cab/uber. This is NOT SUSTAINABLE for neither the environment or the economy of downtown DC. Service should continue until 11pm.

Being a shift worker, the time change would definitely have an impact. I also see this as being an impact for events in the future too.

One of the benefits of metro is to go downtown to evening events and not have to drive/park or worry about driving/parking.

If you want people to use metro to go to restaurants, theaters, or any of the other places that DC has to offer, this lack of service will decimate them.

I use metro extensively "even more than for work" to go to events (sports and entertainment) venues. If I can't do that I will probably forget metro exists.

I use the metro infrequently after 9am, even in pre-pandemic times. This proposal would have very little direct effect on me.

metro is useful to go out after work to ball games and other events, have drinks without the hassle of driving. a short sighted proposal

Use to go to sporting events and would creat issues for younger people

10 pm is manageable. 9 is jst too early

I like to,take:metro to,the theater but I could t if there were. No service after 9 pm

The metro isnt safe after 9pm anyway

This seriously would impact those most in need of Metro, where Metro is not a benefit but a necessity to get to and from work or school. This proposed change severely impacts the purpose of Metro - PUBLIC transit system.

This schedule change would affect late evening travelers and reduce the commercial appeal of Clarendon and other parts of the RB corridor - putting pressure on business and sales taxes .

I dont get out of classes until 9

Need at least 10 pm

I generally take a car service (taxi, uber, etc.) after 9pm.

Post-pandemic, Metro should be a reliable, safe travel option for people working late, attending sports events or otherwise being entertained in downtown DC. This proposal would shift transportation options to ride share and personal vehicles, increasing traffic, increasing fossil fuel usage and potentially increasing dangerous driving (particularly DUI) occurrences.

By then theatres would be open and I would not be able to use metro for going into the city for theatre visits

I understand why, that would put a damper on people who work past 9pm.

Important to have some a bit later into the evening so Metro can be used for late-ending theater, sporting event, dinner times, etc in D.C. Probably need to at least 10 PM

If pandemic ends and things open up, then night time service becomes more important

The metro is how I get home when I work late in the city,. This is the only affordable way for many employees to get home!

This plan seems very reasonable.

I rarely ride metro after 9pm. Although, it does limit options for sporting events when those return, like they are expected by 2022.

Does not allow for those working in the city to have late hours and still have transportation

Consider later Thursday through Saturday

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| Proposal to close Metrorail at 9 p.m. |
| Im fine with the 9pm closure during the week, M-TH, Sun, but I think I should be 11pm on F and Sat. |
| A large portion of the metro area works later than 9 p.m., and it is unreasonable to cease public transit at that point in the evening. 11 p.m. is already early when compared to other major metro areas' train systems, and moving it earlier will place a burden on the people who need an affordable mode of transportation the most. Perhaps limiting train times/frequencies even further could help reduce costs without completely abandoning this community. |
| Commute is generally complete by 9pm. |
| A 9 pm close would be an awful decision. People need to get home safely after plans, and closing at 9:00 is way too early. |
| My work often keeps me downtown past 9pm. |
| Early closures would not help individuals who work night shifts or night classes. It would make more sense and be more helpful if train arrival times were extended near metro closing time. |
| unless there are exceptions for hockey games and events, this will make it even harder to manage transit/travel for these events. |
| If I can't rely on metro to get me gone after work I'll have to stop using it. It seems likely we'll be back at work by 2022 bc of the vaccines and I really need metro if that's the case. |
| Evening and Night shift workers wouldnt be able to get to work or home. |
| I use metro to commute home from the city for social and work events in the evenings. I cant afford to do so by taxi/uber. this would be a hardship. |
| Over the weekend closing later will encourage people to use instead of driving to DC for parties,, games, events, etc. 2AM would be more reasonable |
| If life ever returns to normal, a 9 PM cut off time on the weekends would be very bad for business and customers. |
| Are we really not have a night-life in Jan/2022? Sad ...:(|
| Im not sure, as if I need to go back into the office during this time of year we will be working late hours. This could lead to potential issues, along with the fact there are no buses that will have routes to VA during this time it may be difficult for myself to go home. |
| for those involved in the tourism industry this would be TOTALLY UNACCEPTABLE AND a disincentive for ANYONE, tourist or tourism worker. Many tours of DC take place up through 10 and 11 pm. Closing metro at 9 pm would leave both tourists and guides and workers without a viable transportation option. |
| This survey seems intended to justify fare increases saying that patrons do not want cuts in service when the proposed cuts are clearly not viable for folks who may actually work or want to go out to dinner or a movie after work, at a minimum |
| If cuts have to be made, cuts outside of rush hour/after in the day makes the most sense. While people understandably want to be able to go out and eat, socialize, drink, etc., and use the Metro to get home safely, prioritizing rush hours - i.e. when more people are using the system, and workers, has to be the main concern. Further, people who want to go out to eat, drink, and socialize in the evenings have options not available 20 years ago, such as Uber and Lyft, that they can use to get home that would not be feasible for commuters and during rush hour. |
| This would be one of the worst ideas so far and would unfairly impact many lower income workers that work evenings. |
| That isn't even late enough for people to have a late dinner out. The city will be restarting commerce and we need transportation. |
| This will strand riders who depend on metro for later commutes and make it impossible to utilize for any sort of entertainment purpose. |
| Works for me most days, but night public meetings often go well past 9 pm. So this would impact democracy and service workers and the economy of DC in particular. |
| I am concerned that the early shut-down will adversely affect the restaurant and bar industry, which has already been hard hit, as well as service workers who rely on the Metro. |
| People spend money at night and drink alcohol. I personally cant afford to take ubers and taxis all the time. The bus is not always reliable. Im guessing this too would have a bad impact on the economy and ultimately metro. If people could explain how these cutbacks will ultimately set us up for success and improved services in the future, I might be more supportive, but of course, I cant support cutting back hours on a service I relied on pre-covid and hope to utilize again someday. |
| I depend on the metro to be available at night, especially on the weekends. |
| Ive often needed to use metro after 9pm to get home from non-work activities. Closure at 9pm means I could only ever use metro for commuting to and from home, and even then only on days when Im 100% certain that I wont be doing anything else or going anywhere after work. This isnt an appropriate option for whats supposed to be a major urban transportation mode. |
| I seldom use Metrorail at night, but I can see this would impose a hardship on many others. |
| It works for me but incredibly unfair to other workers who have late shifts or other transport needs. |

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| Proposal to close Metrorail at 9 p.m. |
| Terrible idea. Get home from work. If things open up by then, need to get home from activities |
| Maybe an exception for special events downtown, at venues such as the Verizon Center, 4th of July, etc. |
| Or 10pm |
| Hours do not align with late shifts |
| This would leave residents from out of state stranded in DC during events (even minor ones) and would reduce tourism traffic, etc |
| Works often extends past 9pm. If the metro isn't available to get home from work, I would consider investing in a car. |
| 9 p.m. closing means that I cannot consider using Metro for any events in the District of Columbia, including trips to Nationals Park and Capital One Arena, as well as other events like meetups. |
| This will lead to an uptick in drunk driving. |
| This would be devastating and financially debilitating to me and so many others. Many businesses and jobs end after 11pm. |
| I work in tourism and rely on Metro. To have the Metro close at 9:00pm would be ruinous for all of us who rely on it at night. |
| Absolutely not, so how do I get to dc on the weekends? |
| 9pm is not late enough to make Metro a reliable choice for post-pandemic life-- going to dinner, downtown theater or sports events, etc. This would cause me to drive rather than rely on Metro, as I normally would. |
| Unfair to those who rely on public transportation and work evening and early am hours |
| On a semi-monthly basis, I have been attending parties in DC. I already have to leave the party early to ensure that I can get home before the Metro closes at 11. Considering the fact that I dont arrive at the party until between 7 and 7:30, I would barely be able to spend any time at the party and therefore have no point in going if Metrorail closes at 9. |
| Night shift workers will be considerably disadvantaged. Inequitable idea here. |
| Id prefer later hours on weekend (Friday and Saturday) evenings. 9pm on weeknights is fine. |
| 11:00pm is already inconvenient. 9:00 would be horrendous. Would lead to a huge uptick in drunk driving and would make DC a way less accessible and more expensive city |
| Without weekend service hours extending past 9 pm, this would hurt travel to the District as sporting events and other cultural events that end after 9 pm would make attendees more likely to drive themselves rather than ride metrorail...which would impact traffic patterns and likely lead to more accidents/incidents as an unintended consequence. |
| I know ridership wasn't big after 9 when I used it during the pandemic, this does make sense so long as buses or other modes of transportation are hopefully available for consumers. |
| Living in herndon, this would not work for me to be able to have dinner in Arlington or the district. This would prevent me from being able to use metro to go home eventhough I will be living next to the herndon metro stop. Bad bad move |
| Would probably be OK on weekdays, but would like to have late night service on Fridays. |
| I very frequently take metro after 9 pm, but i could take an uber instead. But when i take it late, it is nearly empty, so these seem like good hours to reduce service if reduction is required. |
| The region needs a fully functioning METRO to bring back the economy! We need METRO to access downtown cultural activities and restaurants. How would workers at all of these places get home? |
| This would not work for me as I do not use metro for a 9-5 commute but rather to get around the city at all hours of all days to work, see friends, shop, and access leisure. Additionally, this would negatively impact some of the communities which most need transit (low-income workers) who work late night or overnight shifts in maintenance and hospitality. Metro should not just be for the 9-5 suburban commuters. |
| 9pm is definitely not an acceptable closing time for the primary transit system in a major city so this is a definite no. |
| it would be best if this is only piloted for 6 months as the year moves into spring/summer in 2022 and concerns and activities become more available, it would be best to be open until 11 pm. |
| Given the re-opening of businesses, Id like to see extended hours of operation instead of decreasing them. |
| We take metro not to encounter traffic problems in DC and 9:00 pm closure is extremely early. |

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| Proposal to close Metrorail at 9 p.m. |
| This would penalize hospital and health care workers, all who work night shifts -- restaurant workers, etc. It would also adversely affect the quality of life of single people of all ages, as well as other adults of all ages. |
| It would be bad, but workable. |
| But later closing on Fri, Sat and perhaps Sun and holidays would be beneficial. |
| This does not allow for transit home after majority of DC sports games |
| It would work with my work schedule. But I would miss the convenience of being out socially and being able to take the metro home. |
| Many people work several jobs back to back and require public transportation to get there. Limiting the hours of operations will have a disparate impact on those people. It would require use of other, more expensive modes of transportation. |
| When issues arise, my team is required to work off hours. This change may prevent someone from having transportation to get home. |
| One major benefit of the metro is the ability to use it to go to events in dc, events that end later than 9pm. |
| This is way too early if you want to use Metro after work. Also all those that work at night would have troubles too. |
| 9:00p.m. is too early for people who work late. Will bus service be sufficient? No. Close at 11pm, not 9pm although 11pm is too early also. Shame on you Metro. Too many people rely on Metro. |
| How would this support DC's nightlife? |
| Part of the reason the metro needs to stay open is to help those who been out to restaurants and bar to have a safe way of getting home without driving under the influence. Public transit needs to be an affordable option so drunk driving is deterred |
| Essential workers need longer not shorter hours. All of these proposals have serious and negative equity impacts. |
| Will there be exceptions on days when there are large festivities in DC to run extended hours? |
| I use metro very infrequently and (so far) only for travel between home (on Westpark Drive between International Drive and Park Run Drive in Tysons) and the airport. On the one occasion Ive used metro for this purpose since moving to the area in March 2019, my flight arrived just before 11 and I anticipate that this is likely to recur. Therefore, Id much prefer longer hours with expense cuts realized in other ways. |
| With the exception of game days at Nationals Park. I hope you can coordinate with major sports venues and events to keep metro open when there is a scheduled event. |
| Sports events, concerts, theater, etc. are big economic drivers for Virginia and DC. This would be a deadly blow. Dont do it! |
| Again, this serves to drive people from the system to either Uber/Lyft, their own private vehicles, or other transportation options. If the system isnt usable, people will not come back. |
| I use metro to attend concerts in DC at Gallery Place, to meet friends for dinner in the city, to attend work-related events in DC that sometimes end later than 9 pm. Also, while this doesn't apply to me since I live at this stop, Strathmore Music Center is at Grosvenor-Strathmore station and it would surely impact business for them. |
| This is inconvenient for those going between city and suburbs for social engagements and arts events--and opens the way to more drivers who may have drunk alcohol at dinner, or are sleepy, and who are rushing to make Metro before it closes. |
| Late night operations are so important for a city. Taxis/Uber are extremely expensive and inaccessible to many and the metro provides safe travel home. |
| We often take the metro for sporting events on the other side of the city. Those events end after 9 pm. |
| ABSOLUTELY NOT!!!! This would make it impossible to use Metro to get home from any evening event, like classes I take, meetings I attend, sporting events I go to, or, for that matter, deciding to go out for dinner after work. |
| Work is sometimes late into the evening. Also once downtown I like to take advantage of restaurants, plays and musical events. Not having metro would deter enjoying evening events. |
| Often finish work way pass 9pm! We need the metro operate till 11pm |
| I am an evening and weekend Metro user. If Metro closes at 9 PM, I would be less likely to chose to commute by Metro for any evening event. |
| Would work for me but not for many others |
| While I don't rely on metro, if I were to take metro home from work it would be at 11pm |
| Assuming programs, events, sports kick back in, within the next year, it would cut ridership even more if people couldn't rely on metro going in and out of the District. |
| Dining and shows end after nine. |
| People regularly need to to work until 10 pm and this makes metro an impossibility |

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| Proposal to close Metrorail at 9 p.m. |
| This is ridiculous. Once we go back to normal and theatres, bars, concert halls open up - a 9:00 closing time will be so unacceptable. |
| I go to restaurants, bars and sporting events in D.C. and closing the system down a 9 is too early for people who want to enjoy available nightlife as well as the workers for these establishments. |
| For the elderly, as we are, we often take Metro at night for evening activities. It is safer than driving and too-frequent use of taxis and driving services can be expensive, |
| This is again disappointing and honestly increases the incidence of drunk driving in the district and in the surrounding states, most likely |
| Cheaper than lyft/uber/taxi |
| Metro is a vital tool for employees in the service industry. Most service jobs that are good paying require work past 9pm especially in areas of high restaurant volume. Arlington Restaurants employ people from all over the region but making those employees have to leave work to catch a train at 9pm or sooner would mean restaurants would not be able to stay open later to serve guests which would lead to closures and loss of jobs for A LOT of people. Metro should look at how many riders they lost when they cut from midnight to 11pm closures. Many employees who used to take metro both ways to and from work had to cut back to only one way on Metro (lost revenue to Metro) and started taking rideshares or bought a vehicle. Cutting hours further will result in more people cutting Metro altogether at hours between 5-7p who were at least using it to get to their evening jobs. People who work night shifts are restaurants use the system between 430-6p to get to work but would need it open from 1030p-midnight to use it going home. This is a very poor proposal and shows very little understanding of how metro SHOULD be a two way option. |
| I utilize metro services until about 10 pm |
| Popular entertainment doesn't end before 9:00. Example- Kennedy Center events. |
| Assuming vaccinations have essentially ended the pandemic closures by 2022, I am a season ticket holder for the Caps and Nats and need public transit to run later. If this plan goes into effect, I would either get rid of my season tickets or need to buy a car. If I make the investment in a car, I will stop taking public transit altogether. |
| Among other things, how would I get home from baseball games and other events or even just a simple dinner out? Horrible idea (worst so far in this survey). |
| An 11 PM closing would be better when I want to attend evening events at the Kennedy Center and Arena Stage. |
| Not ideal but it would not impact my travels often so I think it would be ok |
| Couldnt get home from most movies. Not acceptable. |
| We travel to the Mystics game using metro. The games are played at the Entertainment and Sports Center in Congress Heights. We use the orange line to metro center to green line to get to and from the games. The games usually end around 9:15 PM. If the games go into OT, we barely make it to the Congress Heights Metro stop before the last train leaves for Metro Center. Closing Metro at 9pm would prevent us from attending games. |
| Many of us (myself included) work jobs that often require late nights. This would make late evening commuting impossible . It would also significantly hurt entertainment and nightlife (sports, arts, bars, venues) that are already struggling to recover. There would be a decimation of the event and arts industries in our city. It would also decimate restaurants too. This would in turn cost people jobs and in turn further hurt metros ridership and financial woes. Weekends especially, metro must stay open til at least midnight . Perhaps close slightly earlier on weekdays (10 or 10:30pm)? |
| As long as it is reassessed once COVID transmission is under control |
| Given that things should return to normal by January 2022, this change would mean that individuals going to evening events in DC or elsewhere would be left stranded. Washington is the nations capital and one of the leading cities in the world--it needs to have a mass transportation system in keeping with that. |
| This would make it untenable to use public transit to get home if I make any stops while leaving work/use transit to return from post-work social events. How are essential workers like night shift security personnel supposed to commute? This will, again, essentially require that anyone with non-standard mobility buy a car. This will further drop Wmata ridership and lead to further reductions in service until the service is unusable. |
| Vary closing hours. Weekends later than week days. Perhaps 9:00 on weekdays only. |
| You can't go to any plays or concerts nor baseball/ hockey games by Metro if you close at 9:00 pm. This makes people learn to not use Metro trains at all. |
| This is a very bad idea. This completely excludes people taking metro after late night dinners. Metro is also a safe option for those consuming alcohol, and this time frame will cause people to walk/drive/uber which are less safe options. This is unacceptable. |
| Would be a total disaster for sports venues, restaurants, and theaters, movies etc. |
| The early closure would definitely put a damper on going into DC for evening activities (dinner, show, sporting events etc) |
| Unless METRO can change the MLB, NHL, and NBA schedules and ensure that the games will end before 9:00 p.m., this is a terrible idea. Dont do it! |

Proposal to close Metrorail at 9 p.m.

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| Absolutely not. How do I get home from work? I work much later than 9pm. This punishes those who work in the arts, food service, retail, and more: the backbone of the city! |
| This would absolutely destroy nightlife and thus this city. Drunk driving will increase, service workers will have to drive more, or uber which is more expensive and more traffic and car travel will increase, as well as GHG emissions. |
| Assuming that car ride services such as Uber and Lyft are available where I would need them in the evening, and that in Jan of 2022 I will feel comfortable using the services again w/ COVID, this option would be ok with me. |
| This proposal is likely to further disadvantage lower-income local workers without personal transportation options, leading to more inequity in the region and likely reduced ridership/fare collection. |
| Metro already closes earlier than MYCs subway and Bostons T. |
| I only use metro to commute |
| This would not work for anyone who has a service industry job - bars, restaurants, etc. They need to get home after closing and if all of them had to start driving to work and paying to park when they are only making minimum wage they would never be able to afford the cost of parking alone. This would cause increased traffic in the region. No one would ever be able to attend a baseball game or theater performance. This increased use cars would destroy the environment at an even faster rate. |
| I am concerned this would increase drunk driving and make the city less safe for everyone. I dont want to be worried about some drunk driver hitting me while Im on the sidewalk. This also would disproportionately hurt low-income workers with irregular schedules. |
| Use the metro to get back from events sometimes that go past 9 |
| Not sure what life will be like in 2022 but for now it would be ok |
| This is highly dependent on whether people return to their offices and activities after work. If not, then I don't think this would be very consequential. |
| Except for special events like going to sporting events such as baseball games |
| Metro would cease to be a viable alternative for evening travel for restaurants, theater, etc. |
| One of the most important times for metrorail use is the after-dinner hours, because it protects against drunk driving. DC residents cannot get to a from work if the metro closes at 9. Furthermore, DC residents cant support the bars, restaurants, and nightlife spots without reliable metrorail service until at least midnight. Every other capital city on Earth has late night subway service. How is it possible that DC doesnt? Its an embarrassment and absolute joke. |
| There is little traffic after 9 and the cost / benefit ratio gets really skewed. The affected business is the party business, and that is not core. |
| NOawful idea |
| THIS is crazy! Retail workers and late night workers will not have options for transportation. Many workers work later than 9pm, we need to provide options for transportation. |
| This seems really short sighted as I can take yellow line to airport ... but only if its open DCA has terrible traffic and reopening in 2022 will compound that. Need to keep lines open late also for people working. |
| I occasionally use Metrorail after 9pm |
| this would mean that the last train would be at 9pm or earlier? I can stay at work until 8pm sometimes, I dont think this is reasonable. |
| Doesnt affect me, but this would affect workers in DC I imagine |
| I assume restaurants, theaters, concerts, etc. will resume in 2022, so they often go past 9. |
| There are times when I must work late and I can't anticipate if that would be until 9pm or later. |
| This would be devastating for restaurants and residents ability to enjoy the city. Just no to this idea. |
| I frequently need late-night service from public transportation, and often, late night shuttle services are wholly insufficient. As such, the lack of post-11pm train service is already a major problem for my travel needs. Changing this to 9pm would make use of public transportation impossible in many cases, and would drastically increase my use of non-public options. |
| Evening activities and many workplaces dont end that early, and people really need metro to go meet up with friends, often involving drinking (not drunk, just not driving) |
| Its likely that I would need to use metro through the 11 pm closing. |
| Given the expectation of modified work from once tings get back to normal, individuals may work longer hours in the office on the days they are in the office. In the past I have worked close to 9pm and would like the option of having the train available past 9pm. |

Proposal to close Metrorail at 9 p.m.

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| Non-working Northern Virginians use Metro to go to the Kennedy Center, downtown restaurants and entertainment venues; this saves driving and is environmentally better. Evening events are not finished by 9pm. For those working in Washington or Maryland, such as hotel and restaurant workers, etc., they would have no economical way to get home! It would be better to run less frequent service than to eliminate night service altogether. |
| Disaster on so many levels. Our family uses the redline to travel to ball games, concerts, and evenings in the city. This would limit our access to DC or probably cut us off entirely. Mass transit forcing people to drive? Totally counter intuitive. |
| My husband and I take Metro to Caps and Nationals games, and stopping trains at 9:00 would not work for transit after the games. |
| This is something not fair for people that work at different schedules, like restaurants for example. |
| Maybe slightly later on weekends? |
| Later closing times on weekend evenings would help greatly, with earlier closings on other evenings. |
| This means that you could not reliably use Metro to attend any activity in the evening in DC. |
| Absolutely unfair. Would decimate the city's nightlife right when it's becoming safe to socialize again. Horrendous for the economy and for me personally. |
| So, if one wants to take Metro to a movie or out to dinner you have to make it a very early night!?!?! Again, I think this will just make folks choose to drive. |
| I require the ability to ride the metro home after attending late events. It should probably even run later than 11. |
| This would prevent me from returning from a downtown DC evening event which would force me to pay for taxi both ways because I would not park at Grosvenor and use red line to go into DC. |
| Return from DC events would be problematic. |
| I routinely use Metro to go to Capitals hockey games and Nationals baseball games and they never end before 9 pm. |
| Due to late night meetings and time of arrival for flight from DCA, this would be very unhelpful. In addition, starting next fall, I have grad school classes that go until 10:00PM and would not be able to get home. |
| On weekends as well? |
| 9 pm closure is too early |
| It would not impact work but could impact my decision to go in to DC for any evening activities |
| It would generally work for me as a commuter, but my weekend ridership as a tourist would plummet. |
| This would affect ability to use public transportation for attending concerts, baseball, other late ending events from DC to home (Arlington, EFC) |
| Sometimes I need to work late - yes, too late to catch a last train if the systems closing at 9. And I guess this means forget about using Metro to return home if I'm going out downtown in the evening - never mind at Strathmore! |
| This plan would be fine. The rare occasions I am in the District past 9pm, I usually have a car ... or can hire one. |
| This is unacceptable. The metro should be 24 hours if it is meant to be a viable alternative to car ownership |
| For most government affairs industry events, gatherings with friends, and sporting or theater events, this would force me to drive instead of taking metro. That means much less revenue for you and more cars in the road (pre-pandemic, I rode metro about 15-20 times per week in a light week). |
| A 9 PM closing time is too early. It would affect many workers, as well as people who go to concerts, plays, and sporting events. |
| What about night workers. |
| What if one goes out for dinner or to a bar after work? I say 10pm would be the earliest I would suggest closing |
| I work until 11 pm. I need a way to get home. During covid, I've been walking. It is 6 miles & takes me almost 2 hours. I get home at 1 am. It is too dangerous for a woman to do this. I can't afford a taxi or uber. |
| I use metro for evening events in DC so this would mean I would have to find other transportation home. |
| I believe 10 pm would be a more reasonable time to close but it still really harms people's ability to frequent businesses like restaurants later at night which further harms the DC economy |
| Need service after 9:00 pm |
| The District & its businesses do not close at 9 pm. That would be a disaster. |
| This proposal would severely disadvantage working class residents who work in food service, bars, etc, which would mean that businesses would have to close earlier OR employees would need to find alternative transportation, which may not be available to them. |

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| Proposal to close Metrorail at 9 p.m. |
| Many mid day (or swing) shifts for federal workers end at 9pm leaving many without this commuting option which is already limited for workers with nonstandard hours. These workers will likely have to resort to driving to work. |
| I take Metro to downtown on weekend nights, to the Kennedy center for concerts, for example. 9pm would be much too early and make it impossible to use Metro. |
| This plan discriminates against essential workers who have late hours and not other transportation options. Additionally, it will reduce ridership for events due to early hours. |
| Way too early for people working later shifts. |
| You would literally just be making the city unlivable for people who are young. There would be no metro for sporting events and concerts. Pretty much anything you did for fun would make metro a useless service |
| If places are still locked down, then yes this works for commuting to office work. However if other businesses open up, this would be a challenge for many people. This could also hinder frontline employees and restaurant/shift employees. |
| 11pm is needed for service workers and others. Please consider weekend extension to 11pm, this will help prevent drunk driving and will give everyone more cost effective options compared to taxi or Uber after 9pm |
| I often go out in the evenings in DC on weekends and closing the metrorail at 11pm instead of past midnight already affects my plans since many events and hangouts with friends end near midnight. Closing at 9pm would mean I may not even be able to eat dinner because many places open late and have a wait, potentially starting dinner at 8-9pm |
| The proposed closing time will be detrimental to night shift employees. 11pm is a standard shift change time. Cutting service will impact those clocking out and those clocking in. |
| I use Metro to attend evening events in the District. But I do so relatively infrequently, so this proposal might be manageable though not preferable. |
| Would there be weekend hours or added bus hours? really hurting the community by not offering transit during those hours. |
| This eliminates Metro from serving workers leaving work late as well as people going out to recreation or restaurants |
| Way too early!!!! What about Nationals baseball night games; how do you would try get home?? What about later events at the Mall or Museums:- how do you get home. 9:00 pm is way too early. |
| It should close much later - 1am like in most big cities for example |
| Sporting & Theater events would be destroyed! |
| As a Tour guide, I often work past 9pm and rely on metro to return home |
| 9 pm is too early. I frequently need access to trains up until midnight. The early closing would remove the Metrorail system from my travel options and create a financial hardship for me. |
| People rely on late transportation to get home from work. Also, when events open back up, its the easiest way to get around the city, allows people an option NOT to drink and drive, and increases traffic to retail, entertainment, and nightlife...something well definitely need to restore the economy |
| Closing at 9pm turns Metrorail into a suburban commuter rail rather than a mass transit system and will disproportionately impact low income riders with late commutes. |
| Metro needs to continue to operate later for those who work late, attend sporting events or concerts, or use metro for after-hours recreation. |
| Its important to have a safe & reliable method of travel in the evenings. Uber is too expensive |
| I need to travel from work after 10 pm on some days. |
| If someone goes into or works late in DC they should be able to metro home or metro anywhere before 11pm |
| would that include Fridays and Saturdays? |
| Many essential workers need to take public transportation after 9pm and this would disproportionately impact them. |
| Too early |
| This means only people who can afford taxi/Uber/Lyft can stay in the city for evening events. |
| When restaurants and stores open up, how will staff get home? |
| this would be bad for my travel because i get off of work late so i hope you could consider extending the metrorail hours |
| Metrorail provides a valuable service, and we should try to encourage that service to operate for as long as possible each day instead of curtailing it even further. |
| Thanks. |

Proposal to close Metrorail at 9 p.m.

Theres too big a chance of being caught without transportation after being out in the evening.

The point of metro in the evenings is to prevent drunk driving, you would inherently hurt the arts at The Kennedy Center and Strathmore, The Anthem and 9:30 Club, any sporting event, and restaurants and bars that stay open and have their peak business in the late evening. When Metro changed the hours initially from 2am on weekends, it made it more expensive and more difficult to attend the arts, concerts, sporting games, etc. It meant that friends who only took the metro before now turned to Uber and Lift because they were more frequent and more reliable, but it is difficult for those who want to appreciate and experience the culture and happenings in the city who live just outside the city, but commute into the city everyday for work and want to stay late to grab a bite to eat or attend a show or sporting event

Especially on Fri-Sun metro should operate beyond 9pm.

it would be inconvenient on rare occasions, but I dont much rely on late evening service.

Closing at 9 even in weekdays is too early for my commuting.

Early closure of the metro rail would severely deprive individuals of an ability to engage in nightly activities and DC throughout the MD/DC/VA area.

I use metro to travel into and out of the city for baseball games. This would cause me to stop going entirely

I use metro for commuting, never after 9pm.

I most often use the metro at night.

Close it early Sun-Thurs nights and keep it open late Fri-Sat.

My friends and I often go to evening events in DC and use the Metro. We usually travel from East Falls Church to Foggy Bottom. Very convenient and safe.

This is too early to be useful to many metro users.

This hurts businesses and those who work late hours as they would be left with no service to get around in many areas.

If I need to work late, I would have no way to get home

I often have gone into, home from, and around DC After 9 pm.

A community based transportation service need to align with the needs of the customers - this is absolutely the opposite

A system that closes at 9 pm is very problematic. Folks who work late or want to go to a play or movie will be out of luck.

People wont even be able to go attend happy hours or other night-social events in DC. 9 pm is very early even 10 pm would be more understandable.

When I go out, this is for fun and relaxation. I don't want to have to time my leaving to a train schedule or risk waiting 30 minutes for a train, especially i have a connection.

That is why I don't use MÃ©tÃ©o to go out.

We use the Metro a ton for going to sporting events, dinner, etc. This is not workable!!!

It would eliminate using public transportation of theatre, concerts sporting events etc in Bethesda, DC and N VA which is one of the important aspects of any public transportations system. This would have economic impacts all over the DC metropolitan area.

If metro shut down at 9pm during the week it might be manageable unless there was a ball game or other event downtown that require mass transit to limit traffic. On Friday and Saturday nights metro should stay open until 11pm. The provides safer transportation options for people who frequent entertainment venues.

This could make it more difficult for passengers that are traveling back after evening meals or drinks which could send more passengers back onto the roads when they are not in a position to drive. The metro is one of the few affordable options for a large population in the region as ride-sharing services can get very expensive.

It will make me impossible to get home after the theater show.

This is a regressive policy on those with the fewest options. Are you trying to lose customers?

I oppose making life much harder for late-night workers, many of whom are disproportionately low-income and BIPOC, and harming the bottom lines of our restaurant, nightlife and entertainment industries which have suffered more than any other industries during this pandemic. Hope yall get sued for violating disparate impact clauses if you move forward with this.

Depends on whether late night activities are open then.

That is too early, 10:00 p.m. closure would be OK.

I use the metro frequently after 9 pm and rely on this as a safe and reliable form of transportation

It needs to add more services because people are going to events and transportation at night for activities for Washington metropolitan area after midnight or late night service and boost more bus hours after late night along with Metrorail hours.

Absolutely not. That would mean that if Im at the end of a line heading in the last train would leave at like 8:20

Proposal to close Metrorail at 9 p.m.

Once people have COVID vaccinations more people will be going out and I need to have the metro working until 11 pm it is my only mode of transportation to and from work

This is much too early to close a transit system for a vibrant and functioning city. I consistently traveled past the hours of 9 p.m. in the pre-COVID period and expect to do so again once we can resume normal life. This move would also negatively impact service workers and other essential members of the community served by Metro.

This would be extremely inconvenient for anyone who cannot access a car, particularly essential workers, and would probably do quite a bit of damage to the restaurant industry as it seeks to recover from the pandemic

During pandemic time closing at 6 Pm with 45 min or 60 min makes more sense

I would need to be sure that I would get home from work before the Metro system closes. It is rare that I stay that late, but when I do, it is for an important reason.

If Capital One Arena returns more to pre-Covid with events like Capitals' games then it would be difficult for service to end before games end. Especially as alternative means of transport if drinks were shared at the games.

I use the metro largely for daytime commuting only.

Expecting my schedule will go back to normal in January 2022, I often have professional development meetings after work and on those days, I am commuting after 9pm. I think 10pm would be a good compromise.

It's not ideal as many people rely on the metro after 9:00pm but if there must be a reduction in service, this seems manageable, short term.

Metro cannot afford to provide after hours service to a constrained ridership and higher incidence of criminal activities

Once the pandemic crisis eases and I use the Metro more I will greatly limited if it closes so early. That would mean driving, and potentially not going out due to the limitations. Plus, nearly every baseball and hockey game (when fans are allowed back) would be affected. Nearly everyone would have to find alternate transportation.

This would adversely impact businesses in the area that typically have later operating hours such as restaurants. This would significantly impact workers who work 3rd shift or night shift hours.

You must be kidding! The Metrorail is the lifeline for DC. How will theaters, clubs and other night-time institutions survive if the Metro closes at 9 pm?

Does not work for the citizens of DC. Games, dinner out etc. 9 is way too early.

If I'm taking Metro at night, I'm doing so to go downtown and take advantage of the nightlife. If it cuts off at 9, I won't be able to use it for this at all.

Absolutely not! What happened to 1am closing times? Going to 11pm was fine but going to 9pm would be awful.

No. As mentioned the train is a lifeline. The only reason I am able to live in this great neighborhood is bc of the train access and frequency of trains. The DMV area is my home, and being able to rely on public access to all major areas (including DC proper) is essential

It really limits the value of the service as it renders it useless for nightlife or evening activities, as well as leaves people who work nights and evenings in the lurch without a reliable and affordable way to get to and from work.

I think restaurant workers will have a real problem getting home. Even restaurant customers unless they eat fairly early

Not giving people the chance to ride will only decrease your revenue. January 2022 is far away, you can't make that kind of decision so long in advance. It could work, but it could be a disaster too. And if people are dissatisfied with the service, chances are that they will end up finding alternative ways to move around and will stop riding the metro altogether.

We go out to dinner and often rely on the metro to take us home

This would negatively impact workers who have later shift jobs. That is not equitable.

This makes taking the metro to go out to a nice dinner or evening event impossible

Again, more people need to ride, not fewer. You already close too early. You should be a 24 hour a day service. Rather than always crying about lack of funding, you should be figuring out how to fund a system that serves its purpose, but you really never have, and it has hurt you. Now, covid is a problem, but is it a permanent problem? We don't know, but you're again seeming to be making permanent decisions that will just make it even harder for businesses and workers to ever get back to normal.

My hours are longer and we have visitors and business people who need it. Also many service workers are having trouble now.

I just won't go to any night activities in the District.

This might occasionally inconvenience me when I am returning from Union Station or National Airport after travel, but I could make do.

Proposal to close Metrorail at 9 p.m.

While this should be effective during the work week, 11 p.m. during the weekends is difficult to tell, especially if I would like to attend sporting events, music events, or other events in the city during the weekend.

If I use Metro to attend evening performances of anything a 9pm close would be too early to get home. 11pm might work. Please consider those who have jobs and need/prefer mass transit to driving a car.

As much as I like the flexibility of the metro being open later I understand the financial aspect and I would rather have the orange line metro stations all stay open with an earlier closing time then closing the stations.

This would prevent people from going downtown for the evening and impair attendance at the Strathmore, which presumably will reopen sometime soon. It cannot sustain a drop in revenue from lost ticket sales nor can organizations like the National Philharmonic, which frequently perform there.

Forget thinking about using the rail system after choosing to see a film at 7PM or attend a Wizards/Mystics/DC United/Nationals Game. HOW DO YOU EXPECT ANYONE TO GET HOME???? 9PM is not even bedtime for some children.

Absolutely unacceptable. To consider only 1 area, what about Nats Park, Arena Stage, Shakespeare Theatre, etc.?

The 9 pm closure would mean that taking Metro to the Kennedy Center or similar venues would not be viable. This undermines the value of public transit.

I rarely take metro late at night

Would stink for using metro for evening events, but better than 1 train every 15 or 30 min at rush hour.

People who go to DC to attend concerts, go to dinner, and participate in other evening and night time events would have to find alternate means of transportation which would mean more cars on the road and more potential for drunk and unsafe driving. The Metrorail needs to extend opening hours (or stay open 24/7) rather than cut hours.

What happens when there is any sort of evening event Downtown? We need to be assuming that there is a "return to normal" after vaccination. This is so shortsighted

I use the metro for my work commute, so morning and late afternoon. However, this will be tough for anyone who is in food service and commutes in/out of the city.

How can someone do an evening event, such as a dinner, concert, or theater, and have service end at 9 pm? And what about those who work to support activities in the evenings?

This would impact metro riders with later night shifts at grocery stores among other jobs that have later night shifts

This works for me, but it might be better to close at 10 during the week. 9pm is too early for weekend and 11pm would be better.

Retail workers who leave the pentagon city mall at 9-11 PM often use the metro to get home safely. Especially if you're a female this area is already dangerous at night the alternative is going to be standing on a dark street with high theft alone from 9-11 PM waiting for an Uber that Costs 10 times as much as metro fare.

For those who rely on the later closing time to get home from late shifts at work, this would make getting home difficult.

9 is too early for some workers.

Im never out that late, but I would think this could cause a lot of problems for events scheduled at night and the people who have to work at those events.

Won't work for service industry or sporting venues

Things will be greatly changed towards the end of the year. I will be commuting to work and will require metro rail service after 9PM, especially on the weekends. Especially if the pandemic dissipates and vaccine compliance is high, there will be a high demand for metro use next year.

NO this would encourage more people to drink and drive, and it would be devastating for bars and restaurants.

When there are events in DC or other places, and 4th of July 9pm wouldn't work. My daughter rides home at 10pm most weekends.

I use metro at 11pm and even would use it later if possible. 9pm is not helpful especially for weekends!

That is absolutely too early

Not at all. I have late nights at the office several times a week, where I leave work at 10pm.

too much to do in the evenings

With the complete absence of WMATA police officers on the train and prevalence of non-paying transients filling the metro now, no one that I know is willing to ride the train at night anyway.

If things are somewhat normal in 2022, that's much too early. Seems early morning would be less important than late night.

If things open as when pre-pandemic, weekends need extended time (later operations Friday and Saturday nights especially)

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| Proposal to close Metrorail at 9 p.m. |
| Closing at 9pm vs 11pm would affect dining and entertainment venues and would reduce ridership after evening rush hour. |
| Normally not out late, but this would make me drive rather than taking Metro if I needed or wanted to stay in the city after work. |
| It should kept at 11 i get off work at 9:35pm |
| I rarely travel by metro after 9pm because I am already home with my child. But in the past, I have used it to get home from sports games and concerts where crowding makes taxis and ubers difficult. Obviously it's then often after 9pm. |
| I dont own a car and rely on metro for transport around DC. Going out in the evenings to attend events (i.e. dinners, sports events, theater...) would become more difficult if metro shuts down at 9pm. |
| Given that I mostly take metro for recreational purposes, not being able to take it home after dinner downtown would mean that Id pretty much never be able to use it during the week. |
| This change would not affect my commute. |
| This depends on whether or not I am able to return to my usual routines of evening entertainment outside of the area where I live. |
| Metro will never recover and have the riders it needs if it is this limited. |
| It would kill so many downtown businesses, the ones that are left and have fought so hard to remain in the face of the last year and the pandemic.. |
| How would we come back from theater and dining out? We have become dedicated public transportation users, and cutting off service at 9 PM will prohibit going into DC for entertainment, as we would have to take a cab home (not a huge fan of car services like Uber). |
| If i went out to dinner with a late reservation, a 9 pm closing would not work. If I went to a Nationals evening game , at 9 pm closing would not work |
| An earlier closing time would impact the amount of activity people do in the city when the pandemic is over. |
| Lots of peolpe still work until 10pm or so. Thats why if you plan time to reduce the closing this would really hit hard on people like me who is managing our transportation expenses. |
| This would affect restaurants and other downtown businesses if customers had no way to return home at night. Saving money for the metro in this way would have a negative ripple effect on the economy as we try to reopen. |
| I rely on riding the metro sometimes past 9 p.m. because of my work schedule. |
| Due to safety concerns, as a single woman, I do not generally take the metro after dark except on rare occasions. |
| I'm not planning on being in before 9 once bars are open again |
| 9pm every day? What about weekends? Should consider staying open later on weekends. 9pm is also a very early closing time for during the week. |
| I don't tend to ride after 9, but this would impact a lot of people. |
| I strongly believe Metro should stay open later to serve people with irregular hours. I often work late, and I imagine lots of people have weirder hours during the pandemic if they work in person. |
| Special Events in DC, such as Nationals game should have a metro option |
| ABSOLUTELY PREPOSTEROUS!!!!!! This would make DC the laughingstock of cities. Many people work until 8pm. People have lives outside of work. |
| The service on Metro is so poor that the closing time makes no difference. |
| A 9:00 closing is too early for those who work a late shift, or just work late. |
| How is anyone supposed to get home if they work late. This would directly effect anyone in the service or restaurant industry. It would likely increase competition from Uber or other such ride sharing companies. |
| Would not cover trips home after an evening in DC |
| I used to work until 10 pm and commute via metro from Metro Center to Shady Grove. I wouldn't have been able to afford an Uber ride home every night and would take the metro. A lot of late night workers in the government , hockey game fans and others would take the metro late at night. Servicing these customers would definitely hurt your budget more. Also, think about how this will deter the safety of the community. Intoxicated individuals may feel enabled, desperate or have no choice but to think that they need to get behind the wheel to go home. |
| Again, better option than no metro service at all. |
| Would eliminate my METRO use for trips into DC where we go at least 50 times a year and spend thousands of dollars supporting the city's economy. |
| Hopefully by then people will be attending in person arts and sports programs (sports events, theater, etc). You're leaving these people stranded. |

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| Proposal to close Metrorail at 9 p.m. |
| This would continue to kill the restaurant industry. There would be NO recovery and no incentive for people coming into the city to stay in the city after business hours. |
| I rarely use the Metro that late in the day and with Lyft/Uber, I have alternatives. |
| This is the biggest problem I have. Many of us dont get off work until 8 or 9 meaning we couldnt take the metro home. Since Im a young woman without a car not only would this add an extra hour and a half to my commute, but I wouldnt feel safe waiting at the bus stop at night. So waiting a little longer between rides etc is a small price to pay to still have use of the metro when we need it most. |
| This would make it impossible to rely on Metro to get to Caps, Wizards, or Nats games. It would also mean I could not take Metro on days I had social plans after work. |
| When working late this would be problematic, pre pandemic I often took a train home at 9 or 10 PM about once every two months. That said this can be worked around. |
| This is a sophisticated, urban region. Work, dining, and amusements will increase with vaccine and herd immunity. This concept fails on its face. |
| Do you want to support the area economy at all??? |
| Would this also be on the weekend? If so, it will have an effect night life/cultural events (theater, concerts, restaurants, bars, etc) |
| Many people rely on metro for activities outside of work hours. Restaurants, bars, sporting events, concerts, and Theaters would be adversely impacted by these reduced hours. More people would abandon metro and drive. |
| no 11pm is early enough too many people depend on it, people will be back in the metro soon! |
| I expect my main use for the metro in 2022 will be commuting during normal 9-5ish work hours. This works with me. |
| I work in a Federal Emergency Operation Center I will need to get to work on time 24/7 |
| Not sure what demographic would be unaffected unless you're only thinking of people who work 9-5 jobs (disregarding shift workers and others with late working hours) or eat dinner really early. |
| This would turn downtown into a ghost town in the evenings. People rely on metro to get them home safely. |
| 9 PM is insanity. MANY people throughout the DMV work past 9pm/require Metro service to get home. |
| People in service jobs would be dramatically and unfairly impacted by this. |
| My hours of work do not fall in this time frame, I typically work on the weekends and evenings, I will need a train that goes until 1am, 24 hours would be better. Let's also think of the entertainment industry and service industry, not all of DC works 9-5, or socializes in that time frame |
| Metro has been a semi-reliable way to go to downtown DC for events without having to pay exorbitant ride-sharing fees. Especially with 30 minutes between trains, this means I would have to leave whatever event Im attending by probably 8 p.m to ensure I could catch at the the next to the last train. This is a terrible idea. Also, there are a lot of workers downtown who count on Metro to get them home - again, this is not a good idea. |
| This is terrible for those who work late hours and have no other means of transportation. |
| I consistently rely on metro to get me home after 9 pm, usually closer to 11pm. This later night service quite literally saves lives, as one can take the metro instead of attempting to drive home from a bar. Additionally, it is safer to take the train late at night than call an Uber. The citys night life relies on these later trains, and to go without them would greatly hurt the city. |
| I often take the metro in the evening for a variety of events during the week and occasionally on weekends. If the metro closes at 9pm I would have to drive in from the suburbs |
| How will people get to and from sporting events and other activities downtown that run past 9PM? |
| Are you kidding me?? Some days we get out of work during evening hours as it is, but how would this serve DC events and nightlife? No metro station in the world would consider this. Shameful. |
| i think the biggest losers in this scenarios would be local businesses like clubs and restaurants in the city. i think the average working commuter would be able to deal with this change. |
| 11 is already early. Maybe reduce frequency after 9? |
| I think this will cause problems with nightlife - I think it should at least be open later on weekends. |
| Impossible to use metro for any sporting event |
| What's even the point of having a train system if you make the hours this inconvenient. This change only helps WMATA make a lil more money while turning it's back on it's very mission: to provide cheap, efficient, equitable travel. |
| This would cut off transportation for many events and reasons to go into the city. |

Proposal to close Metrorail at 9 p.m.

No cuento con vehiculo y el metro es el unico medio para movilizarme en el DMV, al cerrar el servicio a las 9pm limitaria mi forma de movilizarme, me afectaria mucho.

This would prevent me and most people I know from participating in evening events in the city. This proposal would have a negative impact not only on ridership, but on local economy and accessibility. 11PM was already too early -- we should be building toward 24-hour service, not cutting back.

We need to have stations open, especially after events and weekends, for people returning home safely. This will double to not only provide economic benefit to our communities (increase property values as fewer people will need cars) and increase safety.

In 2022, I expect to regularly use the Metrorail system to return from the airport and events after 9 p.m. This would mean I would take my commuting dollars elsewhere.

Taking the metro home from events in dc is very important!

If we want our economy back up and running, we need a system that works for people who work evening shifts.

Especially weekend evenings, this would cut off entertainment enterprises of all kinds and discourage metro use

I often work as late as 9ish, and still need to get home at that point. I realize that its not rush hour any more at that point, and I may have to wait for a train, but I still need trains running.

Again, you must consider ridership volumes and make decisions to accommodate and attract riders, not alienate and reduce ridership. This may mean keeping open later on Friday and Saturday nights for example. Hopefully most will be vaccinated and ready to ride again, well before January. You must be poised to maximize ridership quickly

does not work for us attending Kennedy Center events or dining out in the city

Works for me because I rarely use the metro after 7 pm.

11pm needed for service workers

I would assume the cost-benefit of staying open later for few customers is not worth it

This is just stupid.

If this were to go into effect, this would have a negative effect on night workers. If the pandemic is over by 2022, more people would likely be going into or staying in DC later at night. This is a loss of revenue and could lead people to stop using metro altogether by either driving into the city or by finding another travel method that will also get them home after 9pm.

Suggest a 10 pm stopping time.

We just need Easy Falls Church to stay open during normal commuting hours.

Consider offering hourly service while waiting in stations for the final hours. Or if actually closing early use the time for much needed maintenance.

I get off late most times and 9pm would be too early to stop trains

Had the question been asked, given the expected rollout of the vaccine wouldn't ridership be increasing around this timeframe with pent up consumption taking the rein?

Support DC restaurant and entertainment industry!!

The most important thing is protecting peoples ability to get to work, and for most people this would do that, myself included. I would however have to seriously change my lifestyle outside of work as compared to life pre-pandemic. I worry this would impact lower earning people who work nontraditional hours and have a negative impact on bars, restaurants and other nightlife establishments that will already have been devastated by the pandemic.

This seems difficult for many workers who rely on Metrorail. It would certainly be problematic for going to sporting events and other evening activities and, potentially travel to and from the airport.

This is awful! The metro is a safe, efficient, and reliable mode of transport for everyone in the dmV. Some people work late hours. Some people work different than a 9-5. If you handicap the entire city by shutting down the metro at 9, you're doing everyone a massive disservice and it's completely ruining the growth and expansion of the city. It's a tourist city, entertainment city, and a working city. Leaving the public without options to commute/travel within the beltway is immoral.

Only feasible if you consider Metro as a service for getting to and from work. If Metro is a larger part of metro DC transportation, then this option doesn't work. How do you get home from say, The Kennedy Center after an evening performance??

Assuming events start up again a 9 pm closure does not work for attending concerts or sporting events. Closing at 9 pm is also too early to accommodate late business meetings. When there isn't a pandemic Washington DC is a big, vibrant city with a lot of night-time activities and it's imperative that the city has public transportation that allows its residents to get around past 9 pm.

Many people work late. You cannot shut down at 9pm.

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| Proposal to close Metrorail at 9 p.m. |
| Before Covid I often took metro to sporting events and even concerts. How would I get home? |
| Im currently working until 9:30 PM. This change would make it impossible for me to get home from work. |
| Seems the savings would need to be significant to justify. |
| I work at night. This would provide a real hardship for me. |
| When cities are struggling to get people to return (live-play-work), post-covid, this would massively harm those plans. Why go support restaurants, shops, and sports venues in the evening, if it is going to be difficult to return home? Makes no sense to close the metro early. This will hurt all the businesses that need evening commuters. In turn, less people will ride on Metro - causing metro to hurt itself. |
| This makes working late or doing anything after hours more difficult and expensive given the need to instead rely on rideshare services. It seems likely that this would lead to an increase in the incidence of driving under the influence. |
| I often use metro for rides after 9pm. |
| I like to use the Metro when traveling from MD to DC for theater. The final curtain at most theaters in DC (Kennedy Center, Shakespeare Theater, Arena Stage, Fords Theater, etc) is after 9:00 p.m. That means I would have to drive to theater performances. Finding parking is either impossible or expensive. Plus, I am a Senior Citizen and prefer not to drive at night when I can avoid it. Also, I frequently see Caps or Nats fans on the Metro. They, too, would have to drive for night games because they generally are not done until after 9:00 p.m. |
| Would say stay open till 10 - week days. |
| If workable with budgets, a 10pm close would be better than 9pm, though the earlier closure is workable |
| Certainly an issue if attending a Washington National game. |
| This would be awful and really limit mobility for evening activities. |
| I fear WMATA aid not prepared for ridership growth as vaccination rates rise and the economy opens. |
| People rely on metro to get home from late nights at work or from concerts, sporting events, parties, etc. This would add a lot of drunk drivers to our roads. |
| Life does not shut down at 9 pm. Many work past then. More cars on the road as a result. |
| 9pm is very early, considering most restaurants and businesses would close at the exact time the metro would stop running. Even 10pm would be an improvement, but keeping the metro open until 11pm on weekends would also be very helpful. |
| Train service should operate til 12am. 9pm is way too way to not have train services. |
| If the city opens up more, and there are options to stay out later- like live music and sports games, then this plan would not longer work as metro has always been my preferred option for going into town for these events. |
| closing at 9 would kill downtown dc after working hours, esp on fridays and weekends! Considering the time were in 9 is probably the least hurtful for Mon-Thur, but please keep extended hours at least Friday and Saturday! |
| I typically use metro mostly early morning and could work around the earlier closing. |
| This plan would absolutely not work for me. I regularly take the metro in the evening, and if the metro stopped running at night, it would cause a huge financial burden for me to have to pay for Ubers and Lyfts. To get from my house in College Park to Dupont for example, it would cost upwards of \$40-50 one way, especially when it is snowing and less cars are available. |
| Metro is an essential transportation service. Its hours now are limited compared to other Metropolitan areas like NYC that has 24 hr daily service. My family go to events in evenings and use metro too return home, often after 9 pm |
| Although I do not require Metro transportation at that time, I am sure there are other who may need to do so. |
| Too early to close. Terrible for restaurant and entertainment. |
| Need way to get home if work late or have dinner out |
| I rely on the metro to commute to and from work and would not want to take an alternative method home. Especially if i am attending a sporting event downtown. |
| If I go to dinner or attend a concert downtown, I would want to come home after 9 pm. |
| This severely curtails involvement in any evening activity (community organizations, arts and entertainment, attendance at sporting events). This is a crazy plan. A world-class city like DC should NOT operate on such meager public transportation offerings! |
| I can live with this. |

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| Proposal to close Metrorail at 9 p.m. |
| I'm a frequent theater goer. Shows end around 10:30pm |
| This would be catastrophic to the economy in D.C. what the hell ? It would completely nuke after work socializing or restauranting, shopping, and would SEVERELY impact retail and customer service workers with 9 or 10pm store closing times. That is RIDICULOUS |
| When we are able to go to the theatre and restaurants again, a 9pm close would be a problem. The theatre doesnt let out that early. |
| This is too early to close and does not meet transit needs. |
| I would suggest a 10 pm closing time as many businesses close after 9 pm and if I was eating out at a restaurant or attending any public event, 10 pm would be more reasonable. Also, if possible, consider keeping the metro open for longer on Fridays and Saturdays when people are more likely to be out of their homes late. |
| I guess I wouldnt be able to go out at night. I mean, buses, sure, but we got rid of our car this year and plan to rely on public transit, once things are back to normal. Nine feels SO early. How would people even get home from jobs at shops? It seems too early. |
| This is very anti-blue collar, anti-front line health worker, and anti the needs of our community. |
| Evening travel to and from DC on Red Line necessary to enjoy being in city environment. Without Metro service would not travel to DC for restaurants, etc. |
| This would prevent my engagement in many downtown activities (e.g., going to restaurants, theatres, etc.)--this would be a significant loss to me personally and prevent some of my funds going to downtown venues. |
| would leave many segments of our workforce with no safe affordable transportation |
| My daily commute to work is very much dependent on the metro at Grosvenor and there are days when I get back from work at 9 pm or later so if that means that I miss the last train or so then I am not sure what's the point. |
| This proposal would make Metro pretty much useless in the evening hours and seriously inconvenience travelers, residents, tourists and just about everybody. Very bad idea! |
| Thats far too early for those who work nights and depend on metro for transport |
| Yes if Metro would stay open later for certain special events when needed. |
| This proposal would cause issues for some workers who work until 9 pm. |
| Performances at the Music Center at Strathmore routinely end between 10 and 11:00 pm. To main current ridership and accommodate anticipated increases, trains would have to run until 11pm. |
| Sporting events and evenings out people use metro so they don't have to drive ... 9pm is too early |
| This proposal makes it harder for hourly wage earners to get to work. They generally have different hours and need metro to be available. These cuts are a real problem in terms of equity impact. It's going to affect the people who are in no position to afford alternative means of transportation. |
| As work and socializing picks back up. 9pm is gonna frustrate everyone. |
| If it stayed open longer on Friday and Saturday that would be okay |
| With metro as the main source of transportation for many DC residents (including myself), this would severely impact evening travel needs. |
| Would mean I couldnt stay in two after work for dinner or a play; couldnt work late as needed. But only an occasional problem. |
| This would change how I travel into DC for sporting events and for weekend dinners |
| Definitely would not work, I need late hours!!!! |
| WORKING, APPOINTMENTS AND SHOPPING WOULD BE ALMOST IMPOSSIBLE. |
| This makes it impossible to use metro for evening events like plays, concerts, baseball games, basketball games, football games, etc. I know that things have been closed due to covid...but life will return to normal and metro needs to be there to fulfill the needs! DC traffic will be awful again soon. We need late night Metro - not to mention workers at service industries and hospitals also need late night transportation. |
| My main use of metro is commuting so this likely works for me, but it means I would never use the system for pleasure, to get to evening events or go to dinner. |
| Metrorail is needed later in the night due to sports and other activities in the DC area, closing at 9pm will require most people to have to use other transportation back home. Once activities are opening more and more, Metro use will be needed. |
| Please make it as 11 pm |
| It is definitely better to have the metro run til 11pm. For example, sporting events on the metro often run 7pm-10pm, as well as often providing safe drunk-driving alternative to many DMV constituents. |

Proposal to close Metrorail at 9 p.m.

Have you given a thought to what it does to the essential workers that rely on public transport? Not really, as life doesn't stop for a lot of people at 9pm! Some travel far to get to their jobs, are you pushing them to consider alternative private means like Uber and make those monopolies richer when the minimum hourly wage is so ridiculous?

Many times I do not get out of work until after 9. This would cause increase cost to my commute and cause me to find alternatives to Metro, to include no longer using the service. Under this proposal, I would have to find a cab to take me to my destination, Huntington station (Approx. \$25) and since I did not ride Metro into the parking area pay the full price (\$8.95) instead of the discounted price (\$4.95) when you use Metro. Since I would have to do this 2-3 times a week it would be better for me to find a different commute than Metro.

Yes, closing at 9pm makes sense for most of the area population. There are some people though that work past 9pm and rely on Metro to get home from work. It would be good for these people to have an option, while still reducing the costs for MWATA. Also, special events that end after 9pm should still be considered to have trains available.

At that point there is no point in taking the train. I might as well left or uber. I have to work late at times and depend on the train to get home. If they close this early theres no point

This works except for possible events in DC

This would not work for those of us who rely on the Metrorail system to get into DC and have to work later shifts. It would also negatively impact those of us who need to dine and/or entertain in DC past 9 p.m. and would need to find other means of transportation and parking is not readily available.

Sometimes I have to take the metro home late so this would not be helpful in doing so.

My answer of yes is based on the assumption that SOME cut is needed. 9pm would effectively make travel for post evening engagements (dinners, events, etc.) impractical by public transit. However, if given a choice between this and cuts that would impact work commuting needs, this would be far preferable.

Very bad for sporting events and access to entertainment venues. Terrible for workers who have no options.

9 p.m. is too early for a large metropolitan rail service to close. 11 p.m. should be the earliest.

Too often rely on metro past 9pm due to work

Generally on the weekdays I am home by 9:00pm. We use the metro late when we go to baseball and hockey games so on those days we are more likely to need a later train.

Weekends and game nights should be later.

This would mean I could not use Metro to get home after theatre or concert or visiting friends along the metrorail.

It would interfere with Washington, DC night tours

Thats way too early

Can this be 10 pm?

To become a reliable transportation option, metrorail should run until 12 am M-F and until 2 am Sat

I regularly took Metro after 9 pm before the pandemic and expect to do so again.

11 pm is already a far earlier closure than most other world-class public transit systems. 9 pm is not acceptable, and would strand many of the non-professional workers for whom Metrorail, with its long suburban station distances, comparatively low frequencies, and high fares, is not serving well. This should be avoided at all costs.

I rarely ride Metro after 9 PM.

This is an inconvenience to those riders who do the right thing.

Is that applicable on weekends as well? People depend on the metro to get home after socializing in the city. Maybe an increase in fare from 9-11 pm? What about all the games and concerts that are held in DC, people will be unable to use public transport once the activity finishes.

I am not usually out at night late enough to worry about when metro closes, but I would be hesitant to close it at 9 pm for workers, especially in the food and beverage and service industries who would be more likely to be riding metro in the evening hours closer to 11 pm than I would be. That could be very detrimental to their work and livelihood.

I live along the Clarendon/Ballston corridor, and I feel that business touting night life would suffer from early closures. I would also feel I'd use Metro a lot less often (once I feel safe to do so in post-Covid times) for going into DC and Tysons Corner for evenings out.

Are you joking?

Proposal to close Metrorail at 9 p.m.

Would recommend weekend staying open longer, otherwise might see an increase in drunk drivers or very expensive Uber rides. Also, would request extended or more frequent bud routes to offset.

I work late and frequently need to take trains after 10pm. If Metro changes their hours I will not be able to use public transportation to get to work and from work.

My work often requires public transportation beyond 9pm; not to mention any recreational activity like theatre or movies. This would render DC inaccessible to those who do not live directly in the city outside of standard work hours and I imagine would significantly hurt recreation-based businesses

The current system is inadequate, so further reductions in timing and service will only further erode the quality of the system.

If changes have to be made, I can live with this. As I can take an Uber or a Lyft home if I stay in the city late. This is preferable to changes made during the much busier rush hour times.

This would basically prevent me from doing anything downtown after work.

Initially, I was hesitant but considering Metro has never been packed after 9pm (usually just the drunk), I don't have an issue with this. While inconvenient, I completely understand why and think it changes the mindset of users from train to the club, car home to instead car to the club, car home. For me, this works.

Metrorail should run to at least 11pm to accommodate those with later work schedules.

I depend on the Metro for evening activities and would really like service until midnight.

This would be more preferable than shutting down the EFC metro..

9 p.m. is way too early for a system in an area like ours to close.

This would hurt Downtown Dc/ games and cause more people to have to drive

Some days I'm at work later than 9pm

This plan does not support sporting events, concerts, and other activities in the District that usually last longer than 9pm.

This would likely put undue burden on workers who work past 9 PM.

People really need this service!!!

This would not work on the weekends for people relying on the metro or working late hours. I am okay with 9pm weekday closure but not weekends! Save the weekends

Besides from work, it would be impossible for me to take it, for going out, traveling, etc.

Would hope that eventually the full service would be restored. We have often used metro to go into the city for performances, and a 9 PM return time would not work. I can understand doing it for a short time, to get the Metro budget back on track.

It will adversely affect the events and businesses I frequent that require me to take the metro to their venues, restaurants, or businesses to return home in the late evening. Maybe if it closes at 9pm during the week but 11pm on the Fridays and Saturdays would help.

Please reconsider. 9pm would normally be end of dinner time (if dining outside), how will riders get home if metro shuts at 9pm?

Works for me because I am white collar. Would not work for most retail and restaurant workers.

I've taken Metro home after socializing after work for 30+ years. This will make me much more likely to drive on those days, meaning more lost revenue for Metro.

the worst idea, would be forced to walk in the dark

Would limit certain weekend and holiday plans when things eventually settle down and customers are able to gather at late events (i.e. - concerts, sporting events, homecomings, etc.)

Try 10..many colleges have classes that end at 9.

It's very early for the metro to close. Often my husband has work events in the city that go past 9, meaning he would be stuck downtown with no way home if the metro closed. I also think about show venues and restaurants/bars, if these can reopen in any capacity the early closing of Metro would hobble the businesses again.

People who work night shifts downtown and attending functions downtown would be severely affected.

This would eliminate using Metro for transportation for any evening activities.

There are many service people who work until 10 pm that would no longer be able to have transportation to work.

It would seem like the people most affected would be service workers who work non-traditional hours--would seem to shift the burden to those who may be least able to afford it.

This would work if it would be a way to avoid closing stations. It is certainly not ideal and imposes hardships on my travel plan, but it's better than losing a station altogether.

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| Proposal to close Metrorail at 9 p.m. |
| even 9:30 or 10 would be a lot better |
| If I work later or see friends Metro accessibility is incredibly important |
| I run a store in Tysons. My employees metro. The mall closes at 9 and we often dont leave until 10 or 11 pm on weekends. |
| This would not work for me. When running late at work if the metro closes by 9, I wont have a way to get home. Additionally, this will economically impact the city if people have to be where theyre going to be for the night before 9 pm hits because otherwise, theyll have to pay for a costly uber. |
| I am a DC tour guide for student groups. Tours often end after 9:00. With closure of the Metro by 9:00, I would be unable to get home following the tours. |
| Living in the suburbs but looking forward to again patronizing dining and entertainment in DC, I think a 9pmClosing might have a negative impact on certain businesses. |
| 9pm seems very early, even for commuters working 10-12 hour days. |
| I work at night and I have to be at work by 11:30pm. I would have to get to work before 9pm. We have some workers who are cleaners and medical workers who depend on metro. I don't have an Uber or Lyft account. There are not many cabs running in the District since the pandemic began. |
| No, you are now forcing people in the service industry and those who work later/night shifts to find other forms of transportation that are more expensive. Especially when you travel to outside of the city. This would be incredibly harmful. Most industry jobs don't stop until 11pm, if not later. I have continuously relied on the last train of the night. |
| This should not impact my daily commute. While it is not ideal for late nights in the city (assuming COVID restrictions are gone) it at least allows for travel at the start of the evening. There are enough taxis/ride sharing services to make up for the trip home, though that is not ideal (higher cost than a similar metro trip). |
| This plan affects the vibrancy of DC night life, negatively affects the service industry, and makes it more difficult/expensive for people to visit friends in different parts of DC. In 2022 DC will be reopening, people will want to move around the city. I expect whatever money Metrorail saves with this plan will be lost in other parts of the DC economy. |
| Speaking as someone who sometimes has to work second shift and depends on the metro for transport, closing metro at 9 pm now strands individuals from those shifts and they will have to pay more money to try and get home via Uber, taxi, or extend their transport time by taking a vast number of buses when one metro car would have done the job in half the time. |
| Super bad plan. Putting many people in dangerous situation and stranding many of your most vulnerable passengers in the city. What do we need to do to o get Congress to cate about this issue |
| This means that when theaters open and other events that it will be impossible to use the Metro. Not everyone can afford taxis and Ubers. This is particularly bad for people working later shift jobs and is extremely inequitable in that regard when so many of those jobs are lower wage and cannot afford other transportation. |
| This is absolutely ridiculous! We use Metro to get to the theaters--Shakespeare, Kennedy Center, Arena Stage and others. Closing at 9 p.m. is a terrible idea. |
| Many people work later than 9pm plus restaurants are typically open until at least 10/11pm. |
| NO! This is unacceptable! A lot of my travel is to evening events and its very difficult to get home from DC (to Silver Spring) after 10pm lately. You cannot keep cutting late night hours unless youre going to provide some kind of late night bus service that would run the same route as the core Metro system does. You are pushing late night and weekend event goers to pay costly Uber prices just to get home! |
| This should never happen even if no Federal support arrives and ridership stays low. |
| People in many work roles rely on Metrorail to get to and from work. Closing at 9 p.m. would be a great disservice. |
| This would be a problem with attending Caps games that end after 9 pm. I dont go to Wizards games, but folks attending those will also be upset. |
| I depend on metro to see my friends and meet them during the weekend and some weekdays (more during the summer). Public transport shouldnt just be for work- people like myself without cars have no other way to affordably get around. Honestly when I hear this I start to feel like the city Ive grown up in is a bit of a fake city- no trains at night for events everyone driving places whats the point of living in a city. If Im going to just drive everywhere might as well go somewhere cheaper so I can afford a car and gas. |
| This would negatively impact DC bars and restaurants and would make participation in city nightlife much more difficult for anyone who can't regularly afford to drop \$20-30 on rideshares every time they go out. |
| That is much too early to close Metro and would be an inconvenience. |
| This will have a negative and potentially dangerous effect if people stay late and drink and don't have a safe and affordable way to return home. |
| This doesnt work for me, assuming that DC reopens by 2022 and there are evening events in DC. |

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| Proposal to close Metrorail at 9 p.m. |
| 9PM is very early. Even 10PM might be acceptable but 9 could even cut into post dinner travel |
| By having the system shut down at 9p, you would dissuade people from attending concerts, sports events, special events throughout the city (cherry blossoms). This would have a negative affect on bars and restaurants who have already endured great hardship the past year. |
| It might be OK for me, but it would be terrible for people who work later hours. |
| I have relatives who do not get off work until 9pm as well as relatives who work overnight. Such a proposal would hamper their ability to arrive home or make it into work safely. |
| This would impact people attending events in DC and workers who use the train to travel home |
| Public transport accessibility to those who work in industries that do not offer 9am-5pm work hours is essential in the city. By decreasing the hours metro is removing access to affordable public transit for those who need it most |
| Service should go at least an hour after last call for liquor sales. This would allow people in the service industry to commute home via metro. Just because the asshole writing these proposals works a 9-5 cushy office job, doesn't mean everyone in the city has the same schedule. The world does not revolve around the privileged schedule of WMATA executive employees |
| 9 is too early. Can't take train home from DC after a show or event. |
| It would make affordable travel completely impossible for anyone in any service industry. It would strip travel possibilities from people who are the most relied upon. ANY essential worker would be completely screwed over. |
| 9pm is too early! Keep it open until at least 11pm. |
| I am not a late night rider but fear the equity impact of curtailing hours when service workers badly need transit. |
| 9:00 PM is too early. |
| I think that I will probably need it later. |
| 11 is already way too early. 9 is completely ridiculous. There are hundreds of people who work late, many of them low-wage workers in the service industry. This would be a terrible situation for them. |
| This would absolutely devastate the food and beverage industry. Talk about kicking someone while they are down. This would make it incredibly more difficult for myself and all of my fellow hospitality workers to make it home after our evening shifts. |
| My family lives in a walking distance to the Grosvenor station. My children, who are of high school/college age rely on the Metrorail system exclusively for their transportation needs. My mother-in-law, an active senior citizen, does not own a car and relies on Metrorail exclusively for her commute. |
| How are people to travel if Metro closes at 9pm instead of 11pm? This impacts people who work as well as businesses who depend on people who cannot get to their destination if there is no transportation. This should Never be considered. |
| I value using the metro to get to the Kennedy Center for the free concerts....when we are able to attend those concerts as in the past |
| You milked away at taxpayer money and fates for YEARS. You all are expensive! And inconvenient! It takes me almost 2 hours round-trip to go 4 miles on you! And costs me \$10!! Where is all that money now, when times are slim? |
| Longer waits preferable to closure, especially for farther from city center. |
| This not only impacts those who wish to dine or go out to eat by having to buy an uber ride or find another non-public means of transportation home. This negatively impacts students, restaurant and nightlife patrons, those in the service industry, etc. |
| Cannot be used for social events and visits if closed at 9 |
| This plan would work for me in terms of commuting but if restaurants or entertainment venues like nats stadium reopen to the public its going to majorly inhibit the economy within the district and the people who work in the service industry who have already been hard hit by the pandemic. |
| Please keep it open until 1/2am on Friday and Saturday nights. 11pm other nights is preferable |
| I think this is completely inequitable for people reliance on public transit working downtown. Even 11 is too early and 9 would mean a lot of drunk drivers. |
| I have no need to be out at night; I am 65+. |
| Think about events, like theater, ball games, concerts..... traffic will be very stressful. |
| I, like many people who rely on Metro, sometimes work late or attend events that run past 9pm. By closing at 9pm Metro would be forcing me to take a car which is unacceptable/too expensive. |

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| Proposal to close Metrorail at 9 p.m. |
| I think earlier closing is not smart. It forces people to use their cars late at night especially if they wanted to go out and have a few drinks. Its safer to offer public transportation than to deal with drunk driving accidents. |
| By reducing evening hours you are increasing the choke hold already being put on the hospitality/nightlife industry in the city. Might as well shut down bars, restaurants and clubs as well. |
| I often have to work past 9pm. On those days, I would have to drive to work and would then buy a parking pass and abandon Metro altogether. |
| People do use the metro for more than work. People use it for dates, shows, etc. 9pm is too early. |
| This is a reasonable change to save money compared to screwing up rush hour usability |
| I don't use the train at night very often but when I do go downtown, I'd come back after 9PM |
| I am able to plan around this change in schedule. |
| If the goal is to decrease car traffic in the region and avoid the continuing expansion of highway lanes, Metro should stay open past 9pm. We selected to live close to DC and near a metro to take advantage of public transportation. |
| I use this system as my transportation for work & appointments. |
| The sun is barely down at 9pm in summer. |
| Again...SAFETY. Neeeing to work later, going into town to eat or visit friends and then not being able to come back unless you can afford to pay a private car service. Not good. Nurses and healthcare professionals count on those hours as well. |
| obviously working public will suffer. |
| Would it run later if there is an event |
| I often have to work hours past 9pm, this proposal is inconsiderate of us individuals who work later shift. |
| Close Metro system at all |
| Eliminating the option to use the Metrorail system during later hours could potentially increase the prevalence of drunk driving, particularly on weekends. |
| This discourages use of metro for social functions (that should resume post-pandemic) or events at down town arenas. It also disproportionately hurts employees of bars, restaurants, arenas, etc. who rely on metro to commute to work. This creates discrimination against blue color and service industry workers. |
| Maybe you are aware that workers need to use Metro to get home after their shifts. 9 PM is much too earlier to support our service workers. |
| If things are open again i.e. Wizards games and restaurants, this would be inconvenient |
| Could not get home from events, most of which end after 9 pm |
| Dc area economy depends on bars restaurants theatre events etc. Closing at 9 will hurt economy and quality of life and reason people move to or stay in area. 11pm last train was already problematic. Other Major cities have later train systems. It's just getting dark at 9pm in summer. We need trains that get us home safely after working late or night out. More drunk drivers on road? More uber traffic causing surging prices and traffic? No thanks. |
| Understandable in short term, hope this would be reversed as evening entertainment venues open up. |
| 9pm is too early. The metro offers a safe and easy way for commuting especially in areas like DMV where the palpatation is very young |
| People need this to commute to and from work. People just do not work from 9 to 5. You need to stay open longer. |
| This hurts a lot of lower income and service workers who rely on Metro. |
| This may work but what about Friday and Saturday, or for special events? Nats games or concerts. This essentially turns metro into a commuter service and not transport for all |
| I often use the metro after 9 PM, coming back from restaurants or bars. This would be awful and would force me to use ride shares |
| Even when working normal business hours, there is frequent needs for service past 9pm |
| Closing at 11 has already made it impossible to use the train for anything like concerts or after-work board games. And 9 is late enough to account for happy hour or whatever. |
| Closing at 10pm would be better |
| You should not close the other stations either. Just because a station has low ridership doesnt mean someone doesnt use it. |
| When all is said and done and things go back to normal, how will people including I get to and from the city for late shifts? I'd have to take an Uber or taxi which would cost me my hard earned money when I could be using the Metro. |

Proposal to close Metrorail at 9 p.m.

Trains should run later!! We are living through a once a century natural disaster. These decisions will harm people in the short term and further disincentivize using the system in the long term

A less accessible public transit system is one that will see less ridership year after year.

I live in SE DC and work late and I cant get home from work if the metro closes at 9pm

Honestly, what is the point of even having the metro at all if it's going to be made so inconvenient that it's impossible to use with any reliability. What a joke

Aside from individuals who have to work late, once events resume in the city then people will have a harder time getting home

I sometimes have to work late. It would be terrible to be stranded in DC without metro service late at night.

This seems like a really bad idea! It would strand people who want to go to restaurants or shows. Could have a negative impact on economic recovery.

This would increase both crime and traffic, as well as ceding more power over our streets to unregulated corporations like Uber and Lyft, due to people being forced to walk, drive/park, and/or take rideshares.

The metro provides a safe and affordable option for people to get in, out, and around DC for work and social engagements. Closing operations at 9 PM would disproportionately affect hourly workers that arent working a strict 9-5 job and increase the use of ride share services like Uber and Lyft, which arent affordable options for most people who do not have cars of their own to drive.

Generally, this works. There should be some consideration of extending when large events are held downtown.

When using the Red Line for social outings 10:00 or 11:00 would make more sense.

I attend events in DC that let out around 10 or 10:30 pm

On weekends, it makes sense to run later, at least urban core and close-in suburbs. Facilitate people getting to nightlife and reduce drunken driving.

This includes the weekends too? Just when the city might be coming back, I look forward to being able to take the metro after a night out.

I think this. will result in a higher number of drunk drivers, accidents and fatalities due to nighttime and drunken driving - all from persons going home from restaurants and drinking establishments. Further - this severely impacts restaurant servers and bartenders who will be finishing their dinnertime shifts at 9PM.

It is a source of ongoing frustration that attendance at a sporting event or concert means I cannot depend on Metro service to get me home afterward. Therefore, I am forced into my car. This is a sad, sad situation in a metropolitan area like this. Now the hours would be even more constrained. It would seem WMATA could follow game and concert schedules and, at a minimum, customize service for such events. This lack of imagination is the most frustrating thing for me about Metro service.

George Mason University (among others) has a very high commuter population that takes classes in the evening. When these classes return to on-campus instruction (Fall 2021) they end at 10pm. Therefore WMATA would also lose revenue from students going to campus as they wouldnt have a way to get back after class is over.

This would mostly be fine on work nights but on weekends, it would mean I would have to find another form of transportation to get home. It is very rare that I would be ready to go home at 11pm on the weekend.

People who work late hours have to be able to get home somehow 11Pm is bad enough

Metro should be open later at least on weekends. Also, if metro closes this early, it forces locals arriving late at DCA airport to have to catch a taxi or Uber and removes metro as an affordable commuting option back into DC

how will people get home from work?

Thus would probably cover most of my needs but would not meet my evening needs.

This would really make it difficult to use the metro to go into town to enjoy the cultural and leisure activities of DC. We will be succumbing to the car sharing services

Trabajo hasta tarde necesito poder asegurar a mi empleador puedo quedarme las horas que me necesita

This would prohibit my going to the theatre via METRO in the evening (about 30x per year)

Other essential workers might need longer hours

I would worry that this could increase instances of inebriated driving, and feel it would be extremely burdensome for many front-line workers that have non-typical work hours (such as medical and restaurant staff).

That would eliminate going to dinner, movies, theater and other activities involving later returns.

A big benefit of using the metro is being able to return home from DC at an affordable price on a predictable schedule. It would greatly impede my ability to use the metro and would probably adversely affect that amount I do use the metro. If others are like me, this will inevitably lowering the Metros operating income and begin the Metros death spiral.

Proposal to close Metrorail at 9 p.m.

I regularly go downtown for performing arts events, taking the metro to the Kennedy Center. A 9 pm closing is much too early.

While I dont anticipate riding the Metro often after 9pm, this would be inconvenient. But more importantly, its an equity issue: this change penalizes those who have no other options but to ride the Metro, often to jobs with hours that differ from typical commuter 9-5 schedules.

This would further weaken the metro in an already weak regard. Fast, reliable evening public transit is needed for an economically robust nightlife in the area.

Need later service for evening activities

If I need transportation late at night, I take uber

Nightlife is simply not as important of operations during the work day.

Having the metro open in the evenings is part of the reason it is such a valued service. Anticipating restaurants/bars/venues opening in the near future, late night is a time where the metro would be utilized most. Cutting late night would cause you to lose customers to ridesharing apps.

Late night workers need a ride. What if service slowed down to 45 min headways until midnight?

Many theaters, music venues and restaurants are open much later. Attendees and workers need transportation!

Many times in need to work late and commute by public transportation. Buses stop much earlier this train is my only and safe option

I work late nights, and depend on the metro train heavily.

I often use the metro in the evenings, and 11 pm is already sometimes too early for my needs. 9 pm would make it difficult to use the metro at all outside of working hours, and force me to rely on expensive ride share apps for long trips.

I dont routinely work or recreate after 9pm in the city, although I am a user of the Kennedy Center and would like the flexibility of using the metro between Ashburn and Foggy Bottom

Would not work coming home from baseball games in the summer.

If this was the only change, then this would be acceptable. I have only ridden the metro that late only a handful of times.

This is a ridiculous idea. Who will use metro to go out to dinner or a movie with this closing time?

If they must be shortened how about 10pm instead of 9pm

Would extended service be offered for special events such as night games at Nationals Stadium or Capital One center?

I am an essential worker that has odd hours. I often have to put in late nights to make up for my rent. I cant afford to Uber or Lyft home. I need the money for rent.

This is bad news for our economy - people unable to get to work or home from work, fewer customers for restaurants, theaters, and other entertainment options. Also bad for the environment and traffic - this will force people into their cars, making for more traffic and more air pollution. DC is the Nations capital - come on! This is just a terrible idea.

I mean in the nicest way come on! You want to be a public transportation system in a major city, the nations capital nonetheless, and close at 9? 11 is already too early. Go back to having at least minimal late night service like you used to. DC and the metro area have a lot to offer but if people cant use Metro to enjoy it then what is Metro even doing?! 9 pm would not allow anyone to use Metro to attend sports events, most concerts, normal things like dinner or exploring the city.

I rely on metro rail for MLB and NHL games which end after 9PM.

DC is a city full of young professionals. We ride the metro and miss pre-pandemic happy hours desperately. Closing the metro at 9pm instead of 11pm wont change anybodys habits of being out late, it will just result in a) clogging up the road with ubers at night and b) people moving out of DC since one of the primary reasons to stay despite high prices is convenient transportation that means you dont need to own a car here.

Greatly harm any after hour activities such as performances at the Kennedy Center, Nationals games, and events at the Verizon Center.

I attend night-school at GW university, and (during non-COVID times) would travel to and from class via metro. Some of my classes are from 7-9 pm during the week, and if metro wasnt available, I would have to pay for parking each week (about \$10-\$20) to attend classes. I think a closing at 10 pm would be more reasonable.

9 pm closure will make metro unusable for any downtown activity. Not only it will be inconvenient for the riders, but businesses downtown or on the metro lines will suffer.

I am expecting that by January 2022 I will be working until 9:15 or 9:30pm, so 9pm closure would be a huge burden.

These hours make it far less likely that riders will use Metrorail on evenings and weekends when dining out, attending sports matches, visiting socially, etc. the resulting vehicle traffic in dining and entertainment districts would be unacceptable. As well, these limited hours cut second and third shift workers off with fewer non-car commuting options.

There are plenty of people including family members who work past 11pm and depend on metro

Proposal to close Metrorail at 9 p.m.

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| A lot of people depend on metro staying open late, including workers who may not have easy access to other transportation. Ive taken the train many, many times after 9pm |
| I think this is a terrible idea from the standpoint of public safety. I myself rarely ride after 9 pm but I think it should remain possible. |
| Wow. I know fewer trains at later hours but Ive been surprised to see how crowded trains are even late at night on weeknights at least in central downtown. Add game days or nights at Verizon Center or Nats Park and its jammed ... that means a lot more cars on the street. When part of the joy of living in DC was great public transportation. |
| Is this a joke? This is insane. What will downtown DC look like after baseball games and capitals games? A mess. Uber and Lyft will boom, but carbon emissions of DC will skyrocket. |
| We used to stay downtown for dinner and live events. A taxi home would be \$60. When theaters and entertainment reopen this will kill them and downtown again. |
| Work. After school activities. Meetings. People will be stranded. |
| This would interfere severely with many of our dining and entertainment activities, especially on the weekend. Metro risks losing more riders and lower revenue. |
| Sporting events are most of my nighttime use of metro and unless you are convincing teams to start at 5, shuttering at 9 is insane. |
| Closing at 9pm would lot allow enough time for people to go out to dinner in DC or attend a concert at Strathmore, etc. |
| I generally use metrorail to commute to work between 6:30 am to 8:30 pm. |
| It would require driving to downtown concerts, entertainment, and restaurants, its just too early. |
| I would way rather this and keep the trains moving throughout the rest of the day.I do feel like this will really hurt the restaurant industry and especially their employees that rely on the train. STOP HURTING low-income people. |
| Except occasional game nights |
| We are generally off of the trains by 7:30pm, unless we are at a baseball game. Would you extend the train hours for baseball games? |
| Terrible idea |
| This may cause more people to drink and drive because metro will not be open after social gatherings |
| Not appropriate for residents and travelers arriving at DCA and IAD airports in the evening. At least keep airport metro lines functioning. |
| I dont normally travel after 9:00 pm but this will change my pattern after attending events in DC. such as ball games, fireworks, etc. |
| I often work late. Rhis would have a devsstating impact on the DC area economy. DC would no longer be a world class city. |
| Workers on late shifts need to get home somehow, and many cant afford cars, parking or Ubers every work day, to and from. |
| Night time service is critically important! |
| You are chasing riders away from Metro for 2023 and beyond. Once I quit Metro, I am not coming back. |
| You will kill the theater, sports and restaurant patrons with this schedule. |
| Many businesses close at or after 9 p.m. and an earlier closure of 9 p.m. could leave people stranded. The frequency/availability of buses along the metro station routes would need to be increased at night to keep commuters safe, if the stations are closed earlier. |
| This will put dozens if not hundreds of people who will be travelling home from bars and concerts in the future at risk of predatory behavior as has been seen in Boston. |
| There are a variety of cultural and sporting events that would not have ended in time to avail of Metro with that schedule. |
| 11pm needs to remain the time. |
| Stadium and Arena event workers will NOT be able to work if the 9pm closing is put into operation. |
| Suggest closing at 9PM on weekdays and later, say 1AM on weekends and holidays. |
| Earlier service limits ability to travel around the city with limited availability for car ride options such as Uber, Lyft, etc. in the later afternoon. Impacts would be significant for individuals working later in the evening, connectivity to the airports and overall will increase traffic at night after larger events such as supporting events, holiday fireworks, etc. |
| Many sporting and cultural events in DC area go past 9 pm. I would drive instead of use metro if it closed at nine as the cost for parking would be less than other means to return if out past the last 9 pm train |
| An earlier closing time would be ok for me considering the budget shortfall, but if restaurants/bars continue closing at 10 pm on weekends, service would be needed to allow employees to travel home. |

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| Proposal to close Metrorail at 9 p.m. |
| I work late and dont have a car. Getting an Uber/Lyft to work is not guaranteed and expensive |
| I routinely work after 9pm on weekdays. On weekends a 9pm closure means I could not eat out with friends or go for drinks. I do not trust Uber/Lyft, and of course would never drive inebriated. |
| No. This discriminates against residents not working 9-5 jobs and crystalizes the Metrorail system as a space for 9-5 white collar workers. |
| This would decrease going out in the city for dinner, theater, etc as there would not be public transport home. How would people who work in the evenings get home from work?? |
| It will work for me, but may not be good for people working late shift. A reduced frequency after 9pm that meets the need of people working late may be a better option. |
| This proposal would prevent Metro from being used by those who go out in the evening so would have a detrimental effect on restaurants, bars and theaters. |
| If you work late and your only means of getting home is by the train what do you do? You are already taking the train because you don't have alternative transportation, this would be a serious burden on the already underserved communities who can't afford Uber, Lyft etc. This is a hardship |
| I sometimes commute home after 9:00. Not sure if I could adjust my schedule to make this work. |
| Work events in the evenings. |
| I frequently travel by Amtrak and arrive at Union Station after 9pm when returning home. This is in addition of using the Metro if I am about on evening activities. |
| Yes, this plan would work; I would just have to take an occasional Uber or Taxi. I am sure restaurants and places of entertainment would not be in favor of this proposal, as there will certainly be an increased ridership post--COVID. |
| No! Because sometimes I get out of work at 9 . I have no car . |
| This would increase drinking and driving after sports and other events. |
| We need our late night hours back for work reasons |
| Would buses run after 9 p.m.? |
| You create a dangerous situation where people no longer have an option to take a train home at these times. You would force people to walk streets alone, drive where there is no parking, and possibly drive while inebriated. Also, this would really leave service industry people high and dry at a time when they are suffering the most. |
| People need to be able to get home from late shifts and other evening activities. Cutting the hours so drastically may cause people to need to cut their evenings short (depending on their locations) so DC restaurants and theaters may end up seeing lower attendance after a year+ of already lowered attendance. Id also be concerned about people without car access having to cut their hours or if they can get cars an increase in traffic in the metro area. |
| I assume WMATA came up with this time by reviewing the data on how many riders the system gets and where the sharpest drop off is. I think 10pm would be better because of late workers and people rushing to get home but splitting the difference may provide the most benefit for both Metro and the customers. |
| This would make it impractical for commuting to DC |
| What was thinking behind 9 pm as opposed to 10 pm, for instance? Couldnt there also be more limited service after 9 rather than elimination of service? |
| This means that folks who want to go out or who work into the evening would have to use other transportation--that doesnt make any sense. This would also increase the number of people who go out, drink alcohol, and then drive home because there is no Metro after 9. Crazy! The Metro needs to stay open even later on weekends. |
| I think it depends on the line and stations. For DC and more urban parts of VA and MD the closing time should be later. It also depends on the season. It might be too early to close at 9 in summer. |
| 9 pm is too early to close for those going out for dinners in restaurants or visits with friends. 10 pm would be better |
| Im a DC United STM. Matches typically end after 9pm. This change would mean I wouldnt be able to get home by metro and would have to either drive to the game or take a cab or ride share home which is significantly more than metro. This change would also impact fans attending baseball, hockey, and basketball games. |
| Porque los horarios de trabajo a veces hacen que uno se quede hasta mÃ¡s tarde |
| Requesting metro hours to remain open until 11pm. |
| This plan means I would rarely use Metro at night and would be forced to seek other transport services. Frequency of service is one of the keys to rider use. Infrequency significantly deters ridership. Why are you stranding people at sports and dinner events? |
| System needs to stay open until 11 PM for workers to finish late shifts and get home as well as for visitors from VA & MD enjoying sporting & entertainment events or shopping or enjoying museums in DC who need to return home same night. |
| Very early closure for a large city transit system |

Proposal to close Metrorail at 9 p.m.

Assuming that performing arts venues would be functioning again by that time, such early closing hours would be a big problem for me.

Trains need to stay open until 11 to keep people safe. If you cut off service at 9pm, people will be stuck with no affordable options to get home.

I tend to work late, and will use the metro to go to my girlfriends place after, but wont stay the night, so I typically catch one of the last trains. There are still plenty of people on the train past 9PM, and I think this will hurt peoples commutes. This is very inconvenient.

Metro would become essentially irrelevant for anything other than work commuting in this case for many folks

For those of us who work evening shifts, metro is a critical way to get home. Especially given the lack of saftey in biking at night, metro is a safe and important option!

9pm closing means that any evening activity on our part would necessitate another form of transportation beginning well before 9pm. Metro would lose out on our ridership earlier in the day, plus there would have to be more use of our car -- traffic, parking...

Unacceptable proposal for ridership equity considering many workers end shifts at all hours of the night especially our frontline workers who will still be essential even in January. Also as a former student, many evening classes end around this time and metro transit is essential.

I am not a bar-goer, but when night life resumes, this would be very devastating to the businesses, as people would not be as free to stay downtown DC, Bethesda, etc.

Perhaps there is a way to stagger the closing times? So, maybe it would close earlier on certain days (determined by ridership) and then stay opened until 11pm on others.

Work

I rarely go out past 9 p.m. anymore and I try not to take Metro at night.

Early closure would virtually eliminate much of my familys activities.

Because of COVID-19, shifts hours at my government workplace are 4am-12pm or 2pm-10pm. If you stop service by 9pm, you will lose all the riders who take the metro from work to their homes. Also once businesses start opening up more as more individuals get vaccinated and we start building herd immunity, people will start going out a lot more and will need a reliable service to get home, which has always been the metro. I would continue your hours until 11pm to accommodate this crowd.

Without the option of Metrorail, more people will make the poor choice to drive after drinking. Alternative transportation can also be cost prohibitive for people trying to get home from work, or from recreation. And if people use taxis or shared rides instead of rail, it will increase traffic noise and risk of crashes at night.

This would leave a lot of passengers deserted, especially those who have to work late.

9pm seems very early. Im sure there are riders who depend on Metrorail for their evening jobs who are not commenting. I personally find myself out later than 9pm and although I am able to catch an Uber, etc, I would rather be environmental and ride mass transit. Note: I do not depend on Metrorail to get to work. I am commenting as an occasional rider.

This is too early of a closing time.

Lots of things happen after 9pm. Lots of people work past 9pm.

Too early to close. This would make it very difficult to maintain my current schedule.

Most late night concerts conclude after 9PM

This plan would force me to find alternate means of travel after events when they allow sports and arenas to reopen. Unfortunately I think this will lead to increases in Drunk and Influenced Driving as there will be one less safe option for transit at a time of day when many people are leaving events, bars, etc.

When I was regularly commuting to my office I was often riding Metro home after 9 PM. The same is true for weekend trips for recreational or other personal reasons. Closing the system at 9 PM would render it unreliable and essentially useless for those reasons.

10 pm would work better for me.

11pm is too early. Therefore, 9pm is obviously too early.

Personally typically do not use Metro that late in evenings (though its always been nice to have available on those occasions I am working or out late).

Horrible for people that have late working hours and use the Metro for late night recreational travel.

Completely detached from reality. Need a public transportation after 9pm.

The ability to travel home after 9pm via Metro is valuable both personally (expense, safer alternative I can rely on, etc.) and because without it less people would be likely to support dining/bar/entertainment venues further from their homes (when its low-risk to do so). Also it would make it less safe to be out later further from home.

It will make weekend nights a bit tricky for people. Perhaps it could stay open a little longer on Friday and Saturday nights.

Proposal to close Metrorail at 9 p.m.

I think that will impact a large crowd in a negative manner. For example, what about people who go to Nationals games? They rely on the metro to get home after a game. If you eliminate the ability to ride a metro that late, there will be a surge in other prices that will be challenging for the average person to afford. Additionally, many bars/other businesses rely on nightlife to sustain their business and ending the train at 9:00pm rather than 11:00pm would negatively impact the number of customers/foot traffic. Impacts small local businesses the most.

This would be bad for people in the city who use it as a tool of mobility. By limiting opening to 9, only commuters would have full accessibility. People wishing to use the metro for regular purposes, or those who work late, would see the metro just as a means for people on outlying areas to commute in and out of the city. The metro must be a means of moving around the city without a car, otherwise people will use cars and cause worse traffic.

This would work with my schedule on an every day basis, however there are occasions in which I work late or have a function after work which might find me needing to travel home after 9pm

We use Metro in the evening when we go to Washington, DC for dinner, sports events or concerts. I would not like Metro to close at 9pm.

Think of the late shift workers.

Makes it impossible to get home from work

11pm already seemed too early of a closing time. 9pm would rule out metro as an option for commuting for recreational or post-work activities.

This eliminates the possibility of enjoying any of the anticipated night events, such as sports events, concerts, plays, dinners, etc. Unless times of events in DC are adjusted to accommodate transportation, this seems completely unreasonable, and eliminates the benefit of why more non-commuting riders would use public transportation. This also indirectly encourages driving under the influence, by eliminating opportunities for affordable transport.

People rely on metro when going out and seeing friends, work, or going out to eat. This would limit the time spent with others

You need to stay open past 9 pm!

Suggest 10 pm (compromise) as 9 pm is too soon to close (if after work meetings, dinners, etc.).

We used Metro to travel into the city on evenings and weekends, often returning well after 9pm. To revive the local economy, service should return to running until 1am so that it can be used by people coming into the city for entertainment and recreation not just by commuters. I would gladly pay higher taxes if I knew this would be the result.

This disproportionately affects the service industry

For some people, the only way to go to work is public transportation or it is difficult to drive because of parking or hours long traffic. Not to mention, not everyone has a 9-5pm job. Some people have to long longer hours and rely on public transportation to get them home safely. Trains should be operating even later especially on the weekend given events in the city. Not everyone can afford or trust companies like uber or lyft to get them home everyday especially if the commute is long.

if/when I am in this situation, taxis are available. Not possible for everyone. Just dont work late hours.

Would be better if it could be open till 11 on weekends

This doesnt allow for people who are going out for dinner or who work in restaurants to commute during the evening.

Pre-pandemic, I would regularly work late in my DC office 3 to 4 nights per week and rely on Metro to return to Virginia. If the Metro closes at 9:00 p.m. I would then need to rely on Uber or Lyft, or begin driving to and from work to guarantee a safe and reliable return trip home. I would then reconsider my use of Metro at all if driving and ride-sharing became my more frequent method of commuting -- which defeats the purpose of Metro trying to increase ridership.

Likely to cause occasional problems with commute home

Evening hours of operation help keep riders safe who need to be out later into the evening. Strongly recommend keeping hours till 11pm.

The change seems to both hurt commuters AND people who live in the city. Proposed closures of stations and decreased trains hurts those in the suburbs and this proposal some how at the same time makes this a service designed only for commuting. It seems as if the goal here is to decrease ridership, make it less safe for people to get around at night, and to increase the wealth divide by forcing individuals to use taxis and Ubers to get around at night.

sporting events are a problemmetro in and Uber back home can be expensive

My self employment, in the tourism sector, requires that I work evenings- and definitely past 9pm. I would be (hopefully) only coming back to work after 2 years of pandemic unemployment, and would face this?????? It would be a crisis- another crisis!!!!

How about essential workers who have to commute from downtown to exurbs - stores close around 8 or 9. This would mean they would have to drive - lots of stores and worksites don't provide free parking and parking is so expensive downtown. This is absolutely unconscionable and would be awful for essential workers

Proposal to close Metrorail at 9 p.m.

Absolutely NOT. We do not need a city that is only accessible to those with cars. We can be responsible and put money into public transit, rather than redoubling efforts to keep DC and the metro area chained to the oil and gas industry and the environmental damage that it has unleashed.

I work late till 9pm

I worry about people who don't like to travel at night. Will they have to walk home if they don't have the money to Uber?

Closing at 9 would disadvantage shift workers who work late until the night. It would also be a public safety hazard because it would cause tired or inebriated drivers to be on the road rather than take the safer metro route home.

At least half of the trips I take require service well into the eve. You would LOSE ME as a Metro customer if the service shut down at 9 PM!

I use the Metro to meet with friends in and around DC to enjoy the nightlife. I would much rather have the flexibility to be able to take the train home in the evening than have to spend 10x the money on a rideshare service.

I take Metrorail to concerts and shows that run later than 9:00.

So people can forget about using Metro for entertainment purposes? Shameful!

Evening activities will be curtailed with this proposal. Many people cannot afford to take ride share transportation instead of Metro.

I have had many occasions where I have been out late and relying on the metro to get me back home because I trust it and its safety. Without late metro hours, I would have to rely on friends, ubers, or limit my late night activities, all of which have negative consequences.

Mostly yes, but I rely on metro (as many others do) for getting home after sporting games so would be good to see some exceptions

Washington is a world capital. It is ludicrous for us not to have world-class service. Because of the pandemic, I am not now using Metro (and have not ridden in the past year). I have received the first of two shots and expect to resume normal activities after the second shot (and waiting period), which should be in early April. I expect that many other riders will return and expect the same service we were used to pre-pandemic.

We frequently dine in town and go to shows and games so need the metro open later

Many of the properties (apartments, condos, houses) near the metro here are rented out to University students or other young adults, who take the Metro to evening classes, and/or enjoy taking Metro to socialize. There is also nightlife (restaurants and bars) near the Metro stations that others travel to. This may have an impact on where those individuals will choose to live or which nightlife establishments they choose to visit. This could have a negative impact on these communities.

This will make it more difficult to keep DC and the suburbs connected after the pandemic and will make it impossible for folks living right outside of DC to attend many cultural events and social gatherings, if the price of ride sharing home at night is prohibitive

this would impact negatively low income workers that work in late shifts

It wouldn't be a problem for my work commute, but it would definitely be a problem for entertainment and seeing friends in the evening.

9 is too early to metro home from a cultural event or dinner. This will drive more people to drive and you will lose further ridership and divert more traffic to the roads.

With the exceptions of weekends. Trains should run longer on Fridays/Saturdays

I use the Metro for work, but I also use it for going out to eat and drink. This would limit how I can do that and would require more usage of car/taxi services.

People take metro, especially on wed and weekend evenings when going out and not wanting to drive - early closures would impact sporting events, concerts, plus many more activities

I do take metro later times, also it is very convenient to travel to the DCA airport in you have later flight or arriving late.

2nd and 3rd shift choices would be greatly effected by this. People who rely on this transit to and from work would be adversely effected.

Absolutely not! This plan does not accommodate service workers who rely on the metro for safe, affordable (for DC) transportation and would compromise students who also travel to school the metro. This would force more cars on the road and have a detrimental environmental impact.

People work late and need to get home. There are events around town that do not end till late and how is everyone suppose to get home: capitol center, Warner, 9:30, Wolf Trap, Kennedy Center to name a few. Restaurants, movies

Kills attending events in DC.

Assuming we are relatively back to normal this would curtail my evening dining and entertainment

Not ideal, but I understand budget constraints

I'm often out after 9pm, and with metro as my primary mode of transport, this wouldn't work for me

Proposal to close Metrorail at 9 p.m.

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| This is entirely unfair and unworkable for people who rely on Metro who work at restaurants, bars and other late-night venues. Would also eliminate use of Metro for attendees of events at Nats Park and Capital One Arena. Extremely poor idea. |
| This option eliminates metro for evening travel, would adversely impact shift workers, would increase costs of attending any evening event, and increase traffic. |
| It would cut out access to evening activities |
| I could see this working during the week, but on weekends or nights of sporting events (should we get back to some sort of normality) than later hours would be nice. |
| I do use the train for outings so this does not work for me. |
| Would want the weekends to be longer hours |
| This would be impossible for anyone working a restaurant job or other late night employer. It is already difficult enough to have service stopping at 11pm. |
| It would work for me; however, many people work evenings and weekends and this may have an impact. |
| 9pm is too early for anyone returning from ball games, concerts, etc. |
| Would be a problem if we chose to go out to eat in a restaurant downtown or went to an event in the evening. |
| It would work the majority of the time but not always. |
| Doesnt meet needs for restaurant dining, theater. 9pm is much too early. Will also have adverse effects on businesses. |
| I sometimes come to town on the Amtrak. If the train is late to Union Station, then this could impact me. |
| Activity should be very close to back to normal. Which means extended hours at the office. Closing at 9pm is a bit early. |
| Would have difficulty coming from DC to Maryland on weekends |
| NO this would heavily impact my job and day to day activities. I am not able to afford transportation other than metro |
| I love having the metro available to take home after dinner or happy hour on weeknights and on the weekends. Without metro running late, I would need to use Uber/Lyft/taxi to get home which would cost significantly more than metro. |
| It would be inconvenient, because I would have to finish my errands prior to 9 PM |
| This would effect when I attend after work activities or presentations where I rely on Metro for transportation. |
| Given that 9:00pm is based on center-city stations, that means last trains from suburbs are well before that. We need night service when folks are out of work with shopping/entertainment/etc. not just rush hour/tourist service. |
| I prefer to have the flexibility of Metro open until 11:00 but not essential. Not on weekends. Makes for easier restaurant commutes after dinners |
| Metrorail service should not be limited to normal work hours. Metrorail is relied upon by many for late and off-peak trips. |
| While I am not usually out late in the evenings, I thinkâ€given that I am not comfortable getting into an Uber or Lyft drivers car during and post-pandemicâ€I would rather ride the metro home if I do happen to be out late. Maybe instead there could just be less frequent trains between 9â€11pm? |
| We were hoping to use the Metro to be able to attend the opera and concerts at the Kennedy Center and this would make that impossible. Other than that, I doubt that it would affect us much. |
| This would not affect me directly but it does concern me given the need for transport past 9pm for workers in the service and other similar industries |
| This gives no access to a majority of restaurant and other late night service workers. |
| Hell no |
| Attending downtown events and activities, even a dinner out, would leave me stranded... unless I shell out money for a ride share. |
| How about 10 PM? |
| 9 is too early for most sporting events and activities in the district. |
| Closing at 9 would be one of the least worst ways to balance the budget, I would agree. Obviously 10pm would be better. Has any thought been given to closing selected stations on weekends only to help save costs? If many (most?) of the stations were closed on weekends - assuming that the whole system wasnt entirely closed on weekends |
| I have to imagine it would save a lot of weekend operating costs. |
| No urban transit system anywhere, let alone one in the capital of the United States, should shut down that early. This would ill-serve area residents and tourists alike, and turn us into a laughing stock. |
| servers, bartenders, retail workers, custodial workers, entertainment workers are how our economy goes, you have to let them get home. 9pm is absurdly early |

Proposal to close Metrorail at 9 p.m.

Closing at 9 PM would work for the majority of my metro trips, except for special events like Nats game for example when I would suggest the metro remain open until after the event.

Life will be back to normal in 2022. Restaurants, theaters, sporting and social events will be back and it will be unacceptable and of no use to close at 9:00. Not to mention that the workers at these venues likely cannot afford daily Lyft or Uber rides home.

I am never on metro that late.

The nations capital cant keep a rail system operating every day until 11 PM. It should be operating 24 hours a day.

DC is a major world city. The city does not close at 9pm. This is a disservice to service workers in particular and unacceptable.

I enjoy nightlife in DC. I miss the old days where metro close at 2am, not before midnight. So 9pm is worse than 11pm.

9 pm post-pandemic will drive ridership away from Metro. 10:30 would make more sense.

I work at a job in DC where quite often I have to work late. This schedule will interfere with my ability to do my job. Further, this proposal will hurt the DC economy and by extension metros budget. People who want to spend time - and money - in DC eating out and drinking and other types of recreation will be affected by this, since so often its easy to go to places in DC using metro. Dont forget that revenues from commercial businesses also flows into metros budget, and restricting peoples ability to access those businesses hurts DC and metro financially. Also, this proposal once again creates a vicious cycle where people stop using metro because its inconvenient, thus leading to decreased ridership and revenues for metro.

Not only would this be inconvenient - I work long hours and rely on Metro to get home at night - but it would have profound impacts on the citys nightlife. Downtown DC relies on folks staying around after work, and this will be hindered by the Metro closing earlier. Additionally, weekend nightlife, and sports game travel will be severely impacted - including endangering people due to increased driving, potentially drunk driving.

Completely neuters the usefulness of the system. If I want to go into the city I cant get back out without Uber or car ride. Would increase individual costs. Hard no to this.

I am fine with a weeknight closure at approximately 10 p.m. This would allow individuals taking night classes at local colleges and universities to use Metrorail to get home.

Friday/Saturday service should remain at 11 p.m. or later.

This would negatively impact DC area night life and especially hit service workers hard. You should be discussing staying open later! This would put more cars on the road late at night and lead to more drinking and driving. Also, ever seen a Nats night game end before 9:00?

People work late hours and having to cut short would force people to get taxi/rideshare services.

Forcing carless DMV residents to pay surged fares on rideshare apps instead of being able to ride the rail home after dark is an unbelievably inappropriate option.

This is very bad.

Missing the last train is always a difficult situation to navigate, and you cant account for some things that may delay your ability to get to the metro in time for the last train, especially if the time is changed. Commuters have planned their time around the current schedule, and it could lead to difficult situations if changed.

I think service should go into the evening for people to use after dinner

This is ridiculous and will affect anyone working in any industry that closes past 8:30 pm. Please reconsider your planning.

9pm is too early to close on weekends. Could you please stay open until 11pm on weekends?

This would result in me going downtown less because I wouldnt be able to get home from late night activities, but it wouldnt affect my daily commute so it would be an acceptable change if required for the short term.

I am perfectly fine with stations closing early on weekdays. However, I would like to see stations open later on Friday and Saturday night.

I would hope runs would be added as necessary to handle events such as a CAPS or Wizards game begin to allow large live audiences

Inconvenient for attending work events, sports events, birthdays and other celebrations. 10 oclock would be more realistic.

what about when there are sporting and entertainment events at MCI and other major venues? DC does not have adequate, reasonably priced parking.

I would hope to be able to take the metro home from evening performances at the Kennedy Center or other venues. Bad idea.

This would probably work for me

Would prefer consideration of events such as sporting events, concerts from arenas and stadiums and staying open an hour after the event ends.

Later night hours are essential

Anyone working in or visiting a restaurant would never be able to take a train home. Possibly even anyone working late.

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| Proposal to close Metrorail at 9 p.m. |
| 11 PM is already too early a shut-down, particularly on weekends. This will make traffic even more unmanageable than before when there are largely-attended events at sports stadiums/arenas/conference halls/concert halls. |
| I fear this would increase likelihood for drunk driving, especially on weekend nights. If a change had to be made here, I'd recommend 10pm instead of 9. 9 is very early. |
| WHAT? I GO HOME AT 10 AND ENDING AT 9 IS BAD AND NOT GOOD! THIS BUDGET IS VERY BAD AND SHOULD BE REPEALED! |
| I'm more likely to need the metro later, when more bus lines have closed, and fewer people are able to provide transport to me |
| Trains must run at least until 11:30 p.m. to accommodate riders who work night shifts, who attend sports events that run late, or whose work requires overtime. |
| I use the metro coming back from the city in the evening. |
| Washington, DC is a world-class city or it isn't. If it is, then Metro service is needed - at the VERY minimum - until 11pm to service evening/night workers and a vibrant nightlife, both of which have significant economic implications. |
| This would hinder my options to travel around the metro area in the evenings. |
| How about Fridays and Saturdays. Wouldn't this impact access to sporting events and other nightlife events downtown. |
| This would unevenly effect those who do not use the system for traditional 9-5 jobs (ex. students, those without other travel options). |
| This is way too early a closure, and could cause an increase in drunk driving, especially between DC and nearby suburbs. In post-COVID times, commuters will likely resume going for happy hour or dinner after work before taking Metro home. Also shift workers need to be able to get home from their jobs safely- restaurant and bar workers typically have no ability to park at work and must rely on Metro. Please keep Metro open and available for safe transport in the evenings! |
| Given the entertainment and arts in the DC area, this would seem to deter taking public transit to attend entertainment and arts events, which largely operate after 9PM. At least expand the hours on the weekend. Seems very odd for the major city to close public transit at 9. Also consider the tourist and convention visitors. |
| However, there are people who rely on nighttime commuting due to the nature of their jobs (those cleaning office buildings, restaurant and retail). Consider 9:30 or 10pm since many of the service industries close at 9pm. |
| 10 pm would be a better compromise. |
| Essential Service should continue until 11am considering buses and trains from Union Station operate past 9am. The last commuter train is at 10:30pm. The last departing Amtrak is 10:00pm. Trains arrive past 10pm as well. |
| I expect this would put more drunk drivers on the streets and hurt businesses that function in the evening. Is there enough parking for all the extra cars that would be needed? |
| My tenants rely on the metro for safe evening travel and if the metro is close my rental property near metro will be very devalued and I will lose money that my family relies on! |
| This makes difficult to see a show and make it back on metro. |
| This is absolutely ridiculous! 9pm is very early and if someone lives in the suburbs and requires the metro, a closing of this early of time would make it impossible to meet someone out after work or to go to dinner. |
| Sometimes my travel home is between 10 pm and 11 pm. The change will require rejecting metro permanently in favor of a personal vehicle. |
| It's a convenience that the trains and buses run to 11, as it provides another option for entertainment and dining purposes under non-pandemic conditions, but it is not a necessity. This would not affect my work schedule. |
| Before dropping back to 9 pm, perhaps 10 pm might make sense initially? What about downtown or Monday night sporting events? Will exceptions be made to support fans? |
| This is very inflexible and unrealistic. People work late and will need a way to get home. |
| On weekdays I wouldn't mind that as I'm rarely out past 9pm and needing to return home on Metro. On the weekends or once sporting events return, I would be stranded far from home without Metro service past 9pm. |
| I rely on Metro to travel to & from Nationals games. Would work for me if accommodations made for later sporting events |
| Evening service is very important!! |
| 9pm on weekdays and 11pm on weekends would be more feasible |
| This would put an end to going to any evening public events downtown. That might be fine during the pandemic, but afterwards, it is not. Plus, there are lots of service-industry workers who rely on Metro to get to and from work, this proposed schedule change would make it very hard for them to get home at night. |

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| Proposal to close Metrorail at 9 p.m. |
| Shows and events end after 9p making it difficult to use metro for shows & events. |
| Except for Concerts or ball games |
| I think this would work for a year while things are getting back to normal, but once I am able to see more people and go out to socialize, the 9pm cutoff would be hard. |
| Having limited access to public transportation at night will make activities downtown less accessible. I will think twice before staying downtown at a restaurant, the movies, a sports game, etc. |
| It is fine. I am an early bird. |
| This would seriously impact necessary workers who may not have access to a car. |
| 10 pm would be better. 9 pm is too early for many events in DC |
| I don't use metro in the evening. Only to commute during the day. |
| For a major metropolitan area like DC, such an early closing time does not seem reasonable, particularly if it applies on the weekends as well. |
| While I could adjust my work and errand schedule to conform with this, I fear how this will negatively impact those who rely on the service whose schedules necessitate commuting later in the evenings. With often 30 minutes between trains, this puts even more stress on people who have to travel in the late evening. Miss one train after 8pm, and there is little room for error. |
| But it would make attending night events e. g. Concerts at Verizon center almost impossible. I would not trust to find parking. Switching to Uber would be the only alternative |
| If the DC area experiences increased tourism and nightlife because of vaccinations and loosening of restrictions, then 9 p.m. wouldn't help the local economy recover. In addition, allowing for special event service hours (late sporting events, concerts, etc. if allowed) was not mentioned in this proposal. That said, if we are at current ridership levels and COVID-19 restrictions remain, then 9 p.m. seems reasonable. |
| As a non-car rider, I have relied on the 11 pm closures a lot in the past |
| Yes, but it would be inconvenient as traveling after 9pm would involve a much more costly Uber, or navigating by bus, but that is also limited. |
| need to balance serving the public vs being fiscally responsible |
| 99% of my metro rides are commuting to/from work. |
| As long as sporting games had extended service nights, this would be acceptable. Otherwise no. |
| People with late night long-distance travel plans need access to Metrorail stations beyond 9pm. |
| This makes it impossible for anyone in the restaurant industry, entertainment industry, or any other late-night industry to get in and out of the city. This puts a burden especially on those not wealthy enough to own cars, who would be the most likely to work in jobs that require late-night commuting. The burden is disproportionately on the lower income population. |
| As an avid public transport user I was disappointed in pre-pandemic times at the unreliability and infrequency of WMATA's service schedule- it is not reflective of being the capital city's transportation network. It trailed far behind New York, Berlin, London etc. To now consider even poorer reliability of service and frequency is incredibly disappointing and concerning. |
| This does not allow for public transportation to workers and also individuals going to events and restaurants. It may affect the revenue of places of business. |
| Not ideal, but I can deal with it. It will hurt restaurants and bar late hour business though. |
| Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station. |
| Minimal impact to me rarely use metro after 9PM but might impact some sports attendance. |
| A 2 hour reduction would not impact my expected travel needs and use of Metrorail on the weekdays or weekends. |
| Closing at 9 pm would encourage drunk driving and make it difficult for service workers to get home at the end of their work shifts. |
| Stranding riders who went to dinner or events would really discourage ridership. Metro in and Uber back? Perhaps, but I'd probably just use a car app for both trips. |
| Many, many people frequently work past 9 p.m. or are traveling to see friends, attend concerts or go to restaurants. It would strand many people with no way to get home if metro closed at 9 p.m. My partner works until 10 p.m. at his job and needs metro to be open until 11 to get home. |
| No this undoubtedly has to be THE WORST of all the ideas available might as well never ride metro if it closes at 9pm a lot of people aren't even off work at 9pm what the heck kinda garbage idea |
| I think this is a practical and reasonable approach. |

Proposal to close Metrorail at 9 p.m.

I am frequently out past 9 and this is very limiting. This is not reflective of the major city that DC is.

It wouldnt necessarily affect my commute, but it would affect the vibrancy of the DMV region and increase traffic.

You have to consider special events that happen at the different sporting and concert arenas in the area and need to stay open longer.

I frequently travel past 9. It is unacceptable for a major city to end its mass transit rail service at 11, let alone 9.

Would reduce mobility particularly for those working later and those wanting to attend evening events or return from out of town travel.

11pm is already too early to close a major city metro system. This would further crowd streets with Ubers, taxis, etc., increase the risk for drunk/distracted driving incidents, and would make transportation to major sporting and entertainment events increasingly cost prohibitive

In a major metropolitan city, even 11pm isnt late enough. At 9pm when (post COVID vaccine) everyone is in town - how do we get home?

I would be okay with this if there was another alternative transit option kept at that hour.. preferably bus.

I think shutting down metro at 9pm will hurt the ability of the area to recover from the Pandemic and will adversely impact entertainment, tourism and business.

I have friends in DC, e.g., Cleveland Park. It would make it difficult to visit my friends for dinner and conversation. Parking in Cleveland Park is non-existent. I wouldnt want to curtail my social life just because Metro closes at 9 pm. Also, closure at 9 pm would effectively render Metro useless to any number of people, e.g., late afternoon/late evening shift for employees. A 9 pm closure would effectively make Metro irrelevant. With 9 pm as a closure and 30-minutes, you might as well simply shut down the entire system indefinitely. Any of these proposals would be a shocking waste of billions of dollars of public investment

This plan could work if other alternate buses, shuttles or services are provided after 9 for customers who need it.

This might work, except when the Nats are playing. Also, parking restrictions should be relaxed in the evening if metro stops running at 9pm. Otherwise, it will not be possible to visit theaters and restaurants downtown.

Again, this will cause you to lose ridership. If you need revenue, you need people to feel like metro is a viable solution to driving.

This is so thoughtless for all non 9-5 workers. Not only that but by 2022 more people will want to go out and spend time away from home, this plan would hurt multiple businesses in DC that have already struggled through a pandemic.

Recovery of night life in DC depends on Metro running as late as possible. Proposal 4 is a terrible plan!

I often travel after 9 pm, in fact almost every day. If you close down service at 9 pm you might as well cancel all service for me. I dont have any other mode of transportation to and from Grosvenor to Regan Airport and Crystal City.

I rarely take the train that late, but when I do its essential

Its a horrible idea. The system should operate until later than 11pm. Youre forcing people either to drive or into Ubers, etc., when they might be out eating, taking in shows, etc., after 9pm. Why?

I rarely leave work or events early enough to take that ride, so I could basically never ride metro as I wouldnt have a way to get home. I would have to buy a car. This also seems more unfair to people who have to work late (which is not me, I just choose to) than some of the proposals with limited trains.

no, what about weekends? rider cannot spend more time in the DC area recreation events (i.e. restaurants, museums, bars, etc.) if service is cut off early. This might also affect business in the area

This is unrealistic and detrimental to riders who rely on safe transit at night versus walking. If anything, metro should be open later.

This proposal is best. The rest would severely effect riders and may cause us to turn away from metro all together.

This limits people ability to move around the city- forcing people to use less climate friendly modes of transportation such as ubers or driving themselves.

This would further erode service and discourage use, making Metro lose more revenue. This change would make using Metro useless for many tourists, showgoers, late workers.

NO! This will kill the recovery efforts of evening businesses and venues (restaurants, performing arts, other events). If not every day, have late service on weekends and two to three weekdays. (Quiet Mondays and Wednesdays?)

A lot of people depend on metro to get them home from work.

This is outrageous. During the pandemic people that HAVE to go to work and didnt have the privileges of working from home were losing their scarce jobs left and right. With this proposal to limit service hours (Which are already short comparing to other metro rail systems), what is the point of having the metro at all?

I am often out later in the evenings. If the Metrorail system closes at 9pm, I will have no way of getting home after 9.

Closing at 9pm is too early. We use metro orange line to access restaurants from East falls church and 9pm closure would force many to drive to that congested area.

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| Proposal to close Metrorail at 9 p.m. |
| I use the metro for evening commitments and 9 is too early to shut down. |
| This would work for me personally because I almost never take Metro at night, but I fear for the people who work late shifts at restaurants or hospitals or wherever. How would they get home? |
| Seems ridiculous for a major metropolitan transit system, but would not impact my riding habits |
| I have several jobs trying to stay afloat through this foolishness and they all start and/or end at different times. Many times after 9pm |
| So long as service is provided at every station along the Orange and Silver lines, this plan would be acceptable. |
| These changes to the Metrorail Service hours would prohibit me from going to sporting events. |
| Would lead to increased driving under the influence. |
| This will make travelling in and out of the business core difficult. |
| Horrible. What a detriment to DC events: sports, theatre, concerts. |
| Among all proposals, this one does not make any sense. How would that contribute to the city? How would close at 9 pm would give back to taxpayers? The city needs the metro! |
| not able to take Metro home from the Kennedy Center and other events downtown. |
| 9pm is a little early. Some people, including myself, who work long hours and rely on the metro to get to work and back home late at night (10pm for example) will have to consider other transportation means for this, which means less people will be using the metro |
| This does not serve people who work late or people who want to avoid DUIs. |
| This would make it extremely difficult to use metro to go almost anywhere in the evening, not to mention impossible for those who work nights to use it |
| More time for arriving home |
| Metro should not just be for commuting. It is an important means of access for social amenities in the city too. |
| In what world does this work? There is so much vibrant night life in DC and this will put everyone out in a huge way. |
| This would make. Metro an unlikely option for any evening activities |
| Once post-pandemic activities resume, it would impact evening plans. I feel safe at night waiting in metro stations and traveling on the metro. I do not feel as safe waiting for buses at night. |
| Personally, I could work around this, but I acknowledge it would probably be a hardship for others using Metro to get to/from work at night. |
| This works for my own regular work hour job, however I imagine many essential retail workers whose stores close at 9pm would be unable to leave early to catch the last train. 10pm may be a better time is a reduction is looked for. |
| Sometimes I work late, others go out with colleagues for dinner, if the service times are cut, I would have to rely on other modes of transport, taxis, ride share or most likely stop frequenting establishments in DC or NOVA and just go home instead. I have lived in other countries and service stops Midnight or up to 2am in most locations and run all night weekends. |
| If I am able to return to my pre-pandemic travel arrangements, I would like to go to events that last longer than 9pm. This is the one proposal I find totally unacceptable. |
| Sometimes I would have to stay late at work past 9pm. |
| 11pm already sucks, and no one should be going out partying during the pandemic. If you want people to be able to go enjoy DC nightlife when its safe, you need to have metro open late enough for revelers and workers who depend on metro to get home. |
| This basically gives up on the idea of Metro as anything other than a commuting mechanism. This increases traffic in all the going-out areas -- people will have to drive if they cant take the train -- and youll probably end up with more people driving drunk. Very bad idea. |
| This is disproportionately punitive on low income people. |
| Due to the odd hours that many are working to feed their families, closing 2 hours early would be detrimental to their livelihoods. |
| I often rely on Metrorail to take me home after evening events. This would not work for me. |
| It is not ideal since a dinner night out might run late. |
| I rarely travel that late, so it would work for me, personally. |
| Absolutely not. Metro as it is does not run service at needed hours. I work construction and when you have to get to the job site early in the morning, metro is not available. |

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| Proposal to close Metrorail at 9 p.m. |
| If that means not closing any stations, particular Grosvenor, then that is acceptable. |
| I work at George Mason University and classes dont end til 10pm plus major events at our arena and concert halls end after 9pm, meaning no one could use Metro to travel to campus. |
| No please make it open later to allow those who work in restaurants a safe and affordable way home. |
| Weekends should go longer |
| 9 seems early, 9:30 or 9:45 would be more reasonable. |
| It's unsafe for people to not have late night transit options |
| I think 9pm is way too early to close, especially on weekends and for people who work outside of typical 9am-5pm hours and rely on metro for transportation. I think a 9pm closure would negatively impact establishments such as bars and restaurants as well. I use metro after 9pm often on weekends. |
| If the train closes at 9pm, there should be buses running those routes after 9pm to 11pm. |
| I sometimes use Metro to travel to evening events in downtown DC. Assuming in-person events resume by January 2022, this plan sounds like a disaster for those attending events and downtown restaurants. |
| I would not be able to go into DC for theatre,concerts and other entertainment. |
| This plan would help in stopping residents from going to Washington and would help reduce your revenue. |
| Does not provide convenient way to get home after going out to dinner, event, etc. becomes commuter train for professional workers, hurting low-income/those with jobs in service industry, health care, etc that rely on metro as only form of transportation. Further constraints on already struggling businesses. |
| What if there is an event such as game night, how are we supposed to get home? |
| Would not be able to use metro for weekend entertainment travel, eating out, meeting friends. |
| Unless restaurants and all public venues close at 8:30, this doesnt work. Employees of these places need to be able to get home. |
| Being able to attend concerts and plays by using Metro rail is wonderful. Having it close earlier would have a negative impact on the hospitality and theater industry. |
| I work long hours and having the train available until 11 allows me to travel home safely and not have to relay on taxis or other rideshare platforms. |
| DC is not just a city of 9-5 workers. Closing at 9 p.m. makes it significantly harder for anyone working odd hours to get to and from jobs. Closing at 9 p.m. will have significant impacts on the robust arts scene—plays, concerts, etc. end after 9 p.m. How are they getting home if they took metro to the venue? Same goes for sporting events, and its even riskier there—how many people drink during a game and rely on metro to get home safely? I could go on. |
| How about closing at 9 pm on weekdays and 11 pm on weekends? |
| Weekends require later closing. Otherwise, we cant consider going to many restaurants on the weekend. |
| If the metro closes at 9 pm, then using the metro for any evening activity is impossible - and that is my main use of the metro. |
| If the Metro closes at 9, then I might as well call Uber. |
| As someone without a car, I rely on metro services to get home from work, and this would mean I could never stay late, despite needing to on occasion. |
| It all depends on how the rest of the businesses would be functioning by Jan 2022. I only take Metro to get to work and before COVID - I would regularly be required to stay past 9pm due to my organizations special events. I would take Metro home after those events. Having the station close by 9pm would pose a lot of additional ride-share cost on me, but only if my organization has resumed its after-hours events by Jan 2022. |
| Having Metrorail close at 11 is difficult enough as it is, and 9 p.m. would make it almost completely useless. Why cant we have it close in the early morning like other major cities? |
| I enjoy taking Metro to DC for theater and Kennedy Center, and it would be impossible to stay for the entire performance with the metro closing at 9:00PM. We need it to stay open until at least 11:00PM. |
| Metrorail is my safest, most affordable form of transit. Pre-pandemic, the 11 PM time caused me difficulties. Cutting services earlier would make it worse. |
| How could anyone expect to know their expected use in January 2022. You're going to hurt the DC economy by capping public transit at 9 pm, bars and dining will rebound and open again and people won't be able to use public transit later at night. Why make this choice now???? |
| Once you make it necessary to take my car or Uber home, its less likely that I would use Metro. |
| There are times when travelling by train is necessary past 9pm and utilizing cabs is not an option. |

Proposal to close Metrorail at 9 p.m.

Questions: Are these changes to be considered temporary or permanent? If life post-Covid-19 returns to closer to normal, will Metro and Metrobuses resume a more normal schedule?

11pm is already too earlyâ€”my job requires me to be able to travel home after 11pm.

9:00 p.m. is not late enough to allow for dinner plans and meetings. For those who use the metro to commute to evening shifts, this would leave them stranded and with only more expensive ways to get home.

This would be more dangerous and inconvenient for me, making it harder and more expensive to get home safely after dark, with the only other options being on foot or via ridesharing services.

I come late from work something and not fair if the metro close early

Metro rail is the choice of transportation when my husband and I go into DC on weekends. These trips are usually to shop and have dinner so a closing time on Metro of 9pm would mean cutting evenings in town short. We moved to this neighborhood specifically for the Metro access at Grosvenor-Strathmore and the convenience of accessing DC without driving.

it would work, just not as well. But honestly a lot of people go into dc for dinner so the 9 pm is a bad time to stop. 10pm is way more doable for people that want to go into dc for dinner. Ideally on the weekends the metro would run until 2am though

I would likely continue to use metro under these circumstances, but I would have to find alternative arrangements during the evening pretty frequently.

This would support systematic racism noting number of low income workers in service industries that need metro after later night jobs.

This is a METROPOLITAN transit. Hopefully, by 2022 life will be more normal and adults will need safe transport after evenings out and after work at restaurants and bars.

This change is completely impractical. Even if you only consider Nats Park and Capital One Area. Ridiculous.

If its this over closing station outright, do this. But again you will effect low wage workers coming home from work more than anyone else. You may also drive up drunk driving numbers with this strategy if people dont rideshare long distances.

Hopeful that things will improve as more folks get vaccinated.

Terrible idea! How are people expected to go out to bars and restaurants and take the metro back home.

While it would work for general work commutes, by 2022, I think we can expect restaurants and special event venues to be getting back to normal, and not having Metrorail access in the later evening hours would make for traffic and parking congestion downtown.

No way, not for employment purposes or social! An earlier closure would mean COUNTLESS workers without a reliable way to get home. Unacceptable.

This would be damaging to not only Metro ridership numbers but to DCs entertainment industry - sports, theaters, movies, concert venues, restaurants, etc. People will literally stop taking Metro and you will permanently lose people to ride shares.

Many elderly peoplelike myself depend upon the metro fot attending events in DC. These events go beyond 9 pm. Would prefer the metro be open till 11 pm.

I use the metro at night. It is far preferable to using rideshare

For people working or trying to have dinner, 9pm is too early.

I am a current health sciences student that relies on the metro for morning, daytime and evening hours to get to and from school and various clinical rotation sites in the DC metro area. Having the metro close at 9 pm instead of 11 impedes my ability to access essential medical educational activities, as many of my rotations will end between 9 pm and 10 pm during the week.

Could it be 10p? This move will crush DMV businesses even more.

As a single person without a car living in the District, this schedule would greatly reduce my social life.

I seldom use Metro at night.

If Metro did this, I would certainly never do anything in the city after work ever again.

9pm is early, but making it early is a reasonable response to the current climate

With the reduced service and 30 minute headways, an 11:00 PM closing should be achievable

Nope. I assume I will be back in the office in 2022. Too often I need to work past 9pm in a 9-6 office job. The same as many professionals. Lets add people who work outside the 9-6 work schedule. You re proposing abandoning service for people who need it. It seems you are trying to keep your job while not serving your mission.

Proposal to close Metrorail at 9 p.m.

If I begin taking metro into the District again, and start perhaps actually going out to restaurants and events again, 9 pm would not work. It would mean either I choose not to take metro on days I have things planned or choosing not to stay in the District and spend money at retailers/restaurants/venues. There were times 11 was cutting it close so 9 would be nearly impossible.

Do not make me uber to a Caps game.

It is too early to close at 9:00 PM. If you go to a restaurant , a concert, or arrive at an airport later in the evening, 9:00 PM is not convenient to stop the Metro.

11:00pm is already too early to close. What about the folks who work in retail? How do they get home?

This is outrageous. No city in the world closes metro this early.

Would prevent attendance at Kennedy Center events, etc.

Often have to work late. Also, impossible to use metro for events or dining in DC.

This may work initially but as businesses open up and open later this will not work for many essential workers.

I tend to work beyond 9pm when theaters, or theater schools, are in operation. 11pm would be possible. 9 pm... well, Im either in the middle of a show, or in the middle of teaching a class, and the only thing after that would be a ride-sharing app. At that point, you might well lose me both ways.

Decreased (but well scheduled) frequency, but keep a late night train to keep the city nightlife available

Keeping metro open later keeps intoxicated would-be drivers out of cars as well as provides necessary transport for service industry workers.

It would be a hassle as I would need to drive to any evening events and would probably limit my going into the District in the evening.

this would limit trips to dc for restaurants, movies etc.

But I dont work at night. How do you expect people who rely on public transportation and who finish work after 9 pm to get home?

We like to Metro home after dinner out and sporting events.

Service already ends too early. This would essentially guarantee having to take an Uber to and from when metro would be preferable. Will just increase traffic congestion.

There are major equity concerns with this proposal that do not affect me but will affect disenfranchised communities in our region who may be more likely to work jobs whose hours do not conform to the traditional 9 AM - 5 PM weekday office schedule. This proposal will also hinder the economic recovery of our regions bars and restaurants as we emerge from the pandemic, with patrons and employees being unable to use Metro during late night hours.

Would have to drive or take taxi for any evening event downtown

I don't get off work till between 10:00 and 11:00 and I can't always afford to take a Uber/Lyft/taxi.

I believe this would be a bad decision, many people who travel to DC and live here rely on the metro to travel at night

One of the major benefits of metro is that it runs later in the evening for late nights at work or while out at restaurants/bars. Stopping service at 9 pm would reduce much needed patronage at restaurants and bars.

Seriously, is this a city or rural West Virginia? What about shift workers, college students, tourists, and others who rely on evening train service. Closing at 11 is already early.

WHAT.

Its not ideal, but if I prefer closing earlier over slower train arrivals.

when the colleges and universities reopen - students in Montgomery college, American, George Washington and other institutions may find it difficult to take night classes. For women in particular the lack of public transportation at night is a huge risk for them to seek other means home. Unverisities are big employers in city and this would not be helpful for those doing night shift in hospitals, students and those wanting to go out in DMV area.

A lot of the stuff I use the metro for is late night stuff. I dont use it for commuting. But I take it all the time.

People who might have to work non-standard hours could suffer, especially if they have been out of work for a while and lost their vehicles.

If i am in the office late and need to make a stop at the store before heading home, this would be an inconvenience

Need an evening/night option available for work

I am an essential worker who provides a service that people need 24 hours a day. After everything you have done to make life worse for people like me through a public health emergency this would be a major blow to my life! I can barely afford child care as it is, and with this proposal I will have to take vehicles that cost way more than the metro in order to get to and from work. I am in tears over what these cuts mean for my family!

Getting home from the Kennedy Center after a Friday nights performance would be a problem.

Proposal to close Metrorail at 9 p.m.

Would make it very difficult to get home from late flights and to get to an from entertainment in the city. Would make it exceedingly difficult to go to concerts, especially in places like the wharf that are not as well linked by frequent bus networks.

People use metro as safe ways to get around at night, especially if its not safe for them to drive. Cutting service after 9 would leave lots of people without a reliable method of transportation to get home safely. Not to mention cutting of thousands of food and other service industry workers out of a way to get to and from their shifts.

This is the most reasonable of the proposals, in my opinion. That said, I am in a position that I dont have to commute between these hours. For those that do, consider the locations of centers of commerce/traffic and alternative means to meet the needs of these riders.

Don't do thisâ€”this would hurt businesses, workers, and patrons of late-night businesses. It also increases risk of injury for people who might be intoxicated who try to walk home over a further distance

I am normally asleep early, but wow. 9? Maybe try 10.

This would limit me to using the metro only for work commuting given that I work a 9-5 and would potentially limit me from staying for after hours events at the office or attending events around the city.

Coming back home would be impossible after eating dinner or a attending a ball game.

This proposal would appear to limit the ability to enjoy nightlife options within the city and surrounding areas. Since I would expect by January 2022 most of the city would operate at pre-pandemic levels this proposal seems counter to getting the city back to normal operations and would impact the availability and enjoyability of the city and surrounding areas.

Longer/later hours, not shorter hours are best.

This proposal is very bad.

Absolutely not. Contrary to what the talking heads behind Metro apparently believe, people do exist in the area beyond us 9-to-5 workers. Do you have any concept of how insanely expensive it is to use any other transportation service but Metro? Please dont do this. It would also cut down on opportunities to do things at night, which are already few and far between because of the pandemic. Talk about hurting the local economy, not to mention the mental well-being of so many working adults. Just raise prices on fare to avoid these budget cuts-- people wont like it, but maybe itll help cut down on those individuals who dont wear masks on the Metro and/ or harass riders.

It would be okay if extended service is provided for sports events at Nats Park, etc.

Later is better for those working late, or out drinking when they shouldnt be driving

I work in hospitality, as do thousands of other people in the DC metro area. You are effectively excluding those riders from service by closing at 9 PM. Even an 11 PM closing time is ridiculous, but 9PM? Youve got to be kidding with a proposal like that.

9pm is much too early for some workers and for those out socially to, say, the theater. Even 10pm is cutting it close. 11pm would allow both those out to the theater and many hourly workers in the restaurant and maintenance business to hop the last train.

Largely I take trains into the city to meet with friends go to restaurants and this prevents drinking and driving!

Seems like this would really hurt the people who really need to ride metro.

Disappointing. This is the nations capital, not just some town somewhere. Besides, I loved those cute ads when the hours were extended: Operating Until Whatever time it was - with everybody in green scrubs. But really, do we want the world to know that Washington DC closes up at 9 pm????

I would want the stations in DC and Arlington to stay open until 11pm on weekdays and weekends. Stations further out could close at 9pm.

Often work past 9:00 and rely on public transportation.

This may work for weekdays, but weekends would need system to run until 10pm

While this would work for me, a 9-5 worker, I worry about others who have â€œnon traditionalâ€ hours.

There are events, games, etc during Friday - Saturday. You should have the data on usage. Some people rely on this late service.

This plan hurts working class poor people, students and others needing affordable evening and night transportation. Ubur and Lift are not affordable to these populations. Furthermore. it will discourage people from taking advantage of DC entertainment.

This makes it very hard for young people to get around once we open back up. It would increase the cost of living for young people and encourage drunk driving

Id prefer the close time to be 10 pm, but if service cuts need to be done, Id prefer it to be here. I still need to get to and from work.

Again, if temporary it is possibly okay. If permanent, just close Metro train service entirely. Hopefully the plan is in place to re-evaluate all of these considerations 6 months from now, when hopefully we are returning to some sort of normality.

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| Proposal to close Metrorail at 9 p.m. |
| Would this not adversely effect commercial businesses such as restaurants and theaters and in turn reduce income for Metrorail? |
| I think feasibly it would be fine, but what about Nationals games, Caps games, concerts, going out? |
| Not ideal, of course, but daytime service would have to rank as having a higher priority. Again, I would expect passenger counts to get back to pre-pandemic levels as we get into 2022, so service levels should not be permanently decreased. |
| Much of my pre-pandemic use of the Metro was nighttime travel in/out of the city. This would probably cut my Metro use in half. |
| A metro system that closes at 9pm is effectively a commuter rail. Whats the point of having the metro if its just going to be a commuter rail? No one needs that, especially right now. |
| This would have a horrendous impact on the livelihoods of people who work late/night shifts and are dependent on the Metrorail system to get to/from work. Would also negatively impact restaurants/theatres and other places of business if riders cant use Metrorail system to get home past 9:00 p.m. That is simply way too early to close the system! |
| It would mean having to take a taxi home from DC to Maryland after almost all evening events. |
| This change would affect lower income workers who rely on public transportation, and make it difficult to bring business to DC |
| This would be occasionally inconvenient but preferable to the first option. |
| I expect to be in class in Brookland until 930pm and live at Grosvenor, so this will kill me |
| I know that ridership is not on the pre COVID level, but for metro to be closed at 9 pm is so early even for COVID lock down. |
| Our metrorail system needs to be expanding hours not limiting them. I would like to be able to use an environmentally and fiscally sound option when navigating the city I live in. 9pm does not even allow for traveling home after a dinner out, let alone going to a concert, attending a baseball game, going to a bar, etc. This is an unacceptable time to have the metrorail close. |
| This wouldn't allow commuting after a ballgame or a show and would affect the economy even more as I would not meet friends out for dinner for fear of missing the last train at 9. |
| We want the full old schedule! |
| This would be a shameful lack of service for a major metropolitan area, at the very least Thursday to Saturday should maintain late night service. |
| DC already rolls up the sidewalks after normal work hours. I will certainly not be patronizing downtown businesses if I have to risk not having a ride home via Metro. Also, I would never attend a sporting event/concert in the District if I cant get to and from DC via Metro. |
| It would limit my ability to travel between the District and Falls Church for events at night. This would force me to use a personal automobile. |
| Early closing would hurt dining and theater use |
| Way too early for riders who use Metro to go to evening events in DC |
| Closing the metro at 9 would mean that anyone planning to go into the district for dinner or entertainment would have to drive, which would likely result in even higher parking costs and more traffic. |
| I don't often take the metro after 9pm anyways but many of my friends do. I'm able to afford another means of transportation, but I think this would negatively impact others. |
| at this moment in time your proposal works, but as things open up downtown wed want to use metro to get back from plays, dining out, etc. |
| We use Metro socially 9 is way too early. We would have to rely on Uber etc (Uber drivers are, frankly, the worst drivers on the road). A good Metro is one of the reasons why we moved to the area |
| I often need a train later than 9pm |
| I often am out after 9:00 pm. This is unrealistic. |
| Maybe Metrorail should just close all together and tell people to walk along the tracks. But still keep the third rail on to remind commuters that Metro is committed to not giving a damn about their safety. |
| We use metro for sporting events and concerts not sure this would work to get back home. |
| It should end at 11PM. If people dont have access to affordable travel after school or work, that would create a lot of problems. Plus, this could increase the risk of drinking and driving if people arent willing to pay for taxi/Uber/Lyft. |
| I actually wish the metro ran 24 hours, but would accept closing at 9pm if its the only way to save it. |

Proposal to close Metrorail at 9 p.m.

This would be a significant inconvenience. I work until 10:30pm in the District. With COVID alternative methods of transportation such as a ride share have sky rocketed in costs, more than doubling in cost compared to pre pandemic, which is 10x the costs the cost of metro fare. I would hate for metro to not be an option at the end of my work day for getting home.

On occasion I am in the City (DC) after 9pm and need transportation back to the suburbs. 9pm is very early, especially on a Friday, Sat., or Sunday. This action needs to be re-considered.

no estoy de acuerdo porque muchos trabajos y negocios cierran a las 10. La economia se alteraria mucho y tambien los presupuestos familiares

So many late night workers depend on the metro line, especially restaurant workers on the weekend. 9 pm is too early to close

What about baseball games? What if trains are running late, will you just cancel final trains sometimes?

This is a poor option as we need to assume a return to some normalcy by January. Again, I would implement this change now and phase in a return to 11 pm based on return of ridership.

I usually do not travel on Metrorail after 7pm, so this is fine.

This heavily curtails evening activities. If Metro could stay open later on Fridays - Sundays, and just close at 9pm Mon-Thurs, that would be acceptable

we need a world class train sysyem. Events downtown occur at night--NBA, shows, theatre, also Nationals baseball, and more- and I could not use subway if trains stopped at 9. PLus workers needs transportation-hospital employees and thos ein hospitality industry.

Once it is possible to enjoy evening activities again, such as The Kennedy Center, we would want to use the Metrorail after 9 PM.

Way too early. 10pm might be tolerable

There are a lot of service personnel such as hotel and security staff that rely on trains staying open late in order to get home safely if train only end at 9: pm some these individuals would loose either jobs

We use trains to go into DC and environs for evening entertainment!!!

close to soon

This has impact on those who work and depend only on public transportation. This will impact ALL businesses that stay open until late in the evening.

ABSOLUTELY NOT. This will kill nightlife in DC, and will be ruinous for many essential workers who work night shifts.

11pm is too early as it is! World class cities have world class transit. Climate change necessitates expansion of transit, not pushing people into more vehicles!

If things return to normal 9:00 is very early to close public transportation. If someone goes to a show or concert we wouldnt be able to get back home again after. This would effect many venues such as restaurants, theaters, music halls, etc.

This would significantly change my personal evening plans, but would also make it difficult for people who work 2nd or 3rd shift to commute

I travel into and out of DC frequently for evening events (performing arts, sporting events, dining, other entertainment). The duration of these events typically run well beyond 9PM and even 11PM. I would have no workable alternative options if Metro closed at 9PM.

Cant get home from restaurants/bars/theater

If the pandemic has taught us anything, its that transit agencies need to think broader about the population they serve, not just 9-5 commuters. Fewer service hours is not moving in the right direction.

I often have public meetings at night which run past 9pm. I depend on metro to get home from work as I live in a one car household and have to take public transportation to and from work

As someone who prefers to take the metro into DC than drive, this would limit my ability to use the metro for night events. I would have to rush from dinners or events and it would cause me to be less likely to use the metro given the likelihood of that I wouldnt be able to use commute back the same way.

I work in the restaurant industry and use the Metro as my primary form of transportation and getting out early enough to catch the 11pm train is hard enough. Servers and bartenders can not get out of work before 9pm, this change would make and every restaurant employee unable to use the metro to get to work.

While this would work overall, I would hate to miss going to concerts, and sports games or dining in DC if they extend beyond 8:00 pm. I'm unlikely to park in DC nor take taxis/ride-sharing apps for these late night functions.

Huge impacts for those working evenings, as well as retail businesses and restaurants. Most retail closes at 9 or 10 PM. Those workers will need transportation to get home.

This is completely unacceptable. It penalizes many people who do not own a car, or wish to travel safely and in an environmentally-friendly manner.

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| Proposal to close Metrorail at 9 p.m. |
| I mainly use metro to go from Virginia to downtown for evening events so this removes a lot of my use case. |
| Dont limit metro hours just as bars and restaurants will be expected to open up again! |
| People working in DCs service industry would not be able to safely get home from work if metro service is cut by two hours every night. |
| I prefer to be closed at 11pm |
| I'm concerned about shorter metro hours, but this is a better alternative than cutting rush hour service. |
| 9 p.m. is far too early too close. With Metro being a main access to the city it would greatly limit peoples ability to go into the city and leave at a flexible time, enjoying much of the cities night life, beautiful nighttime views and late dining. DCs tourism would tank as a result hurting much of the retail and service industry jobs within the city itself. |
| That would strand many workers, tourists, and attendees of special events in DC which will adversely impact the economy and increase reliance on rideshare options which further takes money from Metro. |
| I like most of DC and northern Virginia residents rely on public transit for my sole means of transportation. Could you at least make it to 10 p.m.? |
| If youre going to a sporting event you will have no way of getting home unless you use Lyft or Uber. The same thing applies if you are working late, going to the theatre or movie. This makes absolutely no sense and this cut will definitely hurt the economy. |
| This closing time would work better on week days than week ends. |
| I think considering some businesses close at 9, it would be better to have the metro open to at least 10pm so workers who take the metro can still get home. |
| Every single service industry employee in the city works past 9pm. This has to be a joke. |
| Too much happens in the system CLOSE at 9PM |
| If I take a night class Id have no affordable way of getting home |
| One of our main uses for Metrorail was to attend theatre and concert performances at Kennedy center etc. They are extend beyond 9 pm. |
| In order to support restaurants and the arts I would like to see later hours at least on weekends. Individuals working in these areas have been very adversely affected by job losses. |
| Is this a 100% closure at 9pm on weekends? That will affect entertainment businesses. Mon-Friday, maybe? But what about folks whose shifts end at 11pm? |
| It's already bad enough that it closes at midnight. If it continues to close earlier than it will actually cost Metro more and more customers will be forced to use ride share options. |
| Many feds work later than 9pm without the assurance that one can catch a train more people will abandon METRO all together. You will not achieve the goal of greater ridership |
| Especially not on weekends |
| I work some nights until 10 pm. This would not work for me. |
| I dont use Metro late at night, so it wont impact me, but I think it will be detrimental to many people. |
| A lot of workers in the district depend on the metro to get home at night |
| Most weekdays this would be fine, but it would limit work related and social evening functions. It would probably create over-capacity situations at 9pm given how early that is. |
| I and MANY people I know use Metro to go from North Bethesda to DC for evening performances. This obviously hasn't happened since last March, but when performances start again, we'll want to use Metro again. Closing at 9 pm would mean that we'd be stranded in DC! |
| Some people get off of work at 10pm |
| If you want night life to return to the city many people during normal life are still out at work, at work dinners, happy hours, seeing friends, I have a Wed night jazz session I love. I'm always there until at least 10:30. If you cut the service to end at 9. It doesn't even start until 8. I probably wouldn't even go, as well as other people. Now that business is losing out on my business a couple times a month, plus other people that will be in the same situation. That's just one example. If you want the economy to return to the city you can't cut the public transit for people to get there. People can't afford to uber everywhere they go. So they just won't go and the city's economy as it's trying to revitalize and return never will because people can't get around. |
| If the trains ended service at 9pm it would limit options I have to get home safely from work, outings etc |
| 11 pm is very bad - 9pm would be catastrophic. The metro is my only means of transport, aside from walking. I imagine it would be very bad for local businesses as well. |

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| Proposal to close Metrorail at 9 p.m. |
| I have to be in my job in DC between 6am and 6pm, so the Metrorail system closing at 9pm would not affect my work-related travel needs. |
| Having trains running during the day is more important than at late night. |
| This would be a pain for sporting events and concerts downtown. Even dinners or drinks out would be impossible without taking a taxi home. This would seriously impact downtown businesses |
| Certainly on weekends need it to operate later. |
| ends too early 11pm is a bit early as well. In NYC trains do not stop they run 24 hrs a day |
| I occasionally work late so I would have to find other options to get home. What about workers in restaurants and non office jobs? |
| I dont need to be out late in the city. If I need something urgently, I can usually find it at a store/destination in the Silver Spring area where I live, vs. having to find it in another neighborhood. |
| I and many others that line in Nova work late, this would force us to drive and metro will miss that money. |
| Businesses in the District would sure lise a lot of suburban customers and vice versa. |
| If I got on the metro before 9 would I still be able to switch lines to get all the way home? Also I worry for the people who work at restaurants and take public transportation. Wouldnt they need 24 hour access? Maybe their employers could provide Ubers. |
| DC is a city, we need service in later hours. This will be critical for bars and restaurants as we exit the pandemic. In addition, this change will disproportionately effect late night workers, many of whom have no other option but to use Metrorail. |
| Nine oclock is way too early;even midnight is inadequate. |
| Is two hours with trains running every 30 minutes a big issue?!! |
| While this is workable on a normal work day, it is not ideal as it would preclude using metrorail for evening events. |
| This doesnt affect me however it does affect those who work odd hours causing them to spend more money for alternate transportation. |
| An early closure would mean that metro would not be a viable option for me. I often travel in the evenings into dc for cultural and other events that go past 9:00. Metro should stay open until at least 11pm |
| Metro already shuts down too early. Why push the closing time even earlier? 9pm is too early for people who have dinners/entertainment plans in the District who want to use Metro to get home in the evenings. |
| The commute would be longer if coming from the red line |
| IF you go to plays or other evening events, this would not provide a way home. |
| I couldnt get back from shows and games downtown. Which means i would have to drive a car and park, and not use Metro going downtown earlier. |
| It's a better compromise than shutting down stations. |
| I think this is okay for Sunday through Thursday, but would make Friday and Saturday difficult to attend weekend events in the city. Also, consideration should be given for special events (such as accommodating increased nighttime ridership for Wizards/Capitals and Nationals). |
| Id have to drive my car more. |
| There are many times when I am in DC after 9pm and need to take the metro back home and can't afford a taxi or ride share to get home. The old closing time of of 3am was perfect, then when it turned to 12 am that was pushing it and the 11 pm close was ridiculous. This has really stopped me from participating in any nightlife in DC because I'm unable to get home most nights. |
| It would make many things more difficult. For one, I would take the metro home from the airport. A 9 p.m. closing would make that harder. And doing anything in D.C. would have a countdown clock attached to it. An 11 p.m. closing was hard enough. |
| Ok on a temporary basis until the financial crisis is overall |
| This is way to early to close. |
| need to get home |
| Ruins ability to use metro for evening events in DC. |
| This would really limit evening flexibility. In Jan 2022, I anticipate being out past 9 pretty regularly |
| Perfect. No late noise. No drunk people. |

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| Proposal to close Metrorail at 9 p.m. |
| While I live near a metro station and my preference is to take the Metrorail, I often take a taxi service late night due to the delayed trains. I check an app to see when the next train is coming and if it is not close take a taxi service. |
| If you don't have a car and are out at night, closing the metro rail at 9pm would make it difficult to get home. |
| I work long shift and am still working past 9pm at least twice a week |
| This is much too early and would discourage use of public transit for entertainment purposes, likely causing an increase in the likelihood of driving under the influence. Also unfair to those who work in the evenings. |
| This would curtail use for evening events such as theater attendance - it would certainly require plans to take a taxi or ride share after the event. |
| This would negatively impact many people who work for hourly wages in the evenings. They need to commute and can't afford to park cars in town. |
| What about coming back home from dinner or from the airport ? |
| This works for me because I work a typical 9-6 job. But this may not work for workers in other blue-collar or restaurant jobs, where Metro is the most cost-effective and convenient method of transportation. |
| This will adversely affect employees who work irregular hours and rely on safe and affordable modes of transportation to get home |
| The region needs a fully functioning METRO to bring back the economy!Â We need METRO to access downtown cultural activities and restaurants.Â How would workers at all of these places get home? How would concerts at Grosvenor-Strathmore be served?Â |
| At least Thursday Friday and Saturday nights should stay running to at least 11 |
| This will make me less likely to use Metro, especially on the weekends. |
| This plan would cripple any hopes for economic recovery for the restaurant, entertainment, sports, and tourism industries in DC as we emerge from the pandemic. Keep late night service! |
| Terrible idea to cut nighttime service hours. How do you think 20-somethings and other folks attend concerts, eat out, and enjoy alcoholic beverages and return home safely? Evening service (until midnight) is essential for both safe traffic and evening entertainment. |
| Cutting metro hours makes more feasible since then shutting down stations |
| This would not work for me on weekends. |
| Closing at 9pm would force me either onto a bus (if available) or onto car sharing service to get home when I participate in any social activity after 7 pm. If that is the case, I would rather drive my car out of the city and participate in my social activity there and drive myself home. I do not want to be dependent on getting the bus home after 9 pm or paying exorbitant parking prices in DC. |
| I need later running metros to get home after work. I work past 9pm on a daily basis |
| This would be a completely unacceptable time for Metrorail to close. The only thing that has stopped by 9pm is the evening commute. By closing at 9pm, metro would lose out on every customer going somewhere in the system for the evening (ie. into DC for dinner, visiting friends, etc). This would also be harmful to low wage workers since many restaurants have not closed yet at this time. |
| I remember when service was after midnight. This was so helpful for me as a young professional who wanted to engage in nightlife/sporting events etc. Those industries are also hurting because of the pandemic. If the DC region wants customers to return to those activities, there absolutely need to be trains after 9 pm. Otherwise I wouldn't even consider going out to dinner after the pandemic is over if I don't have a reliable way home |
| This would not work after the quarantine is lifted and evening activities resume. |
| 9:00 PM is too early to close. Closing early this kills a lot of nightlife, and I cant imagine that its good for the local economy. |
| As a graduate student taking classes at night, this would not work for me. |
| Much preferred over longer waits during the day |
| It would work for me because my job is 9-5, but it does not work for those who work in numerous industries that dont close before 9pm such as hospital workers, restaurant workers, etc. |
| Metro needs to stop being so racist. People of color need to be able to get to and from their jobs which for those in the hospitality business need to have training AFTER 11 PM to get home after their long work day |
| Train stations should close later on weekends. |
| The closing of Metro by 9pm instead of 11pm means people will have less time to stay in the city and work OT. Maybe that is a good thing. |

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| Proposal to close Metrorail at 9 p.m. |
| It's not safe to go out alone at night there's curfew |
| Nine is way too early to close the system. |
| Public life should return in 2022 - nightlife too. Need metro to be available. Also, it is an equity issue for folks working late hours, especially in the service industry. |
| This would prevent late shifts, late visits at hospitals, and stop participation at arts and entertainment venues. Metro is much more convenient than parking; but this plan would eliminate my (and friends and family) from traveling Metro at all for evening travel.DONT DO IT! |
| 10pm closure would allow more people to use the METRORAIL. 9pm closure would force me into a car and I cant see well at night |
| Any later commuters coming from DC into the suburbs would be put in a lurch without public transportation availability to get home. I used to regularly see the trains with numerous riders at 9pm. Even an hour later (10pm) could help with this commuter option. |
| This would irredeemably harm low-income workers and other riders. It will also have wide ranging effects that will negatively affect the economy as many folks will opt to not go out in the evenings. |
| This proposal would hurt a lot of the travel that I do on metro rails, especially for nationals games (that will hopefully open back up). I have already been upset at the effect the change from after mid-night hours to 11pm has caused. I think this is especially important for preventing drunk driving. If the metro is unavailable after 9pm, the community members who are out drinking will have limited options for getting home which will result in more drunk driving. |
| Both me and my husband have used the metro post 9pm on multiple occasions. We do not own a car and so we are highly dependent on the metro for our transportation. |
| Again, this is a service degradation that reduces the utility of Metrorail. |
| This would make taking metro after an evening out impossible. Revenue from hockey games, baseball games, soccer games, concerts would be lost. |
| There are many service workers who need the subway to commute. This change would restrict this use. |
| 11pm is already too early. |
| I expect by January 2022 I would be in the city later for dinners and events, including Nationals games and theater. |
| The entertainment and restaurant industry have a long way to recovery once we can attend live events again. If DC closed the metro this early, people wouldnt go out therefore wouldnt pump money back into this suffering industry. |
| No, it will not. My activities in DC end well after 9 PM> |
| It should operate later on weekends. And for sporting events. |
| This does not work at ALL for those of us who depend on metro entirely for transport. I cannot drive due to medical issues and disabilities and rely on metro for all transportation not just during rush hour. This would make it impossible for me to have much of a life, work late, etc. |
| How does closing at 9pm serve the needs of the people who rely on it for work and for getting around the city? This seems very anti-customer. Metro is a safe and affordable way to get places. This time will make ridership tank bc it doesnt make sense why a train service in the Nations capital closes at the same time as Macys. With all respect, is the point of Metro for transportation or is it a jobs program? Weve seen some very positive changes in Metro over the most recent years; lets keep up the momentum! |
| This is a ridiculous proposal that would decimate the restaurant industry. But for me personally, a disabled person who cannot drive and needs to rely on Metro to get to my 9-5 job, this would be preferable to 30 minute headways during rush hour. |
| Could be worked around, but with impact to my travel. |
| more people would have to rely on taxis and uber, or would decide to use their vehicle even after a visit to bars or pubs with obvious bad consequences for traffic accidents |
| This is based on trends due to the pandemic. Long term plans should not change because of it esp for public transportation. This would affect a lot people who work late or night shifts. |
| No. I need to work different shifts. Stop balancing your checkbook on my back!!! Cut WMATA worker pay like we've all suffered... |
| Not good for sports events |
| 9 isn't even late |
| This is very bad for service workers who rely on metro. |

Proposal to close Metrorail at 9 p.m.

If this were to occur, I would likely not attend any event in DC that were to go past 9pm--sports event, concert, theatre, etc. Events, especially those at the Capital One Center, would be a nightmare to leave. I also probably wouldnt go out to dinner, knowing Id have to add in a 20-30\$ uber ride. Id pay slightly more for metro instead

Would make it impossible for me to attend pro sports games: Nats, Wizards, Caps, DC United, and live music performances.

My job often requires me to work past 9pm. This happens a few times per week and would disallow me from using the metro to return home on those nights.

This could impact the number of people able to attend sporting events, concerts, etc. Without Metro, the transportation options are certainly decreased.

Eliminates options after concerts and sporting events

This would likely be mostly fine for me, but I imagine its not at all fine for the many people who work shifts that need travel between 9 and 11 pm. The answer to ridership issues isnt to further restrict schedules.

Absolutely not!! For most young adult we use this form of transportation and at night it creates more safety to know you won't get stranded somewhere late at night.

This is a reasonable proposal, but it is important to keep in mind that not everyone has a 9-5 schedule and may work late while still relying on Metro services.

Night workers and people who want to enjoy DC at night would be too limited in their modes of transportation.

this is outside of my regular work commute

This would effectively close the downtown for after hours entertaining leaving taxis and Uber-like services the only transportation choice for those without a car. These choices are more expensive and would be seen as exclusionary. People with plans after hours would choose to drive in to the city - more traffic, more delays and a less pedestrian friendly city. What self-respecting world class city closes the main mode of transportation at 9PM! Also, what about shift workers who are not on a typical 9-5 schedule? VERY BAD IDEA. 11PM is already too early.

This proposed change would negatively affect my travel to and from work.

Such an early closing hour would almost ensure that people would NOT use Metro for night-life activities.

Then you cant use metro if you want to stay out past 9. Ridiculous. Who is coming up with these ideas? Major city with metro closing at 9 pm. what a joke.11 pm is too early.

people work late shifts and depend on the metro this isnt fair to the mass of people who need to get around who dont have transportation .

I dont usually use the metro rail after 5pm.

Although this would probably meet my needs, this reduction in service should be avoided if at all possible. Metro is a critical component to equitable economic growth region wide and cuts in service would disproportionately affect low-income workers. Especially those that work late hours! Metro is a public good and should not be run like a business. Although I understand if no further subsidy comes from Congress cuts might be necessary, please keep fighting.

This will make working late and social late impossible.

Much of my non-commute use of Metrorail is to visit friends, go out, and attend sporting events in the District. If Metro closes early then I will have to drive in so I can get home after, and will likely not go to the District as often.

Would not allow me to use metro to get back from plays, etc. or have friends use trains from Strathmore after concerts. I really dont like this idea

I'm concerned about the ability of folks in hospitality in particular to get home. 9pm is early.

It probably would work for me, as I live city-center, but this just seems ridiculous for the capital of the US. It will kill the restaurant business throughout the region. This is a really bad option.

That could lead to an increase in drunk driving. Also, 9 would barely be late enough. What about 10pm?

I normally take the metro during the day

Much of my communitys businesses rely on people arriving after business hours to patronize our local and small businesses to buy dining, entertainment, exercise, and other activities, services, and products. For many of these transactions, later transportation is necessary to get to and from those places, especially given the year round sporting events and other activities where metro is encouraged to avoid vehicular traffic challenges.

This works for me, but from an equity perspective, many of the employees who work at my institution at night (most of whom are Spanish speaking) might not be able to get to and from work. This puts a burden on those who already have the least access to transit.

While it would work for my travel needs, this will make it difficult for workers in restaurants, retail, etc. to travel home after their shifts - disproportionately affecting low income DMV residents

9 is too early if attending any evening program. Even 10 is better

Proposal to close Metrorail at 9 p.m.

I just spent four years in Chicago, where the public transit runs 24/7. I've seen what a difference that makes in the life of a city. Seems to me it would benefit us to try to move that direction rather than away. Ridership will pick up - this is not the year to use for comparison.

This would eliminate any possibility of attending any evening events in DC. In pre-Covid days, that was a frequent part of my activities.

May not affect me much but closing the entire system at 9pm indefinitely will probably hasten METRO's decline and ultimate dissolution.

As it is, 11pm is a hardship for people with late night jobs, or dinner after the theater, but 11pm is better than 9pm. Public transportation is essential for some people, optional for others.

9 pm is very early - 10 is more reasonable

All these options only increase cars on the roads, what about the environment? The private costs of buying new cars? Pollution? Traffic?

Many of us use metro to attend events at the Kennedy Center, etc., go to and from restaurants at dinnertime or go out for a drink after dinner. Closing at 9 pm will effectively make evening use all but impossible. Without metro, people will have to take Uber or Lyft which can be expensive or drive which will increase traffic and add cost because of steep parking fees. Metro is so much easier, cheaper and more environmentally sound.

Assuming that theatres reopen by January 2022, this would be an inconvenience for me as it would mean that there would be no public transportation to get home from such events - or for that matter sometimes from restaurants. It would be a true hardship for those involved in service industries.

For people who go to the theater or other venues in DC, closure at 9 PM would require everyone to ride on alternative transportation. Perhaps trains at 30-minute intervals between 9 PM and 11 PM might be a reasonable solution.

I primarily ride Metro for social events downtown. The 11 PM close was already too early sometimes, so 9 PM definitely doesn't work.

I work in the service industry, and before the pandemic, my managers already strategized who to send home in time to catch the last train before 11pm. Closing the system at 9pm would decimate job access particularly for low-wage hourly workers and also do severe damage to DC's nightlife and cultural scene, which are part of what makes this city a great place to live. It would also severely impact local businesses and DC tax revenues.

I would prefer to have the metro trains running at the current schedule during work hours.

Ridiculous. Unusable. Metro knows better than this.

This eliminates our vital entertainment/service sector and all the essential workers who staff it. I'm a regular (or was) theater goer; this absolutely does not work.

This disproportionately impacts essential workers who don't work traditional hours and who rely on the affordability of using the metro. This is not an equitable solution.

This would further tank restaurants, theaters, ballpark, etc not to mention further limit the travel options of many workers who work later hours. So many of us in the DC area have no transportation alternatives and I would probably have to move to a different state completely were metro not a viable option.

Cutting back hours the first time was inconvenient and closing even earlier makes it harder to have reliable quick transportation.

Use of Metro primarily for commuting.

That means you need to be in the system no later than 8:30 pm, which is too early.

I work late, as do many others. In my opinion, 11pm is too early to close. 1am is better

Night school in DC for full-time workers would not align with this plan. Most part-time night school programs end at 11 PM or later.

Working until closing would leave employees stranded if they used the metro. Most stores and restaurants don't close until later.

MAJORLY INCONVENIENT.

This would work but make it much less likely that I went into Washington D.C. during the evening hours.

Some school events end after 9pm. Students would be stranded.

To be perfectly honest, this DOES work for me, but so does shutting down the Metro system entirely, because I am a (relatively) rich person who can pretty much telework as much as I want, ride a bike or hire an Uber as needed. So, limiting my riding till 9 pm would be fine, if I didn't care about anyone else in the world. But there are thousands -- maybe hundreds of thousands -- of riders in the WMATA-served area who depend on Metro for riding late at night. And I'm willing to bet good money that they aren't the ones taking this survey.

It is ok to close at 9 pm as long as East Falls Church station is open and the demand during morning/afternoon rush hours are considered.

When I use Metro, it is often in the evening. I expect service like this would lead to increased drunk driving, which worries me.

I would like it to run later, but I don't have to have it. I think there are restaurant workers and fans going to sporting events, theater who will suffer. I can afford it, but not everyone can. I worry about them

Proposal to close Metrorail at 9 p.m.

There is a lot of life after 9pm. And most ppl working these jobs have only metro to rely upon. It's a regressive idea. Giving. More service to the most affluent white collar crowd and less to the service jobs. Absolutely no

Thats too early for people who would be going to entertainment and sporting events in the city. Not everyone can afford the cost of parking, taxi or ride-shares.

This would greatly impact people who leave work at night (e.g. restaurant staff, retail sales) and tourists.

Knowing that the metro was closing early would affect my decision to take the metro at all that day on any day when I could possibly stay later, since taking a taxi home would be very expensive and I dont take ubers at night

There will definitely be days that this will add substantial cost and burden to the commute and social travel.

Most of my commuting occurs during the normal work hours but for those times my commute would fall outside of those hours, the earlier closing scheduled would be problematic.

When the city returns to a more vibrant place in the near future, I hope to be attending theater, film and musical events. These will presumably end well after 9PM. Closing down Metro at 9PM will not allow these vital businesses to remain viable.

I have Wizards season tickets. If this goes into effect, no more games for me. It will also destroy business downtown (Cap one Center, Penn Quarter) and a lot of people will lose jobs.. Ditto for events at Monumental Sports Arena in Ward 8. If you do this, you will feel the wrath of Ted Leonsis. THIS PROPOSAL IS A TOTAL LOSER

What about people who have to work late? Or people who depend on the metro for entertainment purposes (concerts, etc.)?

I am concerned this plan disproportionately impacts lower income communities and communities of color.

Need more--not less--Metrorail service in evening hours.

This would eliminate my ability to see shows, sporting events, or enjoy most restaurants in the city.

I think you could have a night train service or express bus-last calls to the burbs on Thursday and Friday nights -one train every 30 or 60 min and still operate more frequently for DC. /Inside the beltway to facilitate night life. Last trains should coincide with shift work-hospital staff etc should be able to take the train home

11pm doesnt mean 11pm at all stations - I have previously been a position trying to leave Mclean after a late night at work and the last train comes at ~9. That would be a huge impact to many commuters from far into Virginia and Maryland.

Under this plan, neither I nor others, would be able to stay downtown for dinner, shopping , sporting or other events after work.

THis will kill the restaurant and entertainment industries in DC. I take buses and metro to Nats Park, as do thousands of others. Night games hardly ever end before 11. You have a world championship team. Let thousands of fans safely travel back and forth to enjoy their team once the pandemic is under control!

Trains running to my area every 30 minutes combined with an early closing time means I cant rely on metro.

So those working later hours would just have to suck it. What kind of world capital has their metro system close so early? Not even NYC does this and they were hit far worse with the coronavirus.

My metro travel is almost exclusively for entertainment, with an occasional medical appointment. Dinners, concerts, lectures, plays, the tourist attractions,etc. I will change plans to accomodate any new schedule.

Metro is my favorite way to get to and from a night out; it is much cheaper than an Uber or taxi and still allows me to socialize with my friends; closing Metro at 9 would force me to take an Uber or a taxi. But this is a minor issue compared to the thousands of late-shift workers that rely on Metro transit to get to and from work safely. This would be catastrophic for them.

Disappointed

I am a musician and would not be able to use metro to travel to/from gigs. would not even be able to take metro to a Nats game!

when I do ride the metro at night, I have enough trouble with missing the train at the last stops

Forget about going to any cultural or sporting event. I guess we're all supposed to be tucked up in our beds by 9.

By 2020 life will go back to normal after the pandemic. So as a commuter between Virginia and DC I need late night trains until 11 p.m.DCs late night entertainment business and restaurants coming back to high level, so we need late night rail service.

ABSOLUTELY NOT. It is embarrassing enough the train closes as early as it does. Closing at 9pm will continue To disenfranchise people who depend on metro service and do not have access to personal vehicles or money for ride shares.

Does this mean permanently for the entire year? What about night baseball and soccer games in DC?

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| Proposal to close Metrorail at 9 p.m. |
| This encourages impaired driving - full stop. The affordability of Metrorail - and the convenience of having it run later into the evening - makes attending events, dining, shopping, and visiting friends across town and downtown realistic *without* resorting to pricey taxis and rideshare - or personal cars, which should be greatly reduced in utility and necessity in a dense urban space. 9 p.m. closure is basically telling all of downtown DCs businesses sorry, you lose as this will take away their ability to stay open later and appeal to the sensibilities of people who dont adhere to farm hours. |
| This is a compromise I am okay with if it allows for better serve during commuting hours. I often metro when it's later at night. |
| In non-COVID times, I use Metro at least once a week after 10pm. |
| It would certainly be better than closing rail service to Grosvenor however it would negatively impact DC businesses and venues. |
| Metro should be working to extend service, not reduce service. If anything, metro needs to consider closing at 12am, instead of 9pm. |
| Will no longer be able to use Metro to get to Nationals Park or the Kennedy Center. |
| I am generally fine with this. However, I have two issues with an early closing: baseball games and air travel. Both may involve travelling beyond 9PM. Air travel can involve an Uber but baseball games can be crazy trying to get a ride in that size crowd. |
| This would eliminate any ability to go a ballgame, concert, etc. in the evenings, without incurring the expense of an uber. |
| This would effectively kill all nightlife in DC and kill the economic viability of the entire city. |
| We couldn't use metro rail for traveling to and from Nats games. |
| Going into DC for evening activities would be difficult and would result in more people driving under the influence. |
| I do not ride the metro after 9 pm. But this would be problematic for sports attendees. |
| 10PM is more reasonable. |
| I work late night part time jobs and would need to sacrifice them as I depended on Metro to get home after a shift. I do not own a car and a ride share cost would cut into my wages significantly. |
| While 9 seems reasonable for most days, this would certainly impact weekend travel and special events. |
| I dont often take the train after 9pm. But I am hopeful that we will be able to go to sports games and concerts again by January 2022. I want to be able to take the train home after a hockey game or concert, for example. I wont be able to do that if Metro closes at 9pm. I dont like this option. |
| It would work for me now since there are no events but you are really screwing over a lot of people closing so early that rely on metro to get to work. |
| Assuming that theaters and the Kennedy Center (as well as the Cap Center) are open in the evening, NOTHING ends that early so attendees (including me) would have to drive rather than taking the metro. Since I no longer work downtown, evening sport/cultural events are my principal attractions to go downtown and use the metro. Dont stop so early. |
| Be at work |
| How will anyone get home from work? Or restaurants or bars? That will absolutely not work! |
| If I have to work in the evening it would be impossible for me to get home or I would have to take an expensive uber. |
| People who work later hours must be able to rely on Metro |
| kiss any evening events goodbye. this would cripple any sort of entertainment businesses |
| If I ever socialize again in public, I would like to rely on Metro as a safe way to get home in the evening. A 9pm closing time seems really early, even on weeknights. |
| We use Metro to go to Sports games such as Caps and Hats games which end later than 9:00PM. Also, on weekends the Metro can be used by people who are out at bars and restaurants instead of driving. |
| When I work late, I would not have a way to get home on metro. This would significantly impact my ability to use metro as my primary form of commuting to and from work. |
| Please keep till at least 10pm |
| We need public transportation hours as long as can to help people get to and from work |
| We could likely work around this plan. When using metro in the evenings, we tend to use Metro going and then use a shared car service to get home for convenience. |
| Its unfortunate to have a metro system in place that cant serve its city throughout the night. While I dont work late, I like having the option to go out at night and take the train home. |

Proposal to close Metrorail at 9 p.m.

This would definitely not be acceptable. 9 p.m. is not late to stay out on a weekend (and I'm not a party person!) and I need to ensure a reliable, safe way of getting home at night. I have been very pleased with late Metro service.

Because I have a parent that works late

It's already hard enough to use the Metro to get downtown from the suburbs with the 11 PM close time. With a 9 PM close, I'd never use it except during the day.

Ideally this would not happen, but if I had to choose shorter hours I would choose that over closing many of the northern Virginia metro stations. Especially Virginia Square, Clarendon, and Ballston

even 11:00 pm is too soon for me. I go to many nighttime events that get out later than 9:00 pm. I would have to stop going to these events if this were true.

By January 2022 I anticipate having commitments in the evenings. I need metro service until at least 11pm to get around safely and efficiently.

Once the outside really opens back up people need time to get home from work. Business that close at 9 don't allow time for people to commute. What about attending events in DC that aren't over til after 9. everyone may not have money for Uber/Lyft.

This will disproportionately affect low-income communities that work non-traditional schedules (i.e. overnight security guards and custodians, food service workers, etc).

I would no longer be able to use public transportation for social engagements in the city in the evening, but it would work for my job commute.

If people are still working from home, this might be justified, but if everything has opened back up (including weekend night life) this will be difficult on economic recovery. It will be harder for people to get to work down town or stay out at bars and clubs. This change also would, regardless of the openness and any COVID restrictions, will disproportionately harm essential workers who rely on metro to get to and from work as well anyone who needs to undertake any essential tasks, like going to a doctor. Many people in the city don't have cars. For many, metro is one of the only affordable transportation options.

Why not offer late a d weekend service as normal, but charging a premium, and possibly a steep premium, for evening and weekend travel - kind of like the premium paid at peak workday hours.

This would be disastrous for people working especially late or with more abnormal hours that rely on metro

That eliminates the option of taking the metro to dinner or a performance or sporting event. I hope to be doing those things again by January 2022!

Most establishments stay open much later than 9 and not allowing those services works a public was to get home means that many will have to leave their jobs. It also encourages things like drunk driving and increases late-night traffic in busy nightlife areas even more with ride sharing services.

This would not work well when the City opens back up and there are events to attend like Capitals (and other teams) games and concerts. It will have a major negative impact on the dining and entertainment industry.

I'd like to be able to socialize/support local restaurants/attend sporting events/see live theatre and if the metro closes at 9pm I would have to drive and park somewhere instead since I wouldn't be able to get home. Metro would lose more money than they'd be saving by cutting hours.

In the hopes of revitalizing the restaurant/bar businesses of DC - such an early closing time would be terrible for attracting customers in a post-pandemic world

I would use Metrorail for evening dinners with friends, sporting events, or late work nights, and this would push me and I'm sure others to driving for these events.

11 p.m. was already too early

That's far too early for a major metropolitan area and would impact shops, businesses and restaurants

Closing that early would result in less ridership as people that thought they might stay out would simply drive. I would switch to driving if this becomes policy/operation. If Metro cannot provide better service, it will need to return the tax payer money it received from the COVID Relief bills and some from the dedicated jurisdictions.

I work evenings and this might drastically reduce my availability. I would have to end work early for fear of not getting home otherwise.

During the pandemic, I have been riding much less, but all of the few trips I do make have ended after 9:00 p.m. This change would make Metrorail entirely useless to me until the pandemic ends and I have a regular commute trip again.

For people traveling back to DC at night and arriving at Union Station or National Airport, this is a terrible plan.

We often take metro in evening to go downtown for shows and dinner. So hard to commute and park downtown. This schedule change will prevent people from going downtown at night and further destroy entertainment, restaurants and bars businesses!! Also prevent their staff from going to and from work economically!

I work a lot of long hours. I also enjoy the occasional social outing with my coworkers. closing at 9 on weeknights would make my situation untenable, and I would have to seek to transfer to a different office.

How are people in the service industry who rely on metro going to get home. 11pm service is already early enough. If it needs to remain 11pm fine but any earlier then what's the point? Especially incoming flights from DCA that's way too early.

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| Proposal to close Metrorail at 9 p.m. |
| This would limit our ability to go out places because we would not want to take Lyft/Uber to return home. |
| After 9pm most stations are mostly empty anyways |
| Likely fine for me, but its not the level of service typically expected from rail service in a major metro area |
| This is not ideal. During evening rush hour, a lot of trains are packed and doesnt really thin out until 6 -7pm. If you close the metro at 9pm, this affects a lot of us who work in the DC area. |
| Many events last beyond 9:00pm |
| This is not a concern until DC opens up more. Closing at 9pm would be too early for individuals who want a cost effective option of travelling into and out of the city |
| It would be really sad to see service times cut again. 9pm is so early especially if this would apply to weekend hours as well. As someone that uses Metro daily seven days a week I really would be put in a difficult position having to budget for ride share versus using the metro system. I feel like it would also hurt a lot of local businesses that have already been devastated by the effects corona especially our tourism and hospitality. This should be used as a very last resort. |
| I get off work at 11 PM and Im already having to get off a few minutes early to run to the metro so I can get home. If the metro closed at 9, I dont know how I would get home or I would have to pay quadruple or 5 times the amount to get home. Its too far and too late for me to walk. |
| This works for those of us with 9-5 jobs and can afford to use ride share for the occasional night out. However, I do worry that those who work in the service industries during the evenings will not have access to metrorail. |
| many people work late shifts and have to leave place of work by 10:30pm to catch a last train (assuming it comes and is on time!). how do you propose to get people to their residences after you shut the metro at 9:00pm? |
| We need to decrease cars and pollution and the plan will only cause them to increase. |
| Dc area is a cosmopolitan town with many evening cultural activities. Ending services earlier would hurt the Arts. It should stay ozone til 1AM |
| I am not clear if sports will return there would be extra innings in baseball or additional periods in hockey that would run after the metro shuts down. |
| That closing time could impact even early nights. Sometimes 11 is too early but I see a lot of people on the Metro when I ride later at night. |
| We definetly need to have the closing at 11pm allowing enough time to arrive home with any events and meetinhs that ends in DC. |
| This would work for me personally but I know many people work later and RELY on metro for transportation. Also, many of those people may be unaware of this survey or may have barriers to completing it. |
| Some days I need to stay later in the city, for happy hours often, I would not want to be driving or pay for taxi. |
| PUBLIC TRANSPORTATION SHOULD BE AVAILABLE ALL THE TIME! |
| People need to be able to use Metro for nightlife outings, as a safe alternative to driving drunk and to avoid overcrowding of ride service vehicles in nightlife hotspots. In addition, trains need to be available to those arriving into town on evening planes or trains. |
| Evening and swing shift workers need the Metro to stay open late. If the Metro closed at 9 Id have no way to get home from regular shifts ending after 10:30. |
| Wouldn't affect me personally but would be very bad for overall regional economy |
| We attend many baseball and concerts in DC so assuming those are operating in during the 2022 calendar year and 9pm close would be a problem during baseball season and large concerts at Capital One arena. We dont want to deal with car services, but will for those venues not directly on the metro line. |
| WEEKDAYS OK...WEEKENDS NEED LATER HOURS LIKE THE REST OF THE MAJOR METROPOLITAN CITIES IN THE COUNTRY |
| Your timeline is messed up. You should expect to see increased ridership after a bulk of people are vaccinated (which I would estimate to be June 2021). Cutting service at that point would simply drive people away from metro, at a time when they will desperately be wanting to get back onto metro. You will guarantee your own demise. People will be desperate to get OUT of their apartments. Removing any reasonable possibility of a reasonable evening (at least through 10 p.m.) will greatly hurt the bar and restaurant industry, industries that have been greatly hurt already. |
| Assuming the city has re-opened by Jan 2022, this would eliminate the Metro as a travel option for nights out, and greatly impact those who work non-traditional hours (who are most likely the be unable to afford the additional travel expenses of a car or taxis). |
| This closing time is much too early. It would mean that Metro would no longer be an option for evening activities downtown. |
| Please, 11 p.m. at the earliest. The theatre and ballet close at 10 p.m. and I wouldnt go to either if I have to drive. |

Proposal to close Metrorail at 9 p.m.

We need MORE service, NOT LESS! We need to discourage drunks from driving. We need to encourage businesses to stay open late. We need to provide transportation for people who work late hours to get home safely. We need to be able to get home safely from sporting events and/or cultural events that may run later than these short-sighted proposals.

This is impossible!!! We are not able to come back from work using metro so we will not be able to use it on the morning. You don't care about passenger only about budget!!!!

Does this include weekends?

WHAT ABOUT SPORTING EVENTS, LIKE WASHINGTON CAPITALS, WIZARDS, OR NATIONALS GAMES?

I and many others use Metro to get to baseball games and other events. These games always end after 9 pm. Stopping trains after 9pm would leave me and any others stranded. Using a car would really discourage attendance. Parking is limited and expensive and car sharing services require waiting too long. I have mobility issues and can't walk far or stand on my feet for long without needing to sit down.

Given the change and the unpredictability of my work schedule, I'll be forced to drive rather than use Metrorail.

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Lines need to be open beyond 11pm

No I work night shifts so I would need to have the metro open longer.

If this was necessary I would hope it would stay open for special event like games, etc.

Sometimes I work late and am struggling to make the last train. This would make that worse. But if something's gotta give, it's better than shaving daytime service or closing stations. Is there room for a compromise -- close at 10 pm?

Most nights I would be on the train well before 9pm. However, I have concerns this would affect businesses in the DC area.

9pm is WAY TOO EARLY to close a world-class subway system. 12am is too early, but acceptable.

We enjoy fine dining and often performing arts performances downtown. With 9 PM closing, instead of always, we'll never be using metrorail for those occasions - which are at least 1/wk.

It is important to me to have the ability to ride the train at night, esp after a concert or sporting event. These generally run past 9 pm.

This would be absolutely devastating to people who work in the hospitality industry particularly, and also everyone else who takes the metro.

How about spectators coming after the capitals game or National game. Metro services should operate on these days for the spectators to go back home

This would be fine for weekdays but weekend hours should be extended to accommodate sporting events etc

This would severely affect attendance at concerts, sporting events, etc, and make public use of Metro for work unfeasible for shift workers. A ridiculous solution to revenue shortfalls.

Washington, DC is a large, vibrant city, and residents should have reliable access to public transportation in the evenings. A closing time of 11 p.m. is already earlier than in many other cities, and closing at 9 p.m. would be a major loss to residents. This would negatively impact workers and businesses.

I often work until 10 pm and therefore this change would mean no train home.

It depends on other changes. I normally use public transport to go to concerts and theater. These tend to end after 9pm. If busses will also stop working after 9pm then I'll switch to using Uber/Lyft to go home from events. It's inconvenient but ok.

What about bus schedules connecting to and from Stations/

I don't think access should be limited

This proposal would harm DMV residents who don't work the typical 9-5. As a note, those workers and residents are JUST as important to our economy as high earners.

Late workers will not have access to transit to get home safely and buses do not adequately fill this gap. This directly contributes to inequities in transportation in the city and puts undue burden on those who keep our city and the places we love running. We've called many of these workers essential yet Metro is looking to take away their essentials such as transportation to their jobs.

Evening service needs to be until 11pm

Most folks in food/hospitality industry live in the suburbs. Get on a train around 11 pm and you will see cooks, chefs, dishwashers, servers, busboys, etc. trying to get home on the last train. Cut off at 9 pm will greatly affect the group of people that needs metro service the most-the low income families trying to make a living in the city.

9pm is extremely early for a major city's metro system to close. That's cutting it close even for some of the dinner crowd.

Proposal to close Metrorail at 9 p.m.

It works for work but may not work for leisure activities like trips to restaurants. With Covid19, there is very little by way of leisure travel so during the pandemic, this could work for me.

What is the plan to support people who work late at night and depend on metro to get home? If we assume a reopening of society by Jan 2022 that means people will be going out late to bars, clubs, and other social locations. So what is the plan to ensure that people working at those locations and in those industries will be able to get home?

Additionally this would lead to an increase in car traffic via rideshares, increasing air and noise pollution at night.

Closing at 9 pm is ridiculous...couldnt use metrorail for any evening activities...no dinner,...no theater etc.

Assuming theater is open, Im a volunteer at MANY all over DMV. I dont leave the theater until around 10-11 pm. Id need to rely on my car. This would inconvenience endless staff, volunteers, residents, and visitors. POOR IDEA!

Assuming I am able to return to DC by then, as a young woman, I need safe, reliable transportation options, especially at night. WMATA is essentially asking women to get home by 9 p.m. every night, which just isnt realistic for those of us who work irregular hours and/or late shifts or who simply want to be outside their homes at reasonable times.

Assuming life is approaching normal and theaters and sporting events can be attended, early closing would eliminate going to many such events without a miserable drive and a horrible search for parking.

It is critical that we increase opportunities for public transportation rather than decrease. Closing at 11pm was already too early for many, and 9pm is worse.

This is the absolute worst proposal and I have to hope its the everyone will vote against this one and get in a panic and call their lawmakers about Metro relief one because this guts the citys ability to transport late shift workers and patrons of sports, live music and arts. Again, at this point, why bother having trains, why not focus on improvements to the bus system?

This is crazy!!! Imagine the number of drunk drivers on the road! Metrorail is an essential service for everyone in the DC region. EVERYONE. I take the train when I come home from a concert or event... without metrorail I will be walking! I love how I dont need a car in DC, and I dont plan on purchasing one. Closing at 9PM means more money for Uber drivers? Bad parking in the evenings? (Which doesnt bother me.) And people who shouldnt be driving... driving!

Working late and not being able to take the train home is unsafe

I dont take metro late in evening - take taxi or Uber.

Are you out of your mind? It should close at 1am!

These proposed changes overwhelmingly harm people that do not have cars or the funds to utilize ride share apps. This will negatively impact folks who work later shifts or who attend events in the city.

This would have a very negative impact on the ability of customers to use Metrorail to attend cultural events (concerts, plays, etc.) and/or to patronize restaurants.

A 9 pm closure is too early to make it feasible to take Metro to dinner, concerts, sporting events, or other evening program and will thus likely increase the number of people driving downtown instead of taking public transit.

Catching sporting events and concerts in DC is a huge factor to living near Metro stop. Closing at 9PM would not allow for riders to take the train home. It would also clog up roads and further encourage driving under the influence. I strongly oppose this proposal.

Would be bad when events open

One of the best uses of metro is easy access to after hour events; public transportation eliminates the need for parking and designated drivers. it also helps out of town visitors and tourists to get around the city after hours . this would really handicap Metros services

Awful idea. Metro should return to late-night hours when pandemic control measures end.

I recommend 10 pm

This avoids cutting rush hour service which is the most crowded.

Metro should not operate its full system in predictable extreme low ridership periods. it can develop alternative low-cost on-demand services perhaps in partnership with the private sector, using AI.

Evening service has been really valuable since I live just outside of DC. Sometimes I have to work late, get dinner late, and if metro closes at 9:00PM, Id have to seek alternate ways to get home and that would be a challenge.

That's not right. What happens when restaurants, shows, and downtown business open up again and people want to be able to go to dinner - enjoy an evening in DC. 9 pm closure is unreasonable and would hurt businesses.

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| Proposal to close Metrorail at 9 p.m. |
| flexibility is dramatically reduced |
| It would make it impossible for service industry employees to commute by metro rail |
| On weekends when I go out for entertainment excursions the 9 pm closure would be too early. The 11 pm would be needed so I could get home after the entertainment performances end. |
| Devastating impact on restaurants, Kennedy Center, theater, cinemas. WOULD BE A HUGE MISTAKE! |
| 9 PM is a very early closure time for a public transit system that a lot of people are relying on in the city. There might not be a need during pandemic but as more people are being vaccinated more people will start returning to work in 2022 |
| Im home by then. |
| Ride shares work well for times outside rush hour. I think cutting back evening service is the best compromise of maximizing service to the greatest number of people while minimizing unnecessary expenditures. |
| Metrorail service hours only works at 9pm can not be a permanent closing time. This only works currently due to curfews and the pandemic, as people return back this work and business close later than no this work not be effective and cause a decrease in metro riders. |
| This would mean I could not use Metrorail at all. I am a licensed tour guide and am scheduled by those groups and my company to meet groups at various locations, ending after 9 pm. |
| Even in high traffic urban areas with busy subway stations, we would need some form of mass transit running past 9 pm at night such as shuttles or trolleys of one form or another. Some compromise would be needed on this proposal. We might now have SSDI and Section 8 but we are handicapped now and cannot be walking up and down hills with 45 degree inclines of such a steep nature. |
| I think this could work given the alternative modes of transportation available to customers (Uber, Lyft, etc.) after 9pm. Also, not all stations are actually open until 11pm anyhow depending on where you are on what line (for example: Wiehle-Reston's last train actually leaves around 10:30pm) |
| I occasionally have meetings or dinners in DC where I would need to take the metro past 9 pm and I imagine a lot of folks who use the metro might be working late |
| Many retail establishments close at 9 pm or later. Closing the Metro at 9 pm would cause a hardship for many retail employees who depend on Metro to commute to work. |
| This work for commuting needs, but evening ridership will increase post pandemic. It is hard to say what that will look like. |
| That would mean I wouldn't renew my membership to the Kennedy Center. |
| For sporting events especially this proposal is unworkable. A major reason the hockey/basketball, baseball, and soccer venues were constructed within DC proper was proximity to subway stations. Shutting Metro service down at 9:00 pm means added pressure on traffic and parking on game nights, not to mention the likelihood of impaired drivers departing games and threatening pedestrians and other drivers. |
| If I am going to be out 9pm is too early. 10 pm would be workable. |
| I don't know my working hours for next year. It is hard to decide now. |
| I would hope to see evening service restored in the future once ridership and revenue return |
| This would not impact my personal use of Metro, but I am concerned about how it would impact low-income workers, like people who work in restaurants. |
| For Friday and Saturday, I would recommend that the Metrorail system would extend its closing hours to 11 pm, so as to accommodate nightlife on those evenings. (Another option: If the closing hours cannot be extended for Metrorail on Friday and Saturday, have shuttle buses available to transport passengers from select stations after 9 pm.) |
| This is a bad idea. You don't build ridership by limiting access to your service. |
| That is just about the most ridiculous aspect of this plan. It's a covid plan for a post-covid environment. If you want to go out in the evening via metro, you should not be subject to the whole system closing down DURING your evening activity. It also doesn't match up with the train station and airports. It really makes no sense. |
| We regularly attend concerts at Kennedy center and use Metro... these concerts often start at 8 PM and end at 10 PM, so closing metro at 9 PM would be a significant inconvenience |
| Concerts, plays and other evening activities often do not end until 10 or 10:30. There is no parking available for many venues or it is prohibitively expensive. |
| No way. How does a city expect its citizens to get around in metro closed at 9 pm. This is atrocious for a major metropolitan area. |
| Would make taking Metro to evening theater and concert events impossible. But as I get older I attend less often. |

Proposal to close Metrorail at 9 p.m.

This is not an equitable way to provide a transit system. It would unduly impact the people most likely to work evening hours such as service employees (waitstaff, janitorial staff, bartenders, etc.) and gig workers (musicians, artists, etc.), who are already at an economic disadvantage. It would also substantially decrease the volume of people who commute into and through the city for concerts, theatrical performances, and other evening activities, causing irreparable harm to the arts. It would also increase dependence on cars. This is a huge step backwards for a metropolitan city.

Punishes restaurant and evening workers. DDOT is trying to limit car traffic in DC. Metro should run past the times that theater and evening events end.

Reduced evening hours makes very little sense to me. What about essential workers that need to get to and from shifts? What about people that go out at night and might have a drink or two? Makes much more sense in terms of public health and safety for people to have a cost-effective and safe way home rather than getting in cars or on bikes. And not everyone can afford to Uber everywhere.

Seems to me that late hours are a convenience for too few people. This would be a reasonable way to save funds to maintain Metro as a primarily commuter system.

My evening travel usually is entertainment related and few evening performances end that early. This will hurt arts organizations because some folks who could afford a ticket might not be able to afford the added expense for Uber or Lyft.

How about staying open till 10 pm?

Workers, restaurants, concert/theater venues, sports complexes, schools/universities, etc. would be impacted greatly if there is no Metro service until 11 pm. This is a BAD idea. Might as well just close the doors.

Perhaps exceptions can be made for stations following concerts and sporting events

Closing at 9 pm would make it impossible to attend evening sport events

This would stop me using Metro for evening outings. Pre-Covid I sometimes took Metro in and got a ride home because night trains required a lengthy wait. I could still do that, but would probably end up driving and paying to park. If the pandemic is still going, I likely won't have resumed leisure outings in January 2022 anyhow, though.

9 pm is too early for having dinner in the downtown areas. 10 pm would work better.

I am shocked that Metro would even consider this. The time to be halting such services would have been at the height of the pandemic; not when we are expecting the region to be emerging from it. This will make it challenging for commerce to take place in the city center and possibly desert major commercial areas that rely on accessibility.

Commercial centers, offices, businesses, and residences are built around Metro stations for a reason. Please keep the Metro running its regular hours.

Probably would work for me - since nothing is open downtown at this time. If budget approved how slow would it be to change schedule times.

Less ridership during these times does not mean that some do not rely on this transportation. This timing seems to be limiting to residents and visitors alike.

Sports events and the theater and concerts last well beyond 9pm.

I often use another form of transportation, such as my bicycle, when I travel downtown during the day. If I want to go downtown to a show or restaurant at night I always use Metro, and with the earlier hours this would not be possible. Also, my husband would not be able to get home from work, as he often stays past 9:00. He always takes Metro to work except this year when he is working from home.

Sometimes early closure would leave me stranded in DC, needing to get back to MD.

I don't have a car. It would prevent me from staying out at night anywhere other than my neighborhood.

Kennedy center performances do not end early enough to get home if service ends that early

Our answer assumes that, when ridership goes back up, you will add later hours again

Fine on weekdays; after 9pm would normally take an Uber from work (but obviously this is massively disruptive to shift workers without that privilege). Not great on weekends but if replacement busses are available it's fine

We need to remain open as late (and as early) as possible to serve those who work or perform other essential duties at non-peak hours of the day.

11 pm closing will be needed on weekends.

This will leave many who do not have flexibility in their work arrangements stranded.

This would leave me stranded in DC on the nights I choose to take Metrorail.

Metro should be used for more than just commuting but this would leave little wiggle room for using metro.

This works for my expected travel schedule.

It would work for me, but I would vote against it. When we need to severely reduce car travel, we need to make sure there are more than adequate alternatives.

Proposal to close Metrorail at 9 p.m.

As someone who works in the restaurant and entertainment industry, this is completely unacceptable and would devastate not only my ability to make money during the evenings, but those industries in general. Both of those industries are the backbone of a healthy economy. You would be shooting the entire city in the foot if you did something as egregious as this. It's truly mind-blowing that you're even proposing it. It's bad enough that weekend hours were cut.

Reduce number of cars and have trains running on an hour basis.

I make multiple late night trips and this would be a huge inconvenience for me

Once again, this leads people to rely on metro less, further driving revenue down. It also contributes to DUIs and is a gift to Uber. Tax people more

I don't ride Metro later in the evening, but I do think this is a bad idea. People working in health care and restaurants or night shifts will struggle mightily with this

I work late this would be a failure of service to me and all others that work late.

It's too early to close. It'll increase DUI. And it'll impact retail & restaurant employees.

I regularly depend on taking metro after 9:00pm. I am fine with less frequent stops, but I depend on metro running after 9:00 pm.

A public transport system that closes at 9:00 pm does not serve those who need later transportation to get home.

Currently, with covid restrictions, restaurants and bars are required to close at 10 pm. It would be beneficial to those who may not be able to support the extreme surge prices that Uber & Lyft use when they know people are in need of transportation. Metro should meet in the middle and close at 10pm.

Metro should be open until the late evening hours. There are many people who would simply drive and thereby add to traffic congestion and urban pollution if Metro were to close 2 hours early.

This would make metro unavailable for evening activities having a devastating impact on restaurants, theaters, and events. 11pm is already early compared to similar systems around the world. This would likely also negatively impact overall ridership: if people are not able to return via metro, they are less likely to take metro to the activity.

Either split the difference and close at 10 or make weekday hours vs weekend

I use the metro to go out to dinners in DC when dining is open!

I already think the metro closes too early, this would make it worse. I'd never be able to use it for my regular evening trips. I take the metro after 9 about 2-3 times a week during covid, post covid I can only assume it will be more.

I could accommodate this by not staying in DC past 9 pm.

Assuming that entertainment and social venues are back to semi-normal hours and operations in Jan 2022, this proposal would severely limit my ability to enjoy any of those types of activities on the weekends. Of all the changes over the years to Metro's schedule, I have been most angered by the removal of late night service, such that the system stops running long before bars/clubs close down and can even be closed when going out for a movie, if the showing is the last of the evening. Making this even worse post-pandemic will not help revival of the city's economy.

I often have classes till 10pm, I need the metro services to be active till at least 11pm.

This is a killing blow to small businesses and public life, which you exist to support!

I expect that by January 22, 2022, we will be back to a more normal life which includes using Metro for sports events. Members of my household use Metro for hockey and baseball teams in DC, as well as cultural events at the Kennedy Center (we are season ticket holders) and the various other live theatre and concert venues in DC. Events of this nature extend far beyond 9 pm and would cause serious problems, especially for seniors and those with mobility problems.

You might as well not even operate if you're going to close at 9. That doesn't even cover someone's late night at the office, let alone happy hours, sporting events, and nightlife. This would be absurd.

Again - schedule changes over service cuts!

As of now, I'm not taking the metro later than that, but if things actually open up in 2022, I think running at least thurs-sat service later, and potentially running service later after big events, would be a better proposal

Prior to the pandemic I used metro as my primary means of evening transit (e.g. for going out to dinner, going to the bar, etc). I would need to find alternate means of transportation and stop taking metro after work if this change were made.

This particular aspect of the proposal will disproportionately affect the low-income households in the DMV, as many of these households are reliant on jobs that do not follow the traditional 9-5 schedule, and in some cases may work until 9pm. These workers can not afford to utilize rideshare services as a transportation system to get to and from their jobs.

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| Proposal to close Metrorail at 9 p.m. |
| This would impact transportation for sporting events, concerts, and other entertainment. But I would probably opt to drive to those under this plan. |
| This makes metrorail unreliable. Too many people work or socialize beyond 9 PM and need to be able to get home using the train. |
| Do not change hours |
| No combina con mi horario de trabajo dado que trabajo de noche me afectaria mucho el cierre temprano |
| While this plan might work for the standard officeworker, it seems unlikely to be workable for people who work late, which might include restaurant, retail, and cleaning service workers who are transit dependent. If there is no train for people at those hours it would be important to identify alternatives. |
| I work in a restaurant and frequently do not leave work until after midnight. This would drastically alter my daily commute and likely make it unaffordable to live in the District. |
| I use the metro for nighttime outings, therefore I would like the rail to stay open later |
| I frequently use the metro late at night and having my transportation cut off a 9pm would affect my livelihood. |
| I dont like it but its better than not having it at all. I dont know how people will go to Caps games and other big sports/cultural events all of which take place in the evening and well after 9 pm. But its better than no metro at all. |
| 9pm on weekends as well? |
| I plan use the metro to go to dinner, shows and other nighttime events quite a bit once its safe. This would make that impossible for me unless I drive or begin to use a taxi / ride share. I dont use any of those and prefer using metro |
| I travel mostly the Red line to downtown and mostly for meals and/or shows during off-peak hours. Most of my returns would be after 9PM. If Metro closed at 9PM, restaurants and shows downtown would lose my business. |
| Unsupportable if Metro is receiving fund from the government. You should consider fair and equitable transportation systems to citizens. and urge DC government to grant business licenses to transportation companies that are willing to operate in DMV areas, or to set more Bikeshare and Electronic bikes around the area. Riders should not be victims of the bad management of WMATA who seems to displace every burden on its users. Start applying reduced fare starting from 5PM later and 5AM to 7AM> |
| Afecta a las personas que utilizan mÃ¡s tarde de esa hora, es mÃ¡s deberÃ¡a ser hasta media noche |
| I almost always use Metro to go out into DC at night and avoid driving. This would likely cut my metro use by at least 50% as well as negatively impacting DC's service workers. |
| It might not affect me directly, but I think thats a big mistake for the community of DC and its workers that rely on it |
| While this would personally work for me and my current lifestyle, I think it would be a death sentence to a lot of bars and restaurants especially in downtown DC. |
| definitely would curtail my staying downtown after work for any events. |
| Myself, and many of my friends are working flexiblepart-time jobs, given the state of the economy due to the pandemic. Some days I get off work as late as 10pm. I have always taken the metro rail home, but this would make my night time commute much more difficult. |
| Socialization should return back to normal by January 2022, and many inside and outside of DC depend on the metro to get around in the evenings. Reducing the service hours " especially on weekends " would increase congestion and the demand for less affordable travel options. |
| 9pm? How would we get home from the movies or downtown for night stuff? |
| If things open up again after covid, an early closing of Metro would not work for me. I have used Metro to get to and from movie theatres during the DC Filmfest as well as to other venues involving the performing arts or hockey games. I cannot imagine such an insane schedule. |
| From April to October, I rely on Metro to get to Nationals Park for games--this would not be workable for me, or for hundreds of workers there who rely on Metro to get home |
| 9 PM is cutting it too short and depriving Metro of valuable funds while saving little in return. |
| The metro provides safe late-night transportation. Many people go out after 9PM and time their plans around the availability of transportation. Reducing the operating hours of the metro can lead to increased road congestion, less safety, and other negative impacts. |
| I think because of COVID, I would have to wait and see. Ive only been in the area a short while, so my experience on the Metro is very limited. It would definitely hinder certain choices and force me and my family to make very deliberate planning decisions when in the city in the evening/night. |
| Often use public transit during 9-11pm, would prefer later |

Proposal to close Metrorail at 9 p.m.

Metro should consider staying open later than usual on Friday evenings, Saturday evenings, and evenings the day before a major holiday. This keeps more drunk people off the road and ensures people can get home safely.

Trains may need to run later on nights with major sporting events or similar where masses of people will be leaving at the same time.

I do not usually take the metro during these hours, so its hard for me to say yes or no. But it would be nice to have that option.

This would be devastating to DC restaurants and nightlife, which has suffered tremendous losses throughout the pandemic. It would also make it more difficult for working class--who are more likely to work evenings than middle class people--to commute home from work.

Significantly would impact weekend activities and some weekday; 9pm is way too early given work related activities and social activities.

Would rather have longer intervals in between trains on weekdays and continue having evening operation.

As the rate of covid is dropping rapidly with the increase of vaccinations, returning to normal will happen soon. I plan to attend concerts, sports events, theater, etc and will be stranded in DC (I live near Grosvenor station), as would workers thereby impacting the economy as it starts to recover.

This would be a huge problem for DC entertainment and nightlife. Sporting events and live theater routinely finish after 9 PM, closing Metro earlier makes it a less functional option for folks who wish to attend these events, resulting in decreased ridership and more cars on the streets. This might even affect rush hour ridership, as commuters who take Metro to work and plan to attend an event in the evening might opt instead to drive to work so that they have a way home after their event.

Not good for late night workers or party goers;Metrorail riders will return when pandemic goes away. People are scared now of close quarters travel -- like Meorail train carsMetrorail wotravelers will retyurn as pandemic subsideswould ruin theater and other night life

people do work later than typical rush hour or plan to attend events/classes that go past 830. this would have a detrimental impact on the region.

I often use metro between 9-closing. Ending at 9 would mean metro is no longer an option for getting home after dinner or from a sporting event.

This isnt great, but its better than frequency cuts during rush hour.

If I'm using the metro on a weekday it's likely to meet friends for the evening, and this would guarantee all of my travel would be metro to destination and ride share home.

This would absolutely prevent me from riding Metro for any after-work activities, and most weekend events.

Change nothing

This is disappointingâ€”I would prefer to use metro for evening trips as well as commuting but commuting during business hours is my top priority.

Absolutely not. Pre-COVID I used your system to attend evening activities in DC at least 4-5 times a week. 11:00pm closing was only sometimes a challenge, 9:00pm would ensure I could never use Metro for theater or anything else that makes DC such a culturally rich city. Completely absurd plan. It would make Metro a commuter to work ONLY system. If youve ever tried parking say in the Gallery Place area, youd know how absurd your plan is. Your plan would drive a nail in the coffin of theater and other cultural venues in DC. Dont spend one more minute thinking this is a good idea.

Use METRO to/from Kennedy Center and other entertainment venues in DC (assuming they open by 2022). Closing at 9 pm would require driving instead of using METRO.

This is too early. 10:00pm closing is ok for week days and 11:00pm for Friday and Saturday. You will miss lots of ridership on Caps and Wizards games if Covid is not a problem

What would happen if we take a trip and decide to stay a little longer and perhaps get a drink in town or dinner? we are suppose to drive cars or take other much more expensive ways of transportation? This will be a big inconvenience for everyone!

Having the metro until 11pm (or later) is best for evening activities. Otherwise this just pushes people to look at alternative modes of transport when going out at night. As people start doing more activities, this will be much more important. Maybe this would work as a short-term solution, but long-term, this does not seem to be beneficial to ensure people keep using metro.

Reduced service hours have a huge negative impact on area travel, especially people working off hour or less well paid work.

This closing time is too early for a major metropolitan city anywhere in the world. Businesses would have to close earlier and/or workers would be seriously impacted.

I do not yet know what the scheduled work / shift hours would be for my new work.

One of my primary uses of Metro is to get into DC for sports and cultural events and atopping rail service at 9am would force to to stop using Metro. I am sure I am not alone in this.

For late night work events or sports events in the city, this would disrupt a safe, reliable transportation channel

It works for me personally, but THIS IS A VERY BAD IDEA. Even 11:00 is too early to close.

Proposal to close Metrorail at 9 p.m.

the idea of public transportation is to make it convenient for people who have no other means of transportation AND to incentivize others to choose this option (reduce drunk driving; reduce air pollution; reduce traffic & traffic fatalities; etc., etc.

I am very frequently out past 9pm and would be extremely unhappy with this change. If this were to be implemented, I would almost certainly stop taking the metro, which is currently my primary form of transportation, all together on the weekends and would opt for single transportation options such as Uber, which I do not want to do.

9 pm is way too early - this discourages me from going out to restaurants and bars or events around the city

Many customers get off 9pm. 10pm & 11pm. I use Metro Bus & Rail Daily. Get off 10 pm. Tuesday's. Work Night shift 11pm-8am

Customers would not be able to get home after 9pm.

This would mean that the last trains would arrive at key stations at around 9:30 - a death knell to any prospect of night life using public transportation in the summer. This option would do more harm than good.

The 11pm time is bad enough and has destroyed peoples ability to get to work, engage in nightlife, and just live their lives. This is a ridiculous idea.

once restaurants and indoor activities are allowed/safe, there will be pent up demand to go out and people will need Metro to go home.

11 pm is already early for Metro to stop running. 9 pm means no one who works or goes out in the evening can take Metro.

Not just no but Hell no. Does DC have no nightlife anymore? Shift work? WMATA should never stop, like MTA, and this is going in exactly the wrong direction.

As soon as I am called back into work my travel needs will be exactly as they were in January 2020.

I rely on Metro to go to and from downtown on weekends. Ending service at 9:00 pm will only serve to drive more people to cars, exactly the opposite of Metros purpose.

Only if we want to be Backwater city.

This is not acceptable. I will not be able to get home from working shift work in dc.

I use metro to commute, so aside from Nats games this wouldn't impact my use of Metrorail.

There are times when I have to work late or travel by metro after 9pm. It would an an hour to my commute home if I have to take the bus after 9pm.

This. is horrible for people who work in the evening. And also for evening social activities . Why would Metro want to cut service when we are coming out of this pandemic -- people will want to get back into their old routines --

5am-9pm is a decent time. But you should have express buses from 9-11pm for people who need to get to work between those times. Have a sign up website

This is shortsighted, people will return to Metro when mass vaccination is achieved and the Cory starts reopening. Many people like me rely on the metro in the evening to get home from work on late nights or after dinner or shows and sports events.

what about 10:00 pm? Even for an OAP., 9:00 is early. Id feel like Cinderella, rushing from the ball...

This would cut off options for too many commuters and negatively impact restaurants and bars, which will probably have increased business again by then.

The DC, Maryland, Virginia area is a large metropolis. It is unacceptable to have such restricted hours. I believe the restricted hours would reduce ridership even more because Metrorail will become an unreliable means of transport.

This is unworkable. The proposed cuts will further drive down ridership. This will severely adversely impact the working poor. This DC administration will be remembered for killing the Metro if this is allowed.

only works for 1 year period

Works for me, but probably not for the larger community. This would affect those not working 9-5 jobs and the ability to enjoy what the neighborhoods have to provide after normal work hours.

Metro is often most useful at post 5pm hours, for many of the people I know, including myself.

Absolutely destroys downtown, Friendship Heights, and Bethesda evening activites for me.

That is WAY TOO early!!

Hopefully there can be trains that run until at least 11pm on Friday and Saturday nights....hopefully to discourage people from drinking and driving.

this change would affect our return home several days of the week

People would be stranded if their jobs ended at 9 pm, are you expecting businesses particularly the ones who have been most affected by covid to just offer to pay for their employees transport? Expensive ridesharing will just compound the problem for low wage workers unless there are subsidies.

This would impact my ability to attend concerts at the Kennedy Center and baseball games at Nats Park and such, all of which frequently end after 9 pm.

I could not attend any DC activities in the evening if the Metro closed this early.

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| Proposal to close Metrorail at 9 p.m. |
| Definitely not on Friday or Saturday |
| Absolutely not. The metro is what I rely on when doing late night travel and is even more important because I do not want to wait at the bus stops in the dark. |
| This would definitely not work on weekends. Going downtown with friends wouldnt be doable. Also going to Wizards/Capitals games would become impossible. Driving in the DC area is terrible, so having the metro is a great way to experience some of what DC has to offer without spending too much time traveling only a few miles. |
| Most of my travel is via metro. Stopping trains at 9pm will limit transportation for several riders including those who work at night. This would require them to pay drastically increased prices for alternate transportation |
| Have you all considered if you are closing the trains at 9pm will there be buses that can take customers to their destination? |
| I travel into town in the evenings often for concerts, theatre, and baseball. Evening events rarely end before 9:00. |
| Are you insane? I often work later than 9 pm. |
| We are fortunate enough to have sports teams, theaters and conference centers all accessible by Metro. Closing the system at 9pm would cause thousands of people to drive to the sites instead making our famous gridlock even worse. |
| On weekends, may use the metro later at night than 9pm |
| I am retired and do not take Metro often. However, the cost of a taxi ride to my house from downtown would be excessive if I needed to stay late for a concert or play or for dining out. |
| This is so early! Metro already closes super early to the point that evening activities often have to get cut short if you have a journey home. This is a terrible proposal in my opinion. Please find the money!! |
| It would change my plans about once a month for various functions, I would have to drive downtown from Rockville. It would be horrible for service workers who rely on the metro for transportation. |
| This would be very inconvenient for those that have to stay late at work. Also this could prevent people from going to bars and restaurants because the metro is longer an option for getting home. What about concerts, sporting events that go past 9:00PM? Does the hockey games always end before 9:00PM. What about the baseball games. |
| My use of metro in the evenings is generally for events that finish later than 9pm (i.e. games, theatre, etc) |
| There would be no way to get back from a concert or evening movie by public transit. |
| Workers whose jobs finish late will be negatively affected by this proposal. |
| I do not think that it a good idea considering the people started to work face to face. |
| I believe metro ridership will rise again in 2022. See how ridership picks up in the summer of 2021 and gage it then. I also think metro will be utilized more in the fall of 2021 to winter (sports, holidays) because more people will fill comfortable as long as mask are required. |
| You will lose riders who have to work evenings, plus those attending sports events, concerts, theatres, restaurants, bars--all that revenue will go to parking their own cars and/or Uber. WMATA cannot afford to lose riders. This proposal would do the opposite. |
| If the restaurant, theatre, and sports sectors are to recover from the COVID-19 period, riders must have access to our Metro system until 11:00 p.m. There is no play, concert or sporting event in the evening that is over before 9:00 p.m. And, restaurants that have two evening seatings will not be able to have customers that require Metro transportation for their second seating. Please dont be pennywise and pound foolish in shutting down the Metrorail system at 9:00 p.m. We need our economy in 2022 to be back, not stifled by such a poor decision as this! |
| Does not allow for spectators to get home from major evening events - sports, theater, etc. |
| Many people at NIH need later train times! And 9 pm on weekends is ridiculous and would hurt businesses - and Metro should be encouraging more activity, not less!! |
| it would be cumbersome in terms of going out to eat, after work events, and any sporting events. this would impact my contribution to DCs economy, but not my work commute |
| It would preclude my attending any evening performances in DC. Kennedy Center, theaters. etc. |
| There will come a time after more people are vaccinated where people will go out again and will need metro. Please dont make any permanent changes based on ridership during covid. |
| Sometimes use system later. But not often. Could live with this. |
| To meet my needs for after dinner and after performances, 9 would not meet my needs. Sometimes 11 doesnt meet my needs after downtown performances. |

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| Proposal to close Metrorail at 9 p.m. |
| This is basically asking people to drive into the city rather than take the metro for evening engagements. This will increase people drinking and driving. Yes ride share is an option but for people on the end of the lines its extremely cost prohibitive. Also this will increase traffic at large events where metro was previously used and those venues such as Verizon Center along with the Nationals Park and Audi Field dont have the infastructure to handle increased vehicle traffic |
| I dont believe that this proposal offers hours that accommodate non traditional work schedules or support the patronage of non retail businesses. Restaurants, bars and other nightlife already hard hit by the pandemic will be even harder hit, if people cant get to those places because of limited transportation options. |
| This will lose business for individuals leaving restaurants and bars later than 9. This will slow economic recovery once restrictions are loosened and things become safer. |
| I'm visually impaired and rely on Metro for transportation. I do occasionally ride Metro after 9pm |
| Suggest 10 pm closing time. |
| If CoVID restrictions continue to stay in place, this will be all right. |
| This will kill the life in downtown DC. Usually I stay late working, so 9pm is a little too early to close the Metrorail systemThis measures will only increase the traffic jams, gas emissions (because I doubted that by 2022 all cars will be electric) - therefore it totally contradicts the reasons of the existence of metro all together !!! |
| This plan is also an inconvenience to the public but more doable |
| 9 pm closure on weekdays seems rather early. 10 pm would be more reasonable. |
| Govt last shift begins/ends at 11:00 pm. If shutting it down at 11:00 pm how employees to get home. This mean giving public parking making money and reduce funding for metro substantially |
| Too restrictive, would be stranded more often |
| I do not commute after 18:00 |
| This is not an acceptable schedule for a transit system for a metro area of this size. |
| Insane . . the only major METRO system in the world to do so. |
| Given my current life, yes this would work for me, but I think 9pm is too early for many. Years ago it wouldnt have worked for my work schedule. |
| People need the trains later than 9:00 pm some people dont get off work until 10:00 or perhaps 11pm and cant afford Uber or Lyft. |
| People work late!!!!!! |
| DC does not shut down at 9pm (or 11pm for that matter). This is another proposal that will simply push people to cars. And this adversely affects low-income wage earners in the service industry. Metro can do better. |
| When COVID restrictions are lifted would need late travel option |
| As someone who often has to stay at work late especially to clean up events, I rely on the metro to get me there and back. There have been multiple times weekly when I don't get to the metro until 9:30 pm the earliest. Also closing the metro early poses difficulty on anyone who has a second or third or graveyard shift at their place of employment. |
| My anticipated meeting ends at 9 pm. The timing is dictated by the restaurant where the event occurs, which gives us the 7-9 pm time frame. Closing at 9 would force curtailment of in-person meetings or even their abandonment. |
| Sometimes I travel to see friends and family in DC and MD. If the metro system closes at 9 I will not be able to spend as much time in the city or in MD. Driving and parking in the city can be difficult. It is much more convenient to enjoy nice evenings when you can rely on the metro. If metro closes at 9 going to DC during the evening will no longer be an option for me |
| What is the difference? Less service. It is public transportation |
| Need longer weekend hours to cover events in the city! |
| What on earth!!! Why limit options for either folks who work late or people looking for safe ways to travel into town at night or to games... |
| This would not work, once things reopen there are multiple weekly events I would no longer be able to attend that I once could. |
| This will hurt nightlife. |
| I literally have no way to get home if I stay out past 9?? NO |
| Creo que aunque pasen a cada 45 minutos serÁ-a conveniente que trabajen hasta la 1am gracias |

Proposal to close Metrorail at 9 p.m.

I would love to know if you polled restaurants, cinemas and theaters or any cultural institutions that regularly schedule evening events about this separately. This will be a death blow to already crippled industries as fewer people will opt to stay in DC after work because they now need to worry about catching the last metro home at an absurdly early hour. I imagine it won't be great for tourism either.

We almost always take Metro to evening events downtown, including ushering at a theater. The 9 p.m. closure would make Metro travel to evening events impossible, at a time when on street parking has become much more scarce in the District.

Im not sure of my work situation because Im in between Jobs (due to COVID) so its too soon to say but I imagine this would be doable if I find another 9-5 job In DC.

It is too early on weekends if people are out doing things as well as for workers

I want to be able to support DC businesses and cultural spaces, which means coming home after 9pm. It is too expensive and carbon-intensive to use taxis or Uber. I want to take public transportation. DC must decide if it wants to be a village or a city.

When I was working at a restaurant, it saved me so much money being able to catch the last 11p metro from Silver Spring after a night shift. I wouldn't have been able to take the job otherwise because Lyft/ Åæber is so expensive, especially now. An early close time is also more dangerous for people, women especially, who can't afford Lyft/ Åæber everywhere and then end up walking late at night.

This would mean that if I go to DC for dinner or to watch a show, it would not be possible to take metro back. From a business perspective, does this seem like a good idea to dissuade people from spending time and money in DC patronizing restaurants/theaters?

How will I commute home after 9pm if the trains stop running at that time instead of 11pm? Am I to rely on buses or walking or taking an Uber? Buses don't have the same route as metro, so even if I was to bus home, it would not bring me to where my metro stop would. So I would still be walking a good distance after the bus, and that late at night is not safe to be walking in the dark. How am I to arrive safely home during those hours without public transportation? And I do not have the money to take an Uber home every day. Shameful.

Even 11pm has always felt quite early to stop metro service. Ending service at 9pm would decrease safety and convenience.

I mostly take the train to and from work, so as long as the Metro hours covers main work hours, this would technically work for me. It is not my favorite option, but it is fine if needed.

Totally unacceptable for a city of this size and importance not to have travel to evening events in the city.

This will negatively impact people who work evening shifts, such as at restaurants and in the arts, and who rely on Metrorail for their commutes. Additionally, a lot of people use Metrorail to travel to the DC sports arenas and entertainment venues. If Metrorail closes at 9pm more people would have to drive to sporting events and concerts increasing traffic congestion and parking problems. Furthermore, there could be an increase in driving under the influence if people do not have a way to travel home with public transit at night.

We take Metro to KC, Shakespeare Theatre in evenings, where performances last beyond 9 pm.

9 oclock? Are you kidding?

The 11pm closure is already limiting and means planning around the train rather than knowing I can get around when I need to. Ending service even earlier will hurt residents who work evening shifts and in restaurants and entertainment right as we (hopefully) are coming out of the pandemic and ready to support that essential part of DC's culture and economy.

Why open at all no matter what Metro is always inconveniencing the customer.

Though worry about retail-type positions that need to commute home after 9 pm. It seems that these folks would be most likely to be negatively affected by this proposal. (I do not fit into that category.)

Though in most circumstances the would not impact me personally, closing the system earlier, especially Thursday through Saturday, would likely not serve the best interest of the public in the D.C. area.

Stopping early does not help business who stay open later like restaurants,

We are frequent riders for sporting events and concerts. This puts more cabs, ubers and lyfts on the street which is unacceptable for both traffic and environmental reasons.

I think there are a lot of working class people will need to ride a train to go home between 9-11pm in normal time. No need to run it after 11pm.

No, this would not work. As a young woman, I feel much safer using Metrorail at night than waiting at an often remote stop for a bus. 9 pm is too early to close the rail.

I am rarely on the metro outside business hours.

Proposal to close Metrorail at 9 p.m.

Ridership? What's the data and equity impact this will have on black and poor communities? How has metro address the lack of infrastructure improvements at black brown communities station and bus routes while spending money to build/invest new "affluent" and white communities west of the river? Why are these cut not coming out of capital expenditures for new stations?

Closing at 9! Ridiculous. Poor and working class people will be literally stranded, and forced by the government to take an expensive rideshare, destroying a substantial chunk of their earned income. This is a tax placed on those who have the least to give.

Beyond affluent patrons of Capitol One Arena being forced to find other means of transportation (all joining local roads and highways at the same time), this would be devastating to all people commuting on Metrorail after late shifts. Not all of those people can just take a bus, even while ignoring the cuts to Metro Bus service.

One of the great benefits of metro is that it provides transport to and from entertainment, educational and sporting events in DC and other areas of the region. They often end after 9 p. Shutting down service at 9 would eliminate opportunities to take advantage of such events.

We often attend performances at the Kennedy Center, Woolly Mammoth or Shakespeare Theaters. Closing at 9:00pm would make it impossible to take Metro home.

This is too early of an hour to close. People with irregular work schedules would suffer, especially those with lower incomes. Even social activities benefit from hours later than this. Not everyone can afford a taxi or rideshare, and I would be concerned about an increase in people driving under the influence of alcohol or drugs.

What about the people who travel across the DMV region for employment on metro rail? Buses dont always pick up the slack and they surely arent as convenient. And many who cant simply alter their work schedules. You all have already caused issues for some people closing before midnight.

Cant get home after 9pm.

Have just eliminated night time shift people coming and returning from work or home. These are the people that really need the metro transportation. Maybe run smaller trains?

I rely on the metro for trips after plays/concerts/lectures which would not usually be finished by 9pm.

Working people who leave the office at 5:30 or 6:00 and then head out to dinner, or a movie/show are simply not going to be able to use Metro as a transportation source if Metrorail service ends at 9:00 p.m. I know revenue is a major concern, but think of all the riders you will lose in DC as a result; Uber and Lyft must be licking their chops. And as Ive said many, many times, if Metro enforced fare payment, instead of letting every third person jump the turnstile, it would collect a great deal more revenue under existing service parameters.

Dont cut your own throat, here people will give up on you take ubers, bikes, how about concerts and ball games. This is a bad idea.

Later evening transit is important for transit options following evening events throughout the area. While Uber and Lyft are possible options, metro is more affordable and people often plan on where they live so that they can live nearby to metro stations. Later hours of being open well past 9 PM is very, very important!

If you need to do some change in schedule please do it now as people are still mostly working from home. Not sure what is the logic of this proposal assuming that by 2022 we would be vaccinated and probably go back to normal work schedule in the offices or at least close. So if WMaTA needs to change services to make some savings, do it now, not in 2022 when everyone is expecting to go back to normal business.

There are times I need to work late until 10:00 pm and this leaves me no way to get back to Branch Avenue Metro.

Even an 8pm movie ends after 9pm, also trains coming in. I have seen lots of people who work shifts also on the train after 9. It is too early

Would devastate the return to normalcy. Would severely hurt nightlife in the city and inner suburbs and likely lead to more drunk driving.

Again, assuming were back to normal then, this would be a real drag for me.

11pm is already too early. No way. We need safe, reliable public transit options for people coming home from work and to help keep drunk drivers off the road.

For most work days, this would be fine, but there are many nights that I work late or stay downtown to have dinner, go to the theater, or watch a sporting event. I count on Metro to get me home. In fact, many events end after 11:00, making that closure time more difficult, too.

pre-covid (and post covid plans) i use the metro to get home at night, often catching the very last train. this would severely impact my mobility and would result in more cars on the road and i fear more drunk drivers who cant take the train so choose to drive home from the bar.

11 pm is already too early for Metro to close! 9 pm is definitely not at all workable. Please absolutely do not choose this option under any circumstances.

If cuts need to be made, this seems like a reasonable proposal that would still accommodate the 9-to-5 workforce, but it does make me concerned about service workers who would need to get home later in the evening. There would need to be a robust system for those customers.

It'd work for me, but I think you are screwing over riders who work past 9PM, who need Metro to leep their jobs

Yes, I could make this work most of the time, but 11:00 closing would be highly preferable. Or get the Nats to start their games at 6:00 pm...

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| Proposal to close Metrorail at 9 p.m. |
| Painful plan, but acceptable if it ensures more stations/routes can avoid closures |
| This would remove the system for all evening activities especially evening arts events. |
| In some cases, some special events may cause me to be late for the train. |
| many people work late and go to entertainment that lasts after 9 pm |
| I often have to work late and a 9 oclock close time would destroy the few options I have of getting home in a timely fashion. |
| In the past I have used Metrorail to return home after choir practice at a downtown church. This proposed 9 pm closing would not be late enough to use Metrorail to get home. |
| 9pm on the weekdays is fine; it would be nice to have later hours on the weekends |
| No. Absolutely not. The metro is a safe and reliable system of transportation, and we need to ensure people have a way home after late shifts, etc. 9:00pm is entirely too early for closing a metro station. |
| If I want to do something after work or in the evening, this change would remove a safe and reliable way to get home. I would be stranded or have to find other ways which are expensive and inconvenient. It sounds depressing and will keep people away from restaurants, businesses and social activities. Even museums have evening programs. I dislike the idea of being forced to use rideshare services and especially at night and as a woman. |
| I wouldnt be able to work late or enjoy nightlife downtown. People will be vaccinated by Jan 2022 and will be back at work and wanting to enjoy nightlife. this is a disaster for area businesses, bars, clubs, restaurants and sporting venues, not to mention people who work night shifts. |
| How does this serve people who work at night? People who clean office buildings for example? If I were a cynic, I would say race, ethnicity and class are affecting this decision. |
| This doesn't mean people who use metro to go into DC for the evening would just leave earlierâ€”they would not use metro at all |
| Living in Arlington, I rely heavily on the metro going in and out of the city, especially in the evenings for sporting events and concerts. While sporting events are currently limited due to COVID-19, I plan on using the metro much more once again as soon as restrictions are lifted. |
| This would be undesirable for special events or recreational outings, but makes some sense. |
| I mean... I prefer you didn't. But this would be the least disruptive option to my life as I have a baby and am not typically staying out late. But I do occasionally have to pull late work days, and that would be an issue to have no way to get home to Rockville other than a \$50-60 Uber ride :/ Or spending \$25 to park. |
| People that work late night for extra hours would have to spend more money getting a can uber etc. |
| Would need transportation home after nine pm three or four times a month. |
| 9PM Closure is too early |
| Games, restaurants, and bars, summer site seeing, this would close the city down, terrible idea. |
| This would exclude a lot of workers in restaurants, theaters, etc., so 9 seems too early to close. Its already a reduction to close at 11; again, ridership will have to be assessed after things are more normal. |
| Too early. Should make it 10 p.m. at the earliest. |
| How would you serve people? There are a lot of employees and people that use the system after 9 pm. Why even operate if you close before 11, also, what happened to weekend service that closed later? As a major metro system for a major city, this is crazy. |
| Once again this is Ridiculous. Metro needs to be able to help everyone. Not just the office workers. There are a lot of other ppl that need to be able to depend on the metro that actually can't afford a car, insurance or gas money |
| That's a fair compromise. I rarely ride the metro that late. |
| Closing at 9 helps no one and further sabotages the long term sustainability of the rail system. Dont encourage people to seek other modes of transportation... |
| It would be even more wonderful if the trains ran longer hours. Either because of the airport so I'm not stuck with a 45min Uber back home, or if my work keeps me like it often does, very late into the night, it would be a comfort to know Metro is there to help me home. |
| This proposal is truly nuts for riders, and is likely to be the death of movies and restaurants. Who wants to race to the last train before 9 am?? |
| By Jan 2022, we will be going regularly to baseball, hockey + soccer games. You need to adjust hours for sports game evenings. |
| If the area is fully operational then I would probably spend a significant amount of time past 9pm in DC. |
| This would be ok because I could use ride sharing alternatives if Im out at a concert or sport event. That might not be possible in Jan 2022. So maybe ok. |

Proposal to close Metrorail at 9 p.m.

Particularly if this is intended to apply on weekends, the closing time of 9:00 would be a problem. We often (pre-pandemic) take Metro downtown for dinner or other evening events that end late. Closing Metro that early will really do bad things to restaurants, theaters and such downtown. It will turn into a post-pandemic ghost town.

I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming too emergencies. I moved to the Grosvenor area because of the metro being right there, am i supposed to see my home and move ? Am I supposed to take a cab if I have to work late ? Go to the Capital One Arena

11pm is already quite inconvenient. A 9pm cutoff is ridiculous.

Im out of the Metro system by 9 PM so this works.

If this were a temporary measure, perhaps I could work around it. In general, if Im using restaurants and attending cultural events in DC, I need the Metro to run to 11 pm. I doubt whether there are enough Uber/ taxis to meet demand. This plan would not accommodate many service workers, who may not have obstacles in completing this sort of survey (no time to complete survey, didnt see the email, lacking adequate access to internet)

As a city with numerous late night concerts and events, as well as professional sports teams (Wizards, Capitals and Nationals to name a few), not having later service will impact the ability for those that attend to get home safely and will lead to congestion on the highways

Closing at 9pm cuts off most of the people who commute to DC for shift jobs including the restaurant and bar industry. This would disproportionately affect Black communities and other communities of color who rely on metro for commuting to their jobs. DC restaurant and bar industry thrives off of people being able to use the Metro to get home instead of having to drive and not drink. This is also true of baseball game days where hundreds of people depend on the metro to get home from a late summer baseball game. Metro closing early would mean so many more cars on the road, increasing carbon dioxide in the atmosphere.

I occasionally need to use Metrorail after 9pm on weekdays (either working late or attending events after work) or on weekends. Additionally, I rely on Metrorail to get home from Union Station or DCA Reagan after traveling outside of DC. If my evening Amtrak train is delayed and gets in after 9pm (which is not outside the realm of possibility) then I will be forced to resort to more expensive travel options. I strongly urge WMATA to reconsider this proposal as it will have negative impacts for countless people, including low-income workers who work late or night shifts and who may not be able to afford other transit options.

If this is a temporary fix until the pandemic is over, it is still horrible. Its almost as if you are trying to reinstate blue laws- who on earth will be able to dine in the district or have any type of life? What about people who rely on metro to get to a night job?! GET REAL. New York is opened 24/7, think about it.

You are making it difficult for those who work later than nine each night. Public transportation is what they rely on. It seems your service will be set up for those who work 9 to 5

My goodness, what a horrible idea. This would affect my personal travel greatly, in that I would almost never be able to use Metro for recreational trips like going out to eat, see a movie, or any other activity which might run into the night. But more importantly, this would be a terrible schedule for me or any other rider who works unusual hours - the riders who, not coincidentally, rely on Metro the most for their transportation needs! This would be horrible for the thousands of lower income riders who need Metro to get to and from work. Please, do not do this.

TOO EARLY. 11pm is early.

Metro is my primary form of transportation. It would make it very difficult to get around DC if it closes that early; it's already inconvenient that it closes as early as 11 on weekend nights.

This is the worst plan I've heard so far. The DMV has 5 million plus people, many of whom need MORE flexible late night trains, not LESS flexibility. Fewer people would use Metro overall if this happened. I truly question your leadership if this is even on the table.

My daily work commutes wouldnt be affected, but I would be less inclined to go out to dinner, etc if I knew metro wouldnt be available after 9pm.

this is really unacceptable, WMATA is already one of the more difficult metros to use the train in after major events and concerts, limiting hours even further means that you are just GIVING money to rideshare and taxi companies for both directions of a night out as well as for WORKING PEOPLE that dont get off work before 9pm. Pre-pandemic this was the most limiting thing about the train was the early hours of closure compared to other major cities. Theres a reason people dont plan to use it if it closes early and has sporadic service late at night. The number of times i sat in a train station for 30 minutes plus, wondering why i didnt just take a rideshare, shows me that many people did. In fact, more affluent residents have used that as a reason to NOT take the train at all.

This is far from ideal, but I'd rather have shortened hours than wait 15 or 30 for trains

Proposal to close Metrorail at 9 p.m.

With the pandemic probably ending in 2022, And people resuming their normal activities, this schedule will discouraged people from using public transportation which is absurd giving the climate changes.

It would be nice to have a late night option of getting home.

Assuming the public health situations improved, this would likely impact the economy of restaurants, theatres, etc. and customers who depend on Metro for such outings. Reduction in Metro services is inconsistent with DC, MD and VA objectives to reduce motor vehicle traffic and parking in/around the region. It is also likely to impact lower/hourly wage and shift employees who rely on Metro for transportation to work during these later hours.

This would ABSOLUTELY not work for me. I am a tour guide in DC. Tours given at night (which happen more frequently than day tours) end at 10 pm. Guides then need the metro to get back to their homes in DC, MD and VA. We rely on Metro to get us to and from our jobs. Unless DC is prepared to create lots of car parking at a reasonable price, Metro is how all of us get to and from our jobs.

You should keep it open til 11 on Friday and Saturday evenings

Metro is not just for getting people to downtown to work and back home any more. It is also used for going out to eat, to visit etc. Also this leaves restaurant and other service employees with no transportation.

I often work later so I dont know what I would do.

So many essential and frontline workers rely upon metro to get to work. Further limiting operational hours in favor of a more frequent train schedule (assuming this proposal would forego the need for reduced train frequency) would disproportionately affect these workers.

Ending service this early would harm my ability to participate in community building activities that occur after work hours. I'm sure that it would also disproportionately harm professionals who work late shifts and particularly lower income, BIPOC.

stopping trains at 9 pm takes away critical extra time for families that need to shop for food, get home if they are working late, getting home safely after having a couple of drinks etc.

This will cause issues for users who have weekly night meetings and would deter me from using the service. I would regularly use metro after 9:30pm due to leaving work meetings in the urban corridors.

I frequently use the metro to avoid driving after drinking as it is a cost effective alternative to ride sharing. This is a safety issue to reduce service for those using metro to get to/from events and evening outings

9pm is not the end of the day for many people, including me. not everyone has a 9-5 job.

This is not a world-class system. Better to not offer service at all than to provide a half-baked one.

Its possible that once or twice a year I might need the 11 p.m. closing time

I think ridership will be much increased by January 2022 and this wont be necessary

I worry this would strongly affect economic activity in downtown DC as many of the younger citizens living in DC and the greater metro area typically rely on metro to travel safely at night to and from work and to and from various entertainment venues, restaurants, and bars. I also worry that this could cause a rise in drunk driving.

9 PM is too early to close the Metrorail system. Closing at 10 PM would be acceptable for weekday service, but weekend service should run until 11 PM.

This might not work for people who must work in the evening, especially low-income workers and workers who cannot drive. Metro must provide an affordable alternative for people who must work in the evening.

Caps games and concerts often go to 10-10:30.

While this doesnt impact me significantly it would reduce the likelihood that my wife and I would have dinner in the city after work which is something we used to do frequently pre-pandemic.

I use metro to go to rehearsals, from Grosvenor metro to Tenleytown metro. The rehearsals end after 9 pm.

Sporting and theater events often go past 9pm.

The change would certainly impact downtown activities in the evening. For example going to the Kennedy Center would mean having to find another way home after the event.

Run every 30 or 45 mins after 9 so that restaurant workers at least have the option to take the metro. To stop after 9 is unacceptable.

Proposal to close Metrorail at 9 p.m.

Public transportation is very important for large cities for to protect the environment. It is also important that we can rely on public transportation for our daily needs. The whole world is taking steps to improve on the public transportation, limit individual/private vehicle use. DC shouldnt go the opposite direction. Metro should be made available to whole public for an extended period of time - actually none stop. If cost is a constraint, the frequency can be increased to 30 minutes or so, but we need access to metro minimum until 12 am every single day.

This would make me less likely to participate in activities such as going to dinner and seems exclusionary to blue collar workers

Closing the system earlier creates even more problems for the most vulnerable in our communities. Not to mention the economic impacts as nightlife starts to return as the pandemic winds down.

This likely would result in us and many others driving more often especially in the evenings. Could be a problem because of recent DC actions to limit on street parking - will result likely result in much higher costs to park in the District. Maybe also a boon for ridesharing services, Lyft and Uber, etc

I can imagine I staying late in the city a few nights, perhaps for a baseball game or a theatrical event, and therefore needing transportation to my Virginia residence after 9:00 p.m. I can, of course, drive to the event, but may prefer not to and would rather take Metrorail. I am not an everyday user of Metrorail but do utilize it in nearly all my trips to DC and return.

Once we get back to some semblance of normal, this recommendation would ensure that anyone who does not have a car, and does not have money to afford a cab (and for whom bus service isnt available) would be left without transportation. Many of us work late and, given the up to half hour delays on train lines, would leave us without transportation. This is particularly true for workers who are wholly dependent on the metro and who work in the evening, such as cleaners, hotel and restaurant staff, etc. Seems extremely unfair to such folks.

Again the pandemic will be over by January 2022 and I expect to return to going out at night " rather inconvenient for thousands of us to have no way home" not everyone can afford "super high demand" fees on Uber!

I mostly take the Metro to and from work so the reduced hours would likely not affect that routine travel. However, I do frequently stay in the District after hours for dinner and events. These reduced hours will be seriously limiting. I believe they will have an adverse affect on the Districts restaurants, theaters, and sporting venues.

For my late commutes, prefer Metro to run until at least 10pm

Train service should remain accessible until 11pm, city residents shouldnt be inconvenienced. Need ability to attend concerts, sporting events around city. Less trains and shorten time to close stations is unacceptable.

Im thinking that 10 pm might be a better time to compromise closing the Metrorail system if funding is below anticipated/ridership does not increase before September/October 2021. Closing earlier than 11 oclock might reduce revenue to Metro if the new normal begins before January 2022 and once former customers begin driving to substitute taking Metrorail, getting them back will be almost impossible. This will be a loss-loss scenario for Metro.

By January 2022 Im hoping well be back to relatively normal activities, and those often require me to use Metro in the late evening hours.

This proposal has many advantages.

There are a great deal of people who work/attend school past 9pm who rely on metro to get to and from work/school. A change like this would require individuals to instead rely on metrobus, which can take over an hour depending on their location, as well as numerous transfers, or to rely on rideshare services as an alternative, which are more expensive

I work in theatre in the district. This will increase my commute budget by a very high percentage each week and month. I will have to take a Taxi home 5-6 nights/week, or start driving. Parking fees will also cripple my budget, not to mention what I will contribute to traffic, congestion , and poor air quality.

DC needs a robust public transportation system that operates like any other major metropolitan area. I think it should operate 24/7, actually. It is the NATIONS CAPITAL, not some provincial Southern US town.

When I go to the theatre or out to dinner (if we ever have the chance again), 9 is too early. Its also too early for the actors, theatre and restaurant staff.

The earlier metro closes, the more I get used to using ridesharing services.

Once more of DC opens after vaccinations are almost complete , there will be a huge demand for metro after 9 pm. Again, people would not leave early, they would just use ride share instead. Reducing metro rail service will only help metro lose more passengers.

No. No. No. No. The DC area is not a retirement home. Things happen after 9 here. Also, this removes Metro as an option for people flying into the airports, especially National, as well as all the service workers in the area. This hits both ends of the economic spectrum, especially the service sector workers who have been hit so hard already by the pandemic. No. No. No. No.

Proposal to close Metrorail at 9 p.m.

This would be devastating to my main reason for using metro, attending sporting events in Washington DC, since service would be suspended before the conclusion of sports events.

I often use Metro in evenings

This change would affect the young population. For example, metro would not be an option after sports events or more generally to avoid driving after an evening out.

11 pm is often too early for us. Many people work late, not just service workers. This change would drive them to using cars for commuting. While I understand this would be bad for public transportation, it would be even worse for the environment and for traffic congestion impacting those who must drive. Metro's job is to provide usable, workable transportation, and with a cutback like this, you would be abandoning that responsibility.

Do not use Metrorail.

I expect many events (dining, theater, sports...) will be back in service by January 2022. Ending metro service at 9pm would continue to hurt businesses that will badly need income. Metro should work to help improve the economy.

It would work sometimes, but make using Metro for some evening activities impossible.

People who work shifts need the rail.

Well, I'm from NY, public transportation runs all night, I move from NY to MD in 1981, not sure what's happening over there these days.

Consider a compromise of 10pm closing. That would make it more practicable for people at evening events to take Metro home - and more likely that they will take Metro in evenings as well.

Yes, so long as buses/ride share/etc were available after 9 pm, including in an adequate volume to absorb the need from baseball games and other events.

I am to work at night

A major reason that I use Metro is to attend Nationals and Wizards games and to go to the Kennedy Center and other theater venues. Nine pm closing would preclude use of Metro to attend these events. Unacceptable

The V14 to Deanwood is a part of the route that is set to possibly be eliminated. I have no other active bus route near me in the morning when I leave to go to work. I would have to wake up a hour earlier to walk to the nearest subway station which is Addison rd. which is a 2.5 mile walk for hill rd. Please reconsider eliminating the V14 route it is essential for my travel needs to work and back.

The metro should stay open at night but with less frequent trains. Closing early inconveniences people and discourages them from taking the metro in the first place. Not a good way to build customer loyalty.

Evening events in Bethesda (like the theatre and Strathmore Music Center, as well as dining out events, and late work hours) would be harshly affected!

I only use metro to commute to work so this works for me. This forces other workers to find alternative modes of travel but I suspect they have already found them at this point?

I use metro to commute to my office, go to museums and shopping. I'm finished by 9pm.

HELL NO!! How will this help anyone who works evening shifts? What about special events at the Verizon Center. I was stranded there once before when the last train never showed up, at that was on a weekend at 11 pm. What about all of the folks working in restaurants, bars, etc?? Not everyone can afford an Uber ride every night.

Later hours on weekends and for major sporting events

Would eliminate evening Metrorail travel for me

Use metro to get to evening events, this would cause me to have to drive more

I work night shift (10PM-6AM) on Capitol Hill. I take Silver Spring to Union Station at 9PM. I would not be able to commute via train to work if the stations closed at 9PM. This proposal would not be accommodating.

We use metro in the evening for social purposes rather than driving our car. We would take Uber instead.

Many people use Metro to get to and from work late nights

That would work for me most of the time, but it would be inconvenient at times when I'm in town later at events, restaurants, or visiting friends. That creates a lot of problems, especially for large sporting events where masses of people use metro after 9pm. I can't imagine how I would get home from a Nats game or a concert with so many people competing for the same resources. Unfortunately, I would have to skip more events, thus decreasing commerce.

I think that is too early, even 10pm would be better, especially for service workers.

This would not be ideal, but could be manageable

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| Proposal to close Metrorail at 9 p.m. |
| This would certainly discourage me from taking metro for evening activities in DC, but I dont go out much to DC as a rule so not sure how that would work for me. |
| Need to be able to get home from work, bars, and restaurants. With normal hours coming back on line we need the opportunity to go out to visit local businesses. |
| Moving from an 11p to 9p closing seems like it would be like a chicane for restaurants and entertainment districts as they look to rebound from the pandemic. |
| As it is, 11:00pm is annoying for going out in DC - Ive had to leave concerts early to catch the Metro, or Ive walked back to Rosslyn for up to two hours if I want to stay out. Even going out to places like Tysons, where I might get dinner and a movie, those activities would conclude at at least 10:00pm. The Metro should be open longer if anything. |
| Of course, I would prefer to have the Putin of traveling later into the evening, and Im sure many of my fellow citizens depend on travel later into the evening for their employment, but if this is the only option other than losing all service, than it is the more acceptable option. |
| 11 PM was too early to get me home when I would go out at night anyways so it doesnt matter |
| My Job goes till 9 PM so I would be unable to use the metro at all. Would ruin my ability to access public transportation. |
| Although I dont go out much right now it is conceivable that we might go to a show in DC or an event like 4th of July fireworks and use the metro to do so. Closing at 9 PM would make it hard to get home. I also see this early closing as having a negative impact on many service workers who work longer shifts (e.g. grocery store employees). |
| No. What major city does this. Keep open til 11 or even 1. |
| This would limit after work gatherings and entertainment choices |
| I often get off work at 10:30pm and have no way to get home other than metro. The metro closing at 9pm would leave me stranded, and Id be out of a job. |
| If buses are still running from Downtown to NE, between 9-11 pm then, this would be inconvenient but manageable. However, for essential workers working the late shift this removes the metro as a commute option completely. |
| Could cause problems/ bog limitations to travelers. |
| This will impact those of us that like to take the trains to the Basketball, baseball, and football games. I do not believe 2 hours will/should make a significant difference. |
| I would not consider metro as a possible transportation choice. Its already crazy during sporting events and concerts. I dont trust Metro to schedule longer service for events after 9 or arriving on time. |
| We need more public transport connecting the metro area not less. Pandemic ridership should not determine metro closure |
| My job necessitates late evening hours several times each months and due to lack of parking at my job site, I need to use Metro after 10 PM at least 8 times per each month. |
| Any time I wanted to have dinner or see a play, I would have to use some other mode of transportation. Metro would lose *all* such business. This is a foolish idea. |
| Nothing just remembering when metro used to close later than popeyes |
| Keeping service until 11 pm would avoid reduction in overall ridership |
| Do not use Metro in the evenings |
| This should destroy both the restaurant industry and the regional theater industry at the same time. Not bad for one proposal. |
| But I assume it would not work for many others, and would foreclose the possibility of using Metro for people dining out, attending movies/ballgames/concerts etc. |
| Sometimes I work late and I rely on Metro to go home. |
| This would preclude being able to use Metro for theatre, often dinner, other socializing, as well as getting home when working late hours. |
| Metro should consider extending its service instead of reducing service. This really limits the options we have for getting out of work late or working a schedule that isnt your normal 9-5. |
| Too many events such as sporting and theater end well after 9:00. |
| There are still people who need train service that late, although maybe not as frequently. |
| This would remove public transportation as an option for getting home after doing anything other than going out for dinner. Having to use Uber/Lyft would be very expensive! |
| Service until at least 11pm is so helpful for getting dinner or visiting friends in the evening. |
| Im so thankful I got a job where I can walk to work. I took this job, in part, because the DC Metro just keeps getting worse. You need more trains running more frequently. Why does everyone in the DC Metro area understand this except you clowns? |

Proposal to close Metrorail at 9 p.m.

Late trains are needed to provide transportation after sports events, concert and theater venues in DC for those living in outer areas. This encourages less traffic and sustainable travel for those living outside the DC city limits.

Although I would rarely use metro after 9:00 pm, consideration should be given to riders for whom the time between 9:00-11:00 pm is critical to allow them to return home quickly and safely.

Closing the metro at 9 pm eliminates it as an option for attending the majority of events - such as cultural or sporting events - at locations in DC or elsewhere along the metro system. This would even make it difficult to have dinner in these locations. I would likely no longer participate in these activities as I do not own a car and this would be a much higher expense in car sharing costs compared with metro costs. As such, this is revenue I would no longer be putting into these areas of the economy along the metrorail system.

This is the worst of all of the proposed changes, perhaps other than just eliminating the D6. People work after 9pm. Movies and events events after 9pm (at least when were vaccinated and can do that safely). 11pm was bad enough and was already creating problems -- 9pm makes metro even more unreliable. I can afford an uber/lyft/cab if needed, but that again puts more cars on the road. All of these cuts just serve to put more cars on the streets, which is the opposite of what DC should be doing. And what about people who cant afford to drive or take ubers/lyfts/cabs? Are they just out of luck? These service cuts will make all of our lives worse but they will -- as is always the case in these situations -- disproportionately hit those who can least afford it, in a city that is already too expensive to survive in for so many.

Metrorail is an essential service for workers, residents, and visitors. Closing at 9 makes the city even more expensive because people will need to either spend more time by taking the bus or spend more money by taking a car.

11 p.m. is inadequate. Closing at 9 p.m. is a complete joke.

I have never found it necessary to use Metro after 9:00 p.m.

Totally unacceptable! Double the fare before you consider this.

I do not have a car. I am disabled. If I want to have a social life after the pandemic, I need metro to run late enough that I can get dinner with a friend! Not to mention nights when I have to work late. This would be terrible

This will make evening transportation especially challenging. 9pm is just too early. Also restaurant workers will suffer.

People are going to want to stay out late and party when we are finally on the other side of this pandemic. Metro should remain open late to ensure everyone can get home safely.

Think about people that are getting off work

ABSOLUTELY NOT!!

9pm is too early. With this schedule nobody really can have plan after work for having dinner, doing sport, watching game etc by using trains.

With vaccine rollout, we cannot expect the ridership to stay the same as it is today. Reduction in hours hurts the people who rely the most on public transportation - low wage workers, many of whom work jobs that are not 9-5 and are instead, hourly. For example, restaurant, retail, office cleaners.

Closing at 9pm makes it virtually impossible to go anywhere (visit friends, go to a restaurant or a performance), as one would need to leave by about 8 to ensure you could catch the last train. This would stifle nightlife...or more likely drive people to use ridesharing and avoid Metrorail altogether. Great way to start a death spiral.

I take the red line home at night (from Silver Spring to my neighborhood in Dupont Circle area) and often dont get out until 9 pm so Id have to try to leave early which wouldnt always be possible.

That would make it more impractical for persons who want to go downtown for commuting, to dinner, attend theater, or for baseball or hockey games. That will encourage more people to drive instead of taking public transportation and for people in the suburbs to consider travel in and between suburbs, but not to downtown DC. By discouraging people who live in suburbs to go downtown, that would be bad for the economy in DC

Assuming there is a return to some sort of normality, how would people who work in restaurants, theaters, etc. get back home?

This proposal would render Metro almost useless to me.

No

Assuming the pandemic becomes controllable this would impact businesses/night life as the metro closer earlier.

Metro is the only reliable and affordable way for people living in the suburbs to reach DC. There are various events that involve the consumption of alcohol, so driving would be illegal and using Uber would not be affordable. Shutting down the metro at 9 pm would only lead to an increase in drunk driving.

9 p.m. is too early, particularly during the summer.

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| Proposal to close Metrorail at 9 p.m. |
| i work to 10:00pm so 9:09 will not work for me 11:00 will |
| By January 2022, I expect the restaurants and theatres to reopen. Shutting down at 9 pm means I will not be able to enjoy them after the long lockdown. |
| People need to get around the city after 9 pm. This would be a terrible change |
| It would get me to and from work (Hyattsville to Dupont Circle) and dinner out near where I work or gallery place, etc, but I would not be able to go to plays, movies, lectures etc -- something I enjoyed doing pre-Covid |
| That the subway closes at all is unfortunate, so anything that reduces operating hours is bad news. I sometimes hit the closing hour during weekdays as it is (well, pre-pandemic--RIP Codmother). |
| If the metro closed that early, I would largely stop using metrorail on weekends. This would be a problem for tourism, sports, restaurants and nightlife, and all of the locals who work late. |
| This plan restricts the ability to use the system at all hours of the day. If I commute to work in the morning and then have to worry about leaving a meeting, or work, or dinner early so I can catch a train for a system that closes at 9pm, that is completely inconvenient and means I need to take a different mode of transportation (like driving) to work. This is a horrible and ineffective idea if you want this to be a livable and thriving city. |
| THAT IS NOT GOING TO WORK WELL WITH ME. I NEED THE TRANSIT METRORAIL, COMING OFF FROM WORK FROM ALEXANDRIA, VA AT 9PM , AND CERTAINLY NOT GOING TO WORK WITH MAJORITY OF DC RESIDENTS & MARYLAND RESIDENTS TRAVELING TO DISTRICT OF COLUMBIA COMING TO & FROM WORK EVERYDAY. THAT PROPOSAL IS SIMPLY GOING TO CAUSE A STRICKING DISTURBANCE WITH DC RESIDENTS BECAUSE MAJORITY OF THEM WORK ROTATING, NIGHT SHIFT, & DIFFERENTIAL SHIFTS, THEREFORE THE RESIDENTS WHO WORK DAY SHIFT TEND TO TRAVEL AFTER THEY GET OFF, AND THEN TRAVEL BACK & FORTH TO METRORAIL STATIONS SUCH AS (ANACOSTIA STATION, GALLERY PLACE, SOUTHERN AVE STATION, LNFANT PLAZA, RHODE ISLAND - BRENTWOOD STATION, ETC.) THIS PARTICULAR PROPOSAL IS DEFINITELY NOT GOING TO WORK WITH THAT TIME ADJUSTMENT CLOSING AT 9PM. DC RESIDENTS AND MARYLAND RESIDENTS COMMUTING TO & FROM ARE IN NEED ESPECIALLY AT NIGHT TRAVELING ON PUBLIC TRANSIT AND ESPECIALLY ON THE WEEKENDS WHEN THERE OFF WORK. |
| Expect to resume low-wage work with evening hours and would force me to take taxi/Uber home, substantially reducing my wages |
| This plan will require anyone going to a meeting or a concert or other event downtown to drive. The plan will surely have a deleterious effect on businesses. As a single woman, I always felt safe using the Metro to come back from events in the evening; and I am not sure how I would feel about driving alone after an event that closes after nine oclock. This plan would make commuting difficult for those whose work schedules involve unusual hours. |
| This would eliminate my ability to use Metro to go to Capitals hockey games and Nationals baseball games. Those are the primary times I use Metro train service anymore, so I would almost never be able to use Metro train service again. |
| Too early of closure. Concerts, sporting events, and other activities go beyond 9pm. Not only will this lose WMATA even more domestic riders, tourism will suffer as well, making WMATA lose foreign riders too. This means hours will be cut from your employees also. It is possible some employees will quit because they are not making enough money. Wmata will lose more money in the short run and long run. |
| It works for me personally but would be detrimental to those in the service industry who do NOT work 9-5 |
| Closing at 11 pm is already a problem. Closing at 9 pm exacerbates the problem when I am working a night shift, forcing me to take a ride share/taxi. |
| Entertainment venues run much later. |
| This would prevent anyone who works in evenings or nights from using the metro and anyone looking to go out at night from being able to use it. |
| Not much good happens on the metro after 9, though metro should include events that are taking place, like caps and nats games. |
| I do a lot of business in DC and attend different organizations fundraisers and networking events and I attend via the metro. Most events dont start until 7-8 p.m. People need reliable and cheap transportation to get to and from the city. If NYC can accommodate their citizens without shutting down their subway system, so can WMATA. Figure It Out. Maybe the top guys at WMATA should take one for the team for a few years and take a million dollar pay cut! |
| I probably wont ride the metro after 9 p.m. But I care about other people who work late and need an affordable way to get home. Please keep it open until 11:00pm and consider making it even later. |
| No ability to go out after work and get home, no ability to use Metro on weekend nights. And if people work afternoon / night shifts there's no Metro option. |
| Not ideal, but I could live with it. Although I think for any major events metro should stay open later |
| 9 PM does not allow enough flexibility for night travels. |

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| Proposal to close Metrorail at 9 p.m. |
| 9 pm is too early |
| So much for going out downtown. |
| Again, while we are relatively shut down, this is fine. However, as soon as things start to open up, I would assume that Metro would quickly revert back to normal operating hours. |
| 9pm is too early and will have a negative impact on DC businesses in particular. |
| 11pm is a more reasonable closing time for most people; would Metro buses pick up the slack if Metrorail closes earlier? then again this could work for certain lines/stations |
| I use Metro to go to plays and sporting events, which rarely end before 9 pm. |
| Any evening performance or sporting event would require a later time frame. Most people who go to games take Metro as there is no parking for these events. Any theater or music venue would need later hours. Metro should be supporting re-opened businesses after the pandemic. Also, essential workers at hospitals and pharmacies downtown would need later service. |
| Why even have a metro system? Already 11pm is bad. |
| 9pm is way too early. A lot of us get off work at that hour. |
| We should strive to get businesses back to full operation by 2022, including restaurants and entertainment venues. By closing the metro at 9 pm, this would encourage surge pricing for shared ride services and cabs. Consider closing metro at 10 pm, which would cover most events and dining experiences. |
| Horrible idea. |
| Really? Who thought of this proposal? Are you trying to permanently reduce ridership? If so, this seems like an excellent option. |
| This would drastically affect DC businesses. It would reduce the ability of people to go out at night using metro, which means people would either have to drive after drinking or avoid drinking, spending less money. It also would make people who live in the suburbs and might go out after work to either have to go home earlier than they may want to to get home before the metro closes, or choose to drive in to work those days avoiding the metro all together. This also hurts those who work in the service industry. People who work at restaurants, bars, retail, hospitality, etc. would not be able to get home from work via metro, yet none of these jobs pay enough for them to take Ubers or own cars. |
| This fundamentally disadvantages service workers and shift workers who need late night access to the metro for their jobs. |
| Would prefer metro stays open longer on weekends and closes sooner during the week. |
| I like to be able to come home via the Metrorail at night when we get back to traveling after Covid ends, still wearing masks, of course. |
| This is a laughably terrible idea. Honestly hours should be extended past 11 p.m. My ability to go to dinner or movie would be significantly limited by this change. Also Im often not finished work by 9 p.m. |
| Hopefully with pandemic restrictions lifted, I would like to be able to socialize in DC and go to events in the evening. Ending service at 9pm would make this impossible. It would also cost metro all ridership to sporting events in the evening at both Navy Yard and Gallery Place, as many sporting events do not end until after 9pm when games are scheduled for the evening. It would also cut out metro as an option for people wishing to attend concerts and other events. While this kind of measure makes sense during the pandemic, it would be fatal to metro ridership after a recovery allows the events to resume. |
| I dont have car and rely on metro to come back home and get to places. 11 PM was Ideal and cost effective for me. I recommend reduce metro buses as not many people use them and less CO2 emission. |
| This would not affect my daily commute but would reduce my use of the metro for recreational purposes to and from DC, to see museums and meet friends at restaurants etc. |
| This will not support local sports venues Washington Caps and Wizards and Mystics also can anticipate restaurants returning to normal operations |
| This plan works for me, but 10pm might be better for the customers who work the late shift. |
| I worry for peoples safety being stranded places. 9pm is way to early. 11 is the bare minimum |
| Maybe close all stations without intersecting rails at 9pm but keep major transfer stations open until 11pm |
| Probably not great for younger folks than me. Especially people who are employed. How about 10pm! |

Proposal to close Metrorail at 9 p.m.

This idea is hilariously bad. When my students have a 7:00-10:00pm class on the Orange line, they would have no way to get home, so I guess only the students who can afford to live near campus can take classes after work? Likewise, when my wife attended college in the city, she literally couldnt have attended her evening classes in the city with a schedule like this. How are the people who cant afford city rent, but whose jobs go into the evening supposed to manage. Finally, though this is more about luxury than necessity, I would never come into the city for dinner, theater, or the arts if you did this. 11pm is already way too early and Ive gotten stuck, causing me to pay \$50 (!) to get out of the city by Uber - this already makes me less likely to come into the city and spend my money. Surely I wouldnt be alone in this. I just cant even with this proposal: this idea seems more like a symptom of brainworms than a legitimate public policy idea. I get it that metro is going to make some hard choices here, but this one seems like it designed by people who think the metro is a fancy limo to get to work with, rather than a public service.

I can see this working for weekdays. If things open up more this upcoming year, I think having later hours on the weekends would encourage weekend ridership.

this is literally the worst idea ive ever heard in my fucking life. the fact that it closes at 11 is already stupid and dangerous-- you are literally going to encourage people to drive drunk, and put people ESPECIALLY working-class women in increasingly unsafe positions when they are trying to get home at night. I understand that cutting hours is the easiest way to save money, but it is BY FAR the most consequential. the second most consequential change is definitely train frequency. I think shortening and even eliminating train services at stations is the best alternative-- so long as there are still workable bus routes.

Metrorail service need to operate 24/7 and shouldnt be limited by 11:00pm or 9:00pm hours. I understand that the side effect of the pandemic plays a huge role in hours reduction but we still have essential workers who rely on the metro being open 24/7.

Yes, it can work for me, but it is a miserable idea.

It would not allow me to go to concerts, restaurants or other venues downtown and use the metro to get there. It would mean than the Metro system would only be useful for people who need it to commute 9-5.

If concerts, theater, basketball games etc are a thing again, this would not work. And put risk of a lot of intoxicated drivers on the road on any given weekend

Two to three days each week I need to use the metrorail system after 9 PM. I am 71 years old and female. I dont feel like its safe for me to stand outside to take a bus at that time of night.

I work until 10:00 PM most nights and that early closure would force me to lose my job.

This will definitely kill the system. And maybe several jobs for people who work till 9 or 10 i.e. grocery stores and rely on metro to get home. Im part of a running club and there are thousands of other clubs in DC where people are out past 9, but home by 11.

This is horrible. It makes it completely impossible to travel for evening activities into DC from Maryland.

i have used Metro to and from the airport in the past and closing at 9 may impact that. i have also use Metro to attend Smithsonian night courses that end right at 9pm.

This is the absolute worst of all the options. Many businesses, even during the pandemic, are still open at 9pm (meaning people would need to finish whatever theyre doing even earlier to catch the last train), so this would be terrible for customers and employees, and obviously the business owners. This would crush the retail and service/restaurant industries. I cant believe this option is even being considered. Why even bother having metro at all if it doesnt run past 9pm? For those willing and able to continue patronizing these businesses, they will be forced to drive, resulting in more people on the roads, leading to more congestion, more pollution, and more vehicle accidents. Find another solution, any other solution but this one.

Not all riders work the typical 9-5! Many work late shifts that require a need for accessible transportation

There is travel after 9.

I often use the metro when I go out in the evening to events in downtown DC which last longer than 9:00 pm

Some people work late, this is not convenient

What about people who work later hours and depend on the service for transportation. Also, when the time comes for major events to return to the city most people use Metro. Will there be exceptions for special events and those who are essential workers who depend on the system.

Fine on weekdays, not weekends

This would make it difficult for people who work nontraditional schedules to use transit. It would affect university students, and people who want to do things in the City in the evenings.

I finish working at 9 pm, how will I get home?

I, along with many other people who rely on Metro, have a job. That job does not keep bankers hours. I would have to quit my job and try to find a new career, which wouldnt be great with a pandemic and economic depression going on.

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| Proposal to close Metrorail at 9 p.m. |
| I do not rely on metro rail past 9pm. |
| Would mean you can't use metro for dinner outings, theater downtown, nighttime sports events, concerts, etc. ridiculous for a major world city. |
| There are people who work at night. The best way to encourage ridership is to offer a night time option for those who want to visit DC at night a safer way home than drinking and driving. |
| This is fine for office workers, less so for service industry workers. Given the importance of service industry workers to post-pandemic economic recovery, a 9pm closing time is not advisable. |
| Absolutely not! I work late (until 10:30 p.m. at night) and would have to resort to the unaffordable alternative of ride-sharing. I cant afford to ride Uber, Lyft, or taxi cabs every night. |
| Will be devastating to DC businesses. |
| Not preferable but workable. |
| How would I be able to attend baseball games, etc., that end after 9:00 pm? |
| Once the pandemic is under control, restaurants and other places of business will be open and many, including myself, are looking forward to being patrons. I would ordinarily take the metro 2-4 times a day depending on my activities. Closing after 9pm instead of 11 would reduce it by at minimum one ride a day. |
| This would work, but would inhibit me from going to the District in the evenings. |
| This would require me to drive into DC for any nighttime events. I dont do this frequently but I much prefer to take Metro. |
| Absolutely not. Too early for either late work or safe travel from dining. |
| Unacceptable. Our workforce will experience undue hardship if metro closes at 9pm. Metro will forever lose riders as many will need to purchase vehicles for transportation. I don't see how this temporary shift will help Metro in the long-term. |
| Transportation by Metro is a public service that should be available as an option for all. |
| Im concerned about the economic impact on nightlife in DC and tourism to DC. |
| Metro should remain open until at least midnight. Many customers rely on the last night service despite the pandemic. By limiting hours you lose customer to rideshare services. |
| hope this is only temporary, it was great having metro stay late when we came back from concerts etc |
| This is completely unacceptable. During non-COVID times I am often out well into the evening supporting local enterprises through dining, shopping, or attending events. if service ended at 9 pm I wouldnt even be able to get home after attending a hockey game. |
| That would be inconvenient for me. That would mean I have to leave home early, and finish all my errands by 9 PM |
| The service industry, especially, sports attendees, theater goers and on-the-town folks need these metros to support businesses and the economy of the downtown area. Important! |
| This would probably work for me. But it would mean higher costs to me (driving, parking, etc.) on some nights, and more traffic on DC & MD roadways. |
| NO! Businesses need the extended hours, frequent trains, fewer disruptions, and reliable service! You cant go to an after work evening meal, movie, or event if the system shuts down at 9pm. No one plans to take the last train, so that means you have to plan for at least 30-45 minute earlier arrival at the station to be guarantees to catch a train home.- Metro is critical to the economy of the National Capital Region, Tysons and the entire Silver Line corridor.- Transit is crucial to the Tysons envisioned by the Comprehensive Plan. Much has been accomplished in the decade since Fairfax County adopted the Plan, and transit remains key to continued progress and to MY BUSINESS.- Ever increasing vaccination will result in increased activity and reopening. Employees and customers will need more trains and buses to get to work and entertainment. Bus and train service should be increased and needs to be reliable in order to lure riders back to the system.- While it is understood that mechanical or construction issues may delay opening Silver Phase 2, no delays should occur due to financial constraints. We must make Metro a priority in the economic recovery of the region.- Metro is essential to reducing traffic and greenhouse gases. We need more people using Metro, not less. We need reliable, frequent and safe metro service in order for that to happen1 |
| I am an ICU nurse in.a DC hospital. I leave work very late most of the time and I would like to have the metro close at the current closing time (11 pm) as I need to get home via metro. |
| 11PM is already too early, 9PM is unacceptable. |
| 9 p.m. is simply too early to close the system |

Proposal to close Metrorail at 9 p.m.

Once I start traveling again on Metro (after vaccination) and go to the sporting and other events in DC where I use Metro (like Caps and Nats games and concerts downtown), 9 PM will not work for the ending time of these events. A really bad idea.

Shutting down at 9 will discourage people from doing anything in DC. Its too early to tell, but when restaurants and other venues re-open, its very difficult to be in the station by 8:30.

As long as this is temporary. Once we get back to full in-person living, I hope that the metro will be open longer. The Metro is the best way to get in and out of DC, and to not have it available later in the evening would make it difficult to enjoy the city's after-work amenities. I prefer to take public transportation, and its not feasible to regularly take taxis or Uber from downtown all the way to Grosvenor-Strathmore (or beyond).

This is completely unrealistic for people who work late shifts, and visitors who appreciate being in the city after dark. Even an 11:00 p.m. closure creates many changes for many who work late.

I am lucky in that I could afford to take a Lyft or another mode of transportation after 9:00pm, but I worry about people that work nights and cannot afford other modes of transportation.

If this is the only change and Metro can demonstrate/justify the numbers (e.g. profitable until 9 p.m. and seriously in the red most days/weeks after 9 p.m.) then this at least supports people working for most typical working hours. Will busses or bus routes be added for the 9-11 p.m. range? Specifically, dedicated (express) routes or runs taking people from the event and socializing hotspots (e.g. Calvert St. corridor) or large hospital centers back to the Metro station they may have used at 7 p.m. to head out for the evening?

Metro should operate until at least 11 PM every day, if not see expanded hours, assuming ridership continues to rise as January 1, 2022 approaches.

I work as a tour guide in Washington, DC. I rely on the Metro to get to and from my work assignments, most of which have me dismissed from my group sometime between 9:00 and 9:30 p.m. I would not be able to use the Metro to get back to my accommodations at the end of the day.

Not at all. It cuts out users who need metro to get home from late shifts or even dinners out. NO.

Washington D.C. is more than a commuter city. People live here too -- if were to be a world-class city, we need the public transportation as a backbone. Even 11:00 p.m. is too early.

Consider closing at 10pm. If bus lines are cut as proposed, that extra hour of service would make a big difference.

An economic impact study on bars and restaurants and sports venues (not only downtown but as far west as Tysons corner) should be done before enacting this option.

This definitely would not work. It would greatly harm people in the service industry (restaurants, events workers) whose hours are later than this. Personally, we are season ticketholders for events that end later than 9.

Important to keep trains running in the evening to facilitate theaters and concert venues, games attendance

Is this a joke? So anyone coming into the city for the evening will need to drive? Why do we even have this system if it wont help reduce traffic.

METRO would no longer serve those going to restaurants or any of a wide range of cultural activities in the city center.

We take metro to/from sporting event, including at night

Dependent upon social distancing protocols in 2022, this could hurt other businesses/events that end later.

This would make it much more inconvenient, for example, to go into the city for anything in the evening as youd either have to plan on leaving earlier to get some sort of cab/Uber/Lyft.

I believe this would work on weekdays however not on weekends.

I use Metro to attend evening events at Kennedy Center, Entertainment & Sports arena in southeast DC.

My graduate school classes often take place in the evenings, as late as 10 PM. Closing stations at 9 would necessitate me having to take a ride share which is much more expensive.

Reliable public transit options need to be available later than 9PM.

That would presumably make last trains sometimes be between 8pm and 9pm (maybe even earlier!?). I need to be out in the evening for work sometimes, and in non pandemic times I am often out for fun as well. This would leave me effectively stranded downtown unless I pay for an expensive rideshare home.

We would take uber or taxis after hours if needed.

Proposal to close Metrorail at 9 p.m.

We often use Metrorail to attend evening events (theater, etc) in downtown DC. This schedule would make that impossible since such events typically end between 10:00 and 11:00 pm. We'd be forced to drive in a private vehicle, contributing to carbon pollution and to pay for expensive downtown parking. I suspect this would decrease audience size for our vibrant downtown performing arts groups.

I typically take metro if attending concerts, ballet, or plays at the Kennedy Center or other venues. And when going out to dinner with friends. This would make those evenings difficult.

This means no use in the evenings for concerts, even going out to dinner. More car traffic -- something we dont need in DC.

I need to use metro when I get back from work at 10:30

would likely impact evening out and about --- post-COVID

As a senior, I no longer drive at night. Having no Metro service would mean that I could no longer attend movies, concerts or theater, which would be a huge loss for me.

Closing at 9 pm is a great idea, especially since restaurants, businesses, and other establishments are also closing early. There is no warranted need to keep metro open past 9 pm.

As a shift worker this would end my ability to use metro for commute to/from work, and as a result I would have to drive every workday.

Only issues I see are disadvantaging night life establishments like food service, bars and music venues who (by 2022) may likely re-open. Most nightlifers value relying on metro into later hours on weekends to attend concerts, grab drinks, sporting events, etc. This would significantly diminish fan travel to say, Verizon Center for hockey games if they return to play by then

My wife cant drive. We rely on transit for all sorts of situations. That includes late night travel of all kinds.

I would rather have access to the metro until 11 PM, but it probably wouldn't affect my work commute.

It is important that Metro operate until 11:00 pm. So many workers depend on it for their commute and it hurts retail/service workers the most when Metro closes early.

I don't get out of work until 10pm

Metro should run until 2 AM every night. Once COVID is controlled, late service will be absolutely crucial for restaurant workers, bar workers, night time cleaning crews, etc. Businesses throughout the city rely on Metro to get their employees to and from work. This proposed schedule will cost jobs, discourage workers and be disastrous for many businesses.

Metrorail should remain open until 11pm. 9pm is way too early. It will impact restaurants, businesses and personal activities.

This plan does not support entertainment in Washington, DC.

I only ride occasionally in the evening. This would constrain my ability to choose metro. I would have to seek alternative transportation in the evening hours. This would be difficult for my budget.

I use Metro primarily for cultural and dining events. 9pm is too early for Kennedy Center, Strathmore and movies.

many people work after 9pm. once the pandemic abates, i anticipate traveling again for work or personal reasons after 9pm and it would be a disservice to our region, to our economic recovery, and to our chances for mitigating the worst effects of climate change to eliminate all metro service after 9pm

It really cuts an evening short when you use Metrorail to go to restaurants, lectures, movies and theaters. In many cases in makes it impossible to get back home afterwards without using your own vehicle - that is assuming you have one.

Blanket closure does not work, but a 9pm closure would work if there was allowance for extra transport during major events.

Thats way too early for weekends

When sports with fans starts again this would be a disaster for night games!

This is a terrible idea! Presumably businesses will reopen and this plan, I believe, would discourage people from patronizing businesses and services that may be later in the evening. An example is that malls and stores close at 9 p.m. Shoppers would be less likely to patronize the businesses, thus not helping the economy.

Closing the metro at 9pm is a disastrous idea! It would make traveling after an event, dinner, or any evening activity incredibly difficult.

A lot of people work late and would definitely need those extra 2 hours to travel home.

Maybe a third of the time I travel will be for evening events with plans that last till 9pm or 10 pm & therefore I would need train service till 11 pm.

9pm is too early in my opinion. 10pm sounds more reasonable and acceptable.

How can I enjoy the other neighborhoods of DC, for dinner or movies or games, if the Metro closes at 9pm? This is a ridiculous proposal.

Can we split the difference and say 10pm? Youre going to kill DC night life

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| Proposal to close Metrorail at 9 p.m. |
| It may well work for my schedule, but for many others it would force the use of higher cost transportation alternatives that are less desirable |
| Even 11pm is a ridiculously early closing time, I use the metro when I go out in the city...Im never going to be coming home BEFORE 9pm so this would render the metro entirely useless. |
| Before the pandemic, I often used Metro to travel from my home in Rockville to downtown DC. If the Metro were to close early, I would likely need to drive rather than to use Metro. This change seems self-defeating and counter-productive. At a minimum, it would be good to maintain the 11 pm closing time on Friday and Saturday (and possibly Sunday as well). |
| Many people who rely on the train work late and depend on it, this would unfairly burden them. This would also likely increase the incidence of drunk driving. |
| Compromise and close at 10pm if you need to change hours. Think of the individuals who get off work at 9pm and need to travel. |
| This would eliminate metro as an option for late evening travel home, which I regularly relied on it for in the past. |
| In January 2022 things will be back to normal, some people work late night shifts and rely on metro to get back home. |
| This eliminates all recreational activity including arts theatre and sports |
| I would much rather the Metro be open later, with less frequent stops, and less frequency of time in between trains rather than close early. |
| 9pm is too early. How do we, who can't afford a car, get home after 9pm? |
| We rely on Metrorail to get home after evening downtown events at the wharf, Nats park, Audi field, Capitals Arena. |
| Essential workers work after 9pm and would need a way to get home safely. Please don't close at 9pm. |
| Limits attending events and also transportation for restaurant/special events employees |
| As long as stations are not closed. |
| I would not be able to get home from work in DC on nights I work late. It would be impossible to take metro to any evening activities in DC or Bethesda or downtown Rockville. |
| This would affect attending Kennedy Center, Smithsonian programs; affect eating at restaurants, affect work schedules. Life does not end at 9 p.m. |
| Prefer earlier closing to complete shut down of stations |
| This would preclude attendance at dinners, evening meetings, athletic events and cultural events - plays, concerts, operas, etc. My family is very active, especially in the latter examples I give. |
| Assuming that the pandemic has abated enough by January 2022 to allow for regular restaurant visits and entertainment, reducing hours will eliminate metrorail as a safe travel option. And 11 pm is still too early when you consider all of the employees who work in restaurants in DC. |
| Closing the entire system at 9 PM will leave more time for repairs and service, as well as alleviate the costs of staffing and running trains for two more hours. However, instead of blanket closure at 9 PM, WMATA should consider closing some stations at 9 PM (or another time) when there is significant decrease in ridership from those stations. For example, Arlington Cemetery Station closes at dark, and trains bypass this station. Similar approaches could be used in the business centers where many stations - Federal Triangle, Federal Center SW, Judiciary Square - see dramatically reduced ridership after hours. |
| Does not accommodate weekend entertainment needs. This is particularly important for the young, who spend a lot on this |
| Absolutely not; I am a regular metro rail (and metro bus) rider. |
| That's ridiculous. Many people are still coming home from work and evening school and if you want to use metro for any entertainment or many sporting events it would be impossible and anyone not able to afford a car , Uber or taxi would be left out.. |
| People who have drunk alcohol above the legal limit should not be driving a car home from the bar or restaurant where they consumed the alcohol. They often leave for home after 9 pm so it is imperative that Metrorail stay open until 11 pm. Also entertainment venues offer concerts, plays, etc. which do not end by 9 pm, so this is another reason to have Metrorail stay open until 11 PM. Also, for people who work late and cannot afford a taxi or Uber or Lyft, they need the Metrorail open until 11 pm. |
| Metrorail is an integral part of evening transportation, particularly during the spring and summer when baseball games end well after 9pm. This would inconvenience thousands of fans who use Metro as their preferred method of transit. |
| This basically would force anyone going out for the evening, even for dinner, to plan on using alternative modes of transportation. Metro is going to lose whatever remaining customer base it has. |
| Pre-Pandemic, several times a month I took Metro downtown and back to dine in the city with family and friends. This would not be practical to do with a 9pm closing. |

Proposal to close Metrorail at 9 p.m.

I use the Metro to get to the Kennedy Center, and Harman and Shakespeare Theaters. Evening productions end later than 9 pm. Also, I go to museums and often go out to dinner after they close at 5, 6 or 7 pm.

A lot of late night workers depend on the metro. Leaving sporting games would become a lot more hectic

Metrorail closing at 9pm is extremely too early.

There would be times when I need a late metro train.

This would have devastating effects on activities (theatres, restaurants, etc), both downtown and in other parts of the metro area.! Not only for customers, but for the employees who work in these places. Crazy....

Essential workers in health care, grocery, restaurants, postal service, etc. and shift workers need metrorail service until at least 11pm daily if not 1 or 2am.

9 pm is far too early to close the metro given that people rely on it as an affordable option to get home from work and from other evening plans. I feel like closing the metro early will disproportionately impact people who work in service industry jobs (which are often low-paying) who rely on the metro to get home from work.

This is a major city. We do not close at 9 pm. Even moving it to 11 pm has been a major inconvenience. You are encouraging drunk driving and should be ashamed of yourselves.

I live in the District and dont have a car. 9pm is too early.

DC is so great for so many, in part, because of how many students live here and genuinely love living here. While the metro is most important for its ability to transport people working from one place to another, it's also important for students and those in their 20s who are still moving around the city to enjoy their lives. Not to mention many working people also work shifts at night, where they may need metro accessibility for a shift that starts at 9pm or after. The metro is the main way i travel to see friends "whether at bars and restaurants or to their homes. With the pandemic, it's been difficult for me and many others to visit each other. But again, come August 2021 and through 2022/2023, were all going back to relying on the metro to move around. Many of us prefer metro to uber and lyft and other rideshare apps. Moreover, with the increasing exploitation of its workers by uber/lyft, many people are choosing to boycott the apps in some way in order to call for better wages/treatment of workers. This will be made easier by having the metro accessible later in the night too because that is when uber/lyft's are even more relied upon

This is just plain dumb. No major Metropolitan has mass transit shut down at 9, or 11 for that matter. The economic impact would be huge and the potential loss of life due to drunk driving is unconscionable.

We often travel from Rockville to arena stage and home again, taking the last train home. We would not be able to do that with this schedule. I think it would also inconvenience people who work your regular hours. If they can't get home when they need to come home then they won't use the metro to go in either. Mitchell needs to build it ridership by being convenient

This would increase drunk driving on Fridays/weekends. The Metro is a safe, affordable, and accessible option in place of Uber.

I think this would be the worst of all the proposals. Going out on weekends would be more expensive this way, and I wonder how workers affected by this change in hours would or wouldnt be able to adapt their commutes. Not everyone can afford to rideshare all the time. Also,, if people commuting are going between any combo of DC/MD/VA via wmata bus, how much longer and/or more difficult will their day-to-day be? (Not a rhetorical question, honestly curious)

I would prefer the station staying open until 11pm. People travel and sometimes, uber or the shuttle isnt available.

Not when events return to the area. This seems to be a plan that is not attentive to the fact that the Metro is great for weekend events and evening events. This change will force more evening and weekend traffic.

I see this creating an extreme hardship on people who must work late hours because they need to work two jobs to make ends meet.

Last time I checked, our region does not shut down at 9pm, how are people supposed to get home from work? You are not proposing any new solutions here and WMATA had previously absconded their responsibility to provide proper service planning for those who are not 9-5 office commuters. This is just further proof of the need for your planning practices to join the 21st century.

It works for me but what about all of the people who work late hours and depend on metro to get them safely home at night?

9 pm too early for a region like ours

Seems really early to close. People would be forced to take taxi etc., which would be more expensive

People like myself relying entirely on public transportation will be heavily restricted on this proposal. I will not be able to attend cultureal events in DC in the evening and have to cut short visits with friends to return home by metro. The alternative is returning home using uber or lyft, which is very expensive and counterproductive in the fight of climate change and getting more people to use public transportation.

Proposal to close Metrorail at 9 p.m.

I think this change is crazy. Metro provides PUBLIC transportation â€” you want the PUBLIC home and in bed b 9pm? People shop, go to the movies. It may not affect me much but I think being available when the public needs a public service is part of the job.

Metro supplies SAFE transportation for millions of sports, entertainment, or otherwise night life go-ers every year. I am sure there could easily be statistics to prove that by closing metro 3 hours earlier a couple years ago (instead of 2am it was moved to 11pm), there were more DUIs and other reported crimes. Moving even 2 hours earlier will only compound this issue. Do the research, this proposal may save a few \$, but only puts the safety of others at risk. If that is a wmata prerogative, please be upfront and just tell us that you care more about profit than our lives!

I guess no one goes out in DC anymore? Restaurants would need to close before 8 so their workers can get home. I still think it would be nice to go out for dinner and drinks in the evening without always having to take a ride share.

9pm close would not allow people to attend concerts, shows, sporting events in their entirety. It would be prohibitively expensive to have to Uber home from downtown DC to Rockville, for example, and seniors who would often being the ones attending concerts and shows would not be able to do so because of the cost. I realize this is a moot point right now, but hopefully, concerts, sporting events, etc. will be able to have audiences by 2022. These happen most nights of the week -- not just on weekends. You might consider closing at 9pm on Sundays and Mondays and later the other days of the week.

The whole purpose I, and thousands more, moved to this neighborhood was for the reliable, dependable and convenient Metro service that weve come to rely on. This shortening of hours of operation would eliminate evening workers and many downtown activities (dining out, movies and shows) that make taking the Metro desirable. That is precisely the reason I moved here. I cannot drive into D.C. after 9 PM and thus, would curtail many social activities. This proposal goes against everything the Metro system stands for and would be a terrible betrayal of the citizenry who have depended on Metros commitment to the community for 40 years!! You cannot offer a certain service that people build their lives around and suddenly take it away. You must come up with a better solution.

We often stay in the city after work as well as return to the city during the week.

Work and personal commitments extend beyond 9pm

This would be extremely disruptive for me as I use Metro exclusively for concerts at the Kennedy Center. Even 11 is problematic. A system that essentially accommodates only the 9 to 5 workforce is unacceptable in a metropolitan area of our size.

It wont impact my commute, but itll definitely cramp my style in terms of enjoying DC-area nightlife Thu-Sat nights. Will there be late-night Metrobus service?

Late night metro use is not as necessary these days without being able to go out to events/concerts, etc.

If things start to go back to normal, I usually ride metro later at night when Ive been out drinking with friends. I could find other modes of transportation, but usually that is the best option rather than trying to sober up to be able to drive, take a bus or expensive cab/uber.

I am in agreement with the above and also would like to propose closing will adjust as travel resumes or increases to pre-COVID status

The early closure would preclude using Metro for evening activities such as theater, ball games, concerts, etc.

I dont think the metro is safe that late at inte so I dont take it at that time

My travel often occurs after 9 PM. Closing at 11 would mean I wouldnt have access to Metrorail public transport to return home after work, and would thus have to drive (no car) or use Uber/Lyft (very expensive when done semi-regularly as I would have to do).

Terrible idea,. it would really hurt those that need metro to work, and would be terrible for the entertainment industry.

Emphatically no. I would not be able to use metro to go to Nats games, theatre, evening concerts or other meetings or events in the District or Virginia. It would be a disaster for me because I do not drive.

Downtown evening travel would be out of the question for theater, dinner or events with friends.

during the winter, this would not be an issue, but as the weather warms I am out later and more frequently so closing at 9pm would be a severe issue given I ride the metro that late to get home after sports games or social gatherings in which it is unsafe for me to drive home and expensive to take a ride-sharing service.

I believe that late evening service is critical! For one thing, it is necessary for those employed in the DC area who live -- and have chosen their home and work locations -- based on Metrorail services. For another thing, it is an essential means for ensuring that DC restaurants and night life spots can remain open -- having a safe way to drink and get home will be critical once those establishments are able to extend their hours and/or seating capacity. PLEASE do not cut us off at 9 p.m.!

I would not be able to get home from work when I work 2nd shift

Proposal to close Metrorail at 9 p.m.

No, this is a terrible idea! Again, reducing hours will make people turn to other transportation options like ridesharing apps or their cars. WMATA should ask Congress for additional funds until service returns to pre-Covid levels. Also consider expediting the selling of land around the stations to developers. Have them build Transit Oriented Development (TOD) and that will help with ridership long term as well as giving funds to WMATA. We also have a housing shortage facing the country now.

I would have to resort to driving on those days when I might not be able to get home before 9PM.

For the most part it would since I usually am leaving work by 1800. However, there are certain days on which I will be needed at work until after 2100 (9pm).

Stores, libraries, restaurants, bars close after 9 pm-- how are they supposed to get home.

This is very inconvenient especially visitors from other states and countries

Presumably once the pandemic recedes theaters and sports events with fans will resume. Shutting Metrorail at 9 will affect travel to see hockey games or go to Arena Stage.

so many people work late and rely on the Metro. Are these changes based on reduced ridership during COVID? If so, is there a plan to revert back to current operating schedules?

Not able to go out to dinner and get home

I would not be able to spend an evening downtown if downtown activities and events end after 9 p.m.

I will prefer metro to work at 11. pm. Most essential workers and minimum wage workers get off around 10 or 11. Why Metro wants to make it harder for them.

As long as the changes are temporary. Hopefully by January ridership will be nearer to pre pandemic levels making the changes unnecessary. Hopefully, consideration would be given to operating later for sporting events, etc. that finish at a later time ten 9pm.

This would hurt bars and restaurants so it must be temporary. Hopefully hours would increase as budgets improve.

Again, those who need the metro most are those who dont have or chose not to use alternative transportation. many of these people work late or early and need the extra two hours.

On days that people work overtime, the convenience of having the rail system end at 11pm instead of 9pm is greatly appreciated. Yes, the current pandemic may have lessened the travelers for now, but once the pandemic is under control and/or eradicated, usage will reflect the continued need. I believe the proposal is basically a punishment for those that used it prior to the pandemic.

This would effect individuals who drink and make them have to pay for ubers or drink intoxicated. This would also effect retail workers who historically haven't needed cars to get around. This would cause them to have to spend more money on a car, insurance, gas, upkeep, and or take ubers.

What are those of us who go from work to other activities (classes, hobbies, after-work fun, etc.) supposed to do to get home? And what about those who dont work a typical 9 to 5 job? Restaurants, stores, other businesses stay open later to cater to those who work 9 to 5. Their workers are likely your customers too. What are they supposed to do when you close the same time or an hour before they do? Again, cutting services isnt the answer. Youll lose additional ridership and money. Instead, focus internally on your administrative and personnel costs.

This planned hour change would have a hugely detrimental effect on many service workers and any workers who are dependent on public transportation, and will probably hinder the regions economic recovery.

Restaurant and theater use of Metrorail would be totally undermined.

If person is at an event lasting longer they would be stranded

A little worrisome. Assume this is just weekdays? More context on the specifics would help assess. Why dont you expect ridership to resume post-COVID?

It wouldn't affect me but what about the restaurant and hotel workers who have no other option. Will Congress pay for their Ubers?

This would be an issue with attending sporting events, but not for normal commuting.

I just cannot believe how you are proposing the fail the community in this manner! Many, many, many people need those late evening trains to get home from service-industry jobs or from patronizing those service-industry jobs, not to mention any kind of sporting event that will be happening.

This would severely limit my attendance at events held in the Metro area.

I am often required to work past 9pm and rely on metro to get home.

Im hardly ever out late at night. My only concern is to and from the airport if theres a late flight

This might be ok during the week for me, but weekends (once Covid is over) need to keep late hours for me and for all businesses that DC hopes reopen

We rarely use the Metrorail system in the evenings, largely because the service is already limited.

Proposal to close Metrorail at 9 p.m.

theatre, sports, movies all end after 9pm! this is a terrible idea if you want people to have evening activities using the system. Not to mention everyone who needs to get home from work after 9!

This change would make it next to impossible for workers to travel late at night. Many people who work in bars, restaurants, and medical facilities use the metro to get home at night. These are often people who work late into the night. Closing Metrorail at 9 PM would cut these workers off from their jobs and income. Closing the rails at 9 PM would also make it difficult for people going out to bars, restaurants, and other nighttime events to get to and from these events. Metrorail is an easy way for people to get downtown in the evening. Without the late-night service, a lot of money would be cut off from large portions of the city.

I sometimes work late and also like to use metro to get home from dinner or cultural events downtown that run later than 9.

There are times I do use the train at the later hours. There are a number of riders who need the later hours to get from school and work. Moving to 9:00 pm would put a hardship on them.

I work for WMATA. I work for WMATA because I believe mass transit is important for society. I believe I should be able to use Metro to commute to/from work for WMATA. My current shift ends at 10:30 PM, so the system closing at 9 PM would mean that I couldn't commute to work for WMATA by using Metro. My future shift could start at 10 PM, so in order to use Metro I would have to arrive an hour early for work, without the option to leave an hour early. The change in service hours would work for me if my office cared about scheduling shifts to accommodate when the stations are open, but using Metro to commute does not seem to be important to my colleagues, or many other of my 689 brothers and sisters.

I can make that work

Completely closing by 9pm would significantly affect the hospitality and entertainment businesses in the center of DC. These are essential to maintain and grow a thriving economic and culturally rich city. I would also be concerned about access to safe transportation for patrons and well as for those working shifts later at night.

This would not work for me as everyone doesn't just work 9-5 I work my part time 4-10 I go from Clarendon station to Largo I work this job Mon- Friday and on Sunday if the train closed at 9 I would have to use a ride sharing option everyday and it's about 32\$ I don't have 200\$ a week to waste on just getting to and from work

It is looking like, while remote work/school will remain an option for many, by January, many things will return to in person and I'd like to be able to go to shows and restaurants downtown without constantly checking my watch and worrying about catching the last train home. Many UMD classes in my department don't end until nearly 9pm and on other days, Maxiflex work schedules mean needing to work until late too. Maybe if the additional time was to allow for serious track maintenance like the London Tube does nightly, I'd feel differently, but it doesn't sound like that is the case here.

This would affect me only for DC based night events such as nighttime baseball games or 4th of July fireworks. If special service for those days can be accommodated it would be no problem for me. Even if that is not possible it would be much preferable to closing stations.

I am a Season Ticket holder to Both Washington Basketball and Hockey at Verizon center and solely rely on the Metro as I am Blind and have No alternate transportation. This would be a major impact to my means of transportation to DC as I would have No alternative means of transportation.

Earlier closings on weekends would be a hardship.

I am a security professional who relies on metro to get me home. 11pm is bad enough since most security shifts end at 11. please keep in mind of the essential workers who do not own a vehicle. we work in d.c just because of how reliable the metro system is.

Just switching to single tracking at 9 was discouraging. The days when I work late the ones where running for the train missing it is least bearable.

Ridership levels have fallen off due to the Covid pandemic. That is a short-term problem. Making the metro rail system less usable will not increase ridership especially When the pandemic retreats

This would be inconvenient, but not affect my commute.

I attend sporting events, so this would leave me largely stranded well after games end.

Dinner, movie theater or concert - I leave for home later than 9 pm. I have appreciated being able to take the Metro to get home.

Would not be able to get home from work.

The 11 p.m. service cutoff is already on the edge, as far as usefulness goes. If it goes down to 9 p.m., I fear that Metro would permanently lose two sets of customers: People who go out in the evenings and don't want to worry about anyone in their party driving drunk; and restaurant, hotel, and other service workers who have unavoidably late hours, and often get off work after 9 or 10 p.m. THOSE are the people who really need Metro's services! (For the record, I am now in the former category, but I was previously in the latter category.)

Proposal to close Metrorail at 9 p.m.

This is simply too early. The restaurant I work at closes at 9pm and we often have to stay later than that. I would not be able to make it to the Metrorail to get home. What are people supposed to do instead if there is no bus route that serves them efficiently? This is a threat to human security, as no one should be left to walk home late at night because the Metrorail closes at 9pm, well before the time most food businesses close.

That it utterly ridiculous; 11 pm is already ridiculous for anyone attending theatre, concerts, late dinners, etc., again, the more you retract the worse it will get! We need to expand hours, when hours went later ridership was higher..

This plan is good because unless youre an essential worker you should not be out in public due to the ongoing pandemic. This plan will help slow the rising cases in COVID. This plan was utilized when the first spikes in COVID cases began to rise.

I seldom ride Metro after 9 pm.

I do events in DC area and many end at 10 pm. I would need to drive and not be able to take the train or bus as options.

9 pm closing would mean that many people, especially those in hospitality, service, and sex work industries would be cut off from crucial, reliable transit to and from their place of employment. This would lead to a large portion of DC and area residents losing access to jobs and general physical safety. Just because the Metro would no longer be operating does not mean folks wouldnt need to get from home to work and vice versa. The 11 pm current closing time during the week is crucial to so many residents livelihoods.

Closing the metro so early is laughable considering the number of commuters who get out of work late who it would leave without reliable affordable transportation. This absolutely will put people in dangerous situations or leave them paying money they can't afford to lose for late-night transportation. The only thing I can think of when looking at this proposal is how me and countless other young women in the district who get off work late at night would be robbed of the safest and most reliable transportation available to us. I seriously can't stress how much safer a form of travel the metro is compared to a bus, taxi, uber, or walking - more cars means more ability to escape uncomfortable or dangerous situations, and the metro is always going to go where it says it's going, whereas the driver of a bus or car can choose to go off-route. All working commuters regardless of gender rely on the metro though. Most restaurants and retail businesses in the metro area don't close until 10 at the earliest. Hospital staff who rely on the metro might be getting off work at midnight. Why would you stab workers in the gut with something like this? Literally what's the point of having the metro, who's it for? Tourists and office workers? There was a time when the metro closed at midnight weekdays and 3 am weekends. Y'all used your never-ending quest to get back to chip away at the number of hours you had to stay open but this is just crass. Seriously take a moment and think about this, like actually think, because I can't possibly imagine you've used your brains to consider this yet if it's gotten this far.

This would make it difficult or impossible for me to travel by metro in the evening after work. I would use metro much less often.

There are many of us that work in the medical field after conventional hours that solely depend on metro. Taking this away is an undue hardship. If this passes, I promise a class action suit. Rush hour and normal schedules should continue. Commuters need this. I need this. My community needs this. Congress appropriated 1.9 trillion. Only 9% is going to covid. Get Congress to give more money

my job only requires me to work until 6 or 7pm and if I needed to stay out past 9p downtown Id likely use Uber/lyft anyway but I also have the financial means to do. There are many hourly workers that rely heavily on public transportation and likely need later hours. Could service run much more slowly from 9-11p to accommodate them?

9 pm is far too early for a major metropolitan region with an international reputation! This will be horrible for the regional economy. Personally speaking, I travel into the city using metro rail for events, activities and to visit restaurants. If the system were to close at 9 pm, it would affect my decision to patronize businesses further from my home.

H-E-L-L NO! As events are coming back to full audiences and as the city opens up; this IS NOT A VIABLE OPTION FOR EITHER SPECTATORS OR FOR WORKERS IN THE AREA WORKING EVENTS. Just like New York or any big city; DC is home to a rich sporting, and ARTS community. Events start between 7 and 8 pm. People need to be able to travel to and from these events to the most extended stations on the system. No Bus goes as far as Vienna at night. Actually, I would like a 12am closing time. Its no use attending events in this town if you CLOSE DOWN THE SYSTEM THAT EARLY. How are concession workers, theater staff, bar, waiters, actors and athletes supposed to get back to their hotels.?YOU ARE SUPPOSED TO BE PUBLIC TRANSPORTATION. SO SERVE THE PUBLIC!

9 p.m. is an absurd time for a major city to close its transit system. I will once again (post-covid) be depending on Metrorail to get me home after attending performances and dining in restaurants.

I work late in restaurants in Washington D.C. and need metro rail to get back later than 9 pm.

This is a completely insane proposal. 11pm is already very early for a mass transit system to close. 9pm would cause economic chaos for the region. Think about the impact of people who work in retail settings, bars, restaurants, theaters. Would all of those stores and venues have to close before 9pm? What would that do to the city?

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I can leave performances at Strathmore early enough to catch an 11 p.m. train (missing only a small part of most performances) however if the system closed at 9 p.m., it would be impossible for me to access Strathmore via Metrorail. I realize this would be a selfish concern, but I have seen a number of people accessing Strathmore via Metrorail.

Closing the metro at 9:00 P.M. would be most inconvenient. It would adversely effect poor people who work late and cannot afford to take taxis.

I rarely use Metro after 9 p.m. except during special events that are held late at night.

This hurts anyone out in the evening and forces them to pay for uber or lyft. Plus if there are big events, metro should still consider having exceptions for those circumstances.

If people are out dining, 9 pm would be too early for them to get home. This would not encourage people to dine out and help the economy.

This is really a bad idea. It will hurt businesses, workers and people who go to restaurants, bars and entertainment at night and do not want to drive or use Uber, Kyft or taxis.

This would severely impact my incentive to use MetroRail unless necessary, I would likely invest more into carpooling and transportation apps.

Closing at 9pm doe not serve essential workers that work non-standard hours.

I attend nighttime functions downtown and an earlier closing would impact my attendance.

Im a single woman and riding the metro is essential for social activities that end later than 9pm

Assuming that bus routes to my home and the metro stations near me remain open.

While service on weekdays ending at 9PM may work, service on weekends should be open later than on weekdays and 11PM makes sense for ending service on weekends.

If people are attending sporting events (or other large events) that end after 9PM, it would be difficult if no Metro service is available.

seems very early to close for a national transportation system in the nations capital. I dont usually stay downtown but a few times each quarter I go out with coworkers for drinks or dinner and then take the train and/or bus home. otherwise I try to leave work by 630pm. It will hurt all the people that work in restaurants and it will hurt the restaurants in hiring people as we come out of this covid pandemic and limit customers wanting to stay downtown so you are going to hurt the economy of businesses but especially low to middle income people that depend on metro at night coming off their work shifts. Really sad!!

This would impact downtown DC restaurant business - not allowing people to take Metro home after dinner hours

I live in DC and use metrorail to safely return home after social events, which can include alcohol. I need a metrorail service that is safe, so I can keep others safe by NOT DRIVING. Additionally, this would significantly impact low wage service jobs, where their hours are not typical 9-5, and they may rely on metrorail to get home at night between 9-11

Seriously!!!! As Metro is one of my primary means of transportation, what if I want to go out after the street lights come on. I wouldnt want to have to walk home from DC if I decide to go out either during the week or the weekend. And I despise UBER.

Definitely not. I have to work late and there is no parking at my job. I definitely would be able to have any kind of social life such as happy hour or meeting friends after work. The answer is No!!!

It would depend on whether any nightlife is anything close to normal. I am a frequent concert-goer and having to Uber back from a show after I Metroed to it has been annoying, given how many people participate in DC nightlife and could probably use the ride back and the 24 hour service in other rail systems. But if there is nothing to go downtown to in the first place... then probably no need for late service.

Most stores/malls close between 8pm-10pm, so would be hardship to get home for workers and shoppers.

This would not work for me as I attend and participate in events that end between 10-10:30pm

There are many people working late that depend on public transportation.

This is a terrible idea and would push many of us using Metrorail during the week and weekends to use ride-sharing services. It would negatively affect restaurants and nightlife in the District as well. Of primary consideration is additional costs that low-paid workers assigned to night shifts would have to carry as a result of this service cutback. We have a wonderful public transportation network in the DMV and should use it to the maximum for the benefit of all citizens who need to use it, and who have been using it. In addition -- to state the obvious -- these proposals are in response to current budget shortfalls due to the COVID-19 pandemic. What sense does it make to punish and reduce services in the future, when everyone will be back at work and we will need all stations and routes to provide transportation to workers, business visitors, and tourists -- all of whom are necessary to get our economy going again? How about making some plans that will provide only adequate services now but will allow for the transportation we will need in the future as well???

| |
|--|
| Proposal to close Metrorail at 9 p.m. |
| This suggestion is not practical for the public transport system in the U.S. capital. There is no point to a subway system that doesn't actually serve the public's needs. |
| After a very difficult year, this would be an additional hardship on anyone working in the service industry who needs to close. Also, would reinforce the shift to Uber/Lyft/etc. for anyone staying out late. |
| I do not drive due to medical reasons and rely on Metro to attend evening events. A 9 pm closing would prevent me from attending these events. |
| Cmon |
| It would not affect me, but Im sure it greatly affect others. |
| I propose that the timing for the Metrorail be increased instead of decreased. Utilizing public transport is great for a city and we should be focused on expanding rather than shrinking the use of public transportation. I utilize the train during the evenings when I am returning from a work event or school in the evenings. |
| this would cause me some inconvenience but not a daily inconvenience... I can compromise this adjustment. But I think it will hurt many businesses who rely on customers being able to metro to events especially on weekends. Think about how this will effect the Washington Capitals events. If this change is adopted, I would recommend operating extra hours for Caps games. |
| ABSURD! This is a major metropolitan area. Trains need to continue to run until at least 11pm on weeknights. |
| I have late shifts that can be as late as 10:30. I would be stuck at work |
| Earlier closing will be difficult for those traveling by bus or with unexpected delays and arrive too late to catch a train home. |
| This timing makes going out for dinner problematic. I would probably drive rather than take the Metro and have to rush to make the last train. This may cause you to lose revenue, but I guess its not a huge deal for me. I use the metro mostly for commuting. Picking up people from Reagan National Airport in the mid-to-late evening would also be problematic, but not a show-stopper. Again, Id either drive there, or take the Metro to the airport and then take an Uber home. |
| As restaurants will most likely be able to open more fully in 2022, this would greatly impede workers from getting home |
| Metro is used by working people finishing late night shifts. It is also the means of transportation for lots of people going out on weekends and even week nights. 9 pm is a slap on the face to people who rely on public transportation to LIVE and WORK in this town. |
| I disagree with metro closing that early. 11pm is good enough due to the pandemic. Should not change |
| This would force so many workers to not have access to the metrorail when traveling to/from work. Also, it would discourage DMV residents from staying in the city to frequent shops and businesses in the evening if the metro closed at 9 p.m. A compromise would be 10 p.m. |
| a 10pm closing would be preferred. |
| Many working people who use the Metro have shifts that a 9:00 closing time would not accomodate. |
| Run late fewer trains weekends, ballgames, supporting DC Businesses |
| My time is flexible; however many, because of work my need it to operate longer hours to get to or from work and home. |
| This would mean re-shuffling evening plans and/or transportation options. I would take either bus routes (assuming convenient service) or a car service, or forgo the evening plan. If implemented, could Metro work with evening establishments (movie theaters, theaters) to see if it is possible to have events begin earlier so patrons can still use metro? Perhaps a 10 p.m. close time instead of 9 p.m.? I think this option may affect second shift workers quite a bit. |
| Works for me. What about people who work later and metro workers. How would they arrive home? |
| No, I want to know that I can take Metro home after going out to dinner, to visit friends, to see a movie, etc. One of the great things about going out in this city in the evenings is knowing that you have an affordable option for getting home. Furthermore, for people who work evening hours, closing metro early prevents them from using metro for their evening commutes. Closing at 9pm is way too early. |
| 9 isnt even late. Ive had to stay at the office later than that before, and Im not the only one. This would increase car congestion since people are still commuting at that time, not to mention people starting their entertainment for the night are heading out |
| This would be ruinous to the many people who work late at night or attend events at night. It can put people at a safety risk to cut nighttime service. |
| This depends on what ride services look like. If getting an uber, lyft, etc. is difficult and prohibitively expensive then early closure would be a tough pill to swallow. If ride services are available at a near pre-pandemic level then this should be fine. |
| Still having the ability to switch lines or get to somewhere with a longer wait is one thing, but those proposal does not consider how people get home from work and is not friendly for tourists. 9 is too early. 11 was already a stretch. The Washington Metro DC area is a major hub and not a sleepy town with fewer than 1000 residents. |
| This seems grossly unfair to people who rely on Metro to return from work later in the evening. |

Proposal to close Metrorail at 9 p.m.

Implement bus services serving rail stations radiating from Metro Center/LEnfant Plaza to compensate for the lack of late night service. Under this plan, have timed transfers at hub stations so customers can transit across the network easily.

Im no longer in this industry but people who work at restaurants and other venues (plus customers) rely on this. Closing early would be disastrous.

It could be an inconvenience if works extends to after metro hours. Alternative modes of transportation would be more expensive if working after 9 pm. It would be counterintuitive to work a couple of extra hours when you have to spend more on transportation than what you earned for the overtime

The DC area does not shut down at 9:00 pm and this move would hurt the economy which should be coming back by next January.

This will lead to a massive increase in drunk driving and a massive hit to the entire hospitality industry.

It would work for regular commuters. However, it would be disastrous for workers that are not on a 9-5 schedule, for students, and for the regions restaurants and music venues.

Either you want to provide a functional metro service, or you dont - you might as well just shut it down completely and stop playing games. Its pathetic that it closes at 11PM now but at least bars and restaurants arent fully open these days, but when they reopen later this year....we get to 2022 and have even LESS service. Asinine - its a COMPLETE waste of money to run this public service so poorly. Does it even become cost neutral to run metro at these low levels?? I imagine not, and youre certainly not going to gain customers with this kind of schedule. Metro is already one of the worst transit systems Ive seen around the world and it continues to deteriorate. Shut it down if you cant use all this money to actually serve the population and put that money elsewhere. So ridiculous.

Airline travelers arriving late at the national have no choice but ride a cub?

This would eliminate a necessary ride option for Capitals and Nationals post game. There are 122 home games in total, and most home games start at 7pm and end between 9pm and 11pm.

Particularly on weekends I rely on Metro to get me to and from theater productions. An early closing time would mean I could not take Metro, and, realistically, would probably not attend a production. So Metro would lose my fare and the beleaguered theaters would lose another patron. And of course this is true of all riders who rely on Metro for evening events in the city.

Having already cut the service hours of the Metro to fit the lack of ridership during the Covid-19 constraints, I think the additional 2 hours will severely affect the ridership even more. I believe that many have already found alternative transport during this time and will be even less likely to return to Metro ridership if another two hours are cut.

Granted, this may not have to happen if more financial help can be provided soon, or in the forthcoming months.

11pm was already too early a closure time! All major cities Ive spent time in have metro services that last until at least midnight, and often much later. This change will discourage me, and undoubtedly others in DC, to engage in evening outings - concerts, theater, cinema, restaurants, etc. This move will hurt businesses in DC - particularly downtown - and, as a result, reduce the revenue that the city garners from local taxes. It simply doesnt make sense.

This would make it difficult for many employees working night or evening jobs to use metrorail. This is especially bad since many of these employees do not have a car and work low paying jobs.

Seems early to close the trains, but Id rather this than longer headways.

but it would also mean that i am less likely to go to DC for dinner or entertainment

This negatively impacts individuals with night jobs or who work late in the evenings. This also encourages more cars on the road.

If there is a strict curfew then this may make sense but if there is no curfew this proposal does not make sense. A

The nighttime service hours are extremely important for low-wage workers in the service, hospitality, etc. industries. Cutting service during this time would also result in more drunk driving by people that are out at dinner, bars, and entertainment venues; and more street traffic when people are forced to rely on cars to get around.

No, so many people rely on Metro at these hours.

Be better if it closed at 10/10:30pm cause I do work evening sometimes till 8:30 or 9pm

Personally this does not affect me because I don't often take the train in the evening, but what will the effects be for workers who work later shifts? Will there be sufficient alternative cost-effective transportation options for shift workers?

I have engagements that end around 8:30 on a weekly basis having services end earlier than that would put me in danger of not being able to get home. Could it be 10pm

I am one of the DC residence that work after 9pm

Proposal to close Metrorail at 9 p.m.

This would leave many people completely without a ride. Before covid, I had work and class (downtown, Red line) that let off at 9pm. It would take me roughly 20-25 minutes to arrive at the metro to go home, and the station was always quite full. Why stop the service when it is obvious that so many people are still using it up until 11pm?

This is a terrible idea. This is only a good idea if you are interested in destroying the nightlife of downtown Washington.

I seldom need to travel after 9pm, however for commuters with night jobs or students with late classes, this could be a deal-breaker for easy public transportation

if stores/restaurants closed earlier, then this might work; however, i think summer later hours would encourage more utilization;

To make this work, I would have to switch to Uber for my commute home and/or not meet up with friends/go to gym/run errands downtown after work, things which frequently end around 9/9:30ish.

Absolutely not this would limited the lower class worker that cant afford car the opportunity to be able to work without worry about how they are going to get home. This is a bad idea and I hope metro think about this very heavily before making this decision.

This would adversely impact the ability to attend theatrical and other performances as well as to dine out once these opportunities become available.

If you want your ridership, it has to be at least until 11 PM.

This would prevent using metro for late evening events like concerts theater and ball games.

There are many times that I work well past 9 PM! How would I get home if there are no rail services after 9 PM?

While I may not personally be a night owl, the number of essential workers who utilize public transit to get to and from work and home is significant, and I cannot imagine that closing at 9 will be sufficient for them.

Bus service would need to replace the rail service from 9:00-11:00 PM for this to work for me.

I anticipate going into town via metro and would find a 9pm close to be WAY too early.

Not for folks that go to events in DC like baseball and basketball games

This plan greatly limits the ability of many people to enjoy the city at night, as well as greatly harms retail, food, and other workers who would be serving the city at those times. (Honestly, even 11pm is too early.)

I used to take the train to go out in Washington 1-3x per week. The 11:00pm close is bad enough. 9:00pm would be awful.

Metro is my way to and from the airport. To cut the time by 9pm will unable me to come home from coast to coast travels also from intercontinental travels. This also affect business travelers, student travelers who take evening classes. A great number of people using the Grosvenor-Strathmore station rely on the train fir their commute.

Metro is already so unreliable that it is a poor way to get around. Cutbacks would hardly matter. However, it is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA. They would certainly run the late-night buses that WMATA has failed to provide.

Are you trying to make the system un-useable? This would absolutely not work for me.

This would absolutely be a great solution-my condo faces Rockville Pike and the Strathmore station- because it is above ground, the noise (not from the trains but from the people giving announcements) is awful and disturbing after the street traffic slows down! I have personally filed complaints about the noise. It would be wonderful not to have to keep my windows closed in nice weather, and not to have to try and sleep with the loudspeakers going.

I dont generally ride Metro after 9pm

10pm would be better. Will this also apply to weekends?

This would be inconvenient, but manageable.

I work later than 9pm some nights and when we go out after work or during the weekend 9pm is not late enough for dinner, theater, concerts. This is a terrible idea and many people will end up drinking and driving, teens will not be able to get downtown and parking and driving will become even more problematic.

11 pm was already very early for me. There should be late services for people who shouldnt drive because they are drunk, or those who work late shifts. Its safer for them to ride public transportation than to rely on lift services/taxis

I work at a news station which means my shift tends to extend into the evenings, oftentimes close to 9PM. I also expect to attend various events and gatherings after work. Should Metro service be halted at 9PM, this would hinder any plans I have in the city after work, as I would be forced to consider rideshare services which are extremely expensive compared to the Metro.

Proposal to close Metrorail at 9 p.m.

that would effectively remove metro for use at National airport and use by anyone who would attend a theater. also many people work at jobs that require night hours---such as restaurants and theaters.

This is the WORST proposal of all! I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else. In addition, since I have many disability-related appointments during the week, I have to make up time at work so I often work until 8 pm. However since, I am unable to count on the Metrorail elevators working whenever I need them, I must allow at least an additional hour to get to my destination so I can plan to take an alternative route to get to my destination in the event of an elevator outage. I would have to cut back on my hours and possibly quit since I could no longer work until 8 pm! I dont know how I would be able to get out of a station if I was on a last train for the night and encountered an elevator outage. I would be STUCK! In addition, I would not be able to go to movies, sporting events, or plays with friends in the evenings. Please Dont Cut the ServiceHours Back.

This will prove difficult for spectator sports like the Capitals, Wizards, and Nationals and surrounding businesses that depend on those games for patronage. Restaurants, bars, clubs will all be adversely affected by no night service on weekends. Beyond that, the lack of nightly Metro service increases the chances of drivers under the influence of alcohol on the roadways. Metro has an obligation to keep service open late into the night.

Many workers especially on the weekends have to stay past 9pm. This would also hurt bars and restaurant downtown as commuters would have more difficulty to stay past 9pm

This works for me, except for how it would impact people traveling home from events. The metro often stays open late for large events and the ridership is very heavy at this time. I would suggest any plan to close early should include exceptions for large events to which people typically travel by metro. Metro could also try to negotiate earlier start times with event organizers, though TV times might be a bigger factor.

Again, this is an insane proposal for the metro system in one of the major cities in the world with an active night life. We should be encouraging LESS driving (especially drunk driving) and MORE economic activity--this proposal would have the opposite effect.

This will create traffic and parking nightmares around pro sports games at Capital One arena and other big events downtown in the evening, plus likely increase the risk of drunk driving as people drive to bars/restaurants vs. taking Metro.

Not everyone works from 9am-5pm, and if the metro closes at 9pm that means the last train will leave around 8pm and that just isnt enough time for people who has to work late to get on the last train.

Absolute not! As a woman, it is key that I have safe transportation options at night. I would prefer to not be effectively taxed for being a woman and forced to take an Uber at ~\$20, about 10xs the price of a subway. 11 pm is already too early in my opinion.

metro already closes way too early. hell no.

Makes sense since there are not that many travelers after 9. Plus, there's Uber/Lyft.

This means I likely would be unable to have dinner out and rely on the Metro for a ride home.

By that time, the theatrical and musical scenes should be the same as before the pandemic. The evening shows usually end at 10:00, which would be after the Metro had stopped running. This plan effects not only the people working in the theaters, e.g., ushers, but also the patrons who get to the performances by Metro. This plan will greatly hurt the theatrical and musical venues of Washington Metropolitan area.

Earlier closing every night of the week would interfere with transportation home from weeknight events and late flights. An option of some late nights (even two or three per week) would be helpful if this proposal is adopted.

i commute during daytime hours.

This would force use of vehicles for any evening plans.

I frequently take Metro to & from DC for events that end after 9:00 p.m.

Then anyone being out after 8 PM will drive, because they will be afraid of missing the last train. Just charge Rush hour fares, and run them every 20 minutes until 11 PM

Are you even thinking about all the people who work different shifts? I mean everybody does not work a 9-5 job

There may be the occasional day I would want to ride metro later than 9pm, either because of work and/or social activities along Metro stations.

Proposal to close Metrorail at 9 p.m.

Many riders, including myself, use the metro due to an inability to afford a car. We must accept less-than-ideal working hours, either longer hours and/or later shifts, to solve the very same issue that forces us to rely on the metro. Limiting hours would be hugely detrimental for commuters and their families. Buses are slow and easily/often filled to capacity already. This proposed closing schedule would make busses slower (with more frequent stops) AND fuller. This is by far the most challenging and upsetting of the proposed metro adjustments. I would believe that riders would be far more receptive to less frequent trains running at each stop proportionally at later hours rather than an earlier close.

I use Metro to get back home after 9:00PM

this is too early and I have in-person meetings that will start up again that dont end until after 9 p.m. and I need rail between 9 p.m. - 11 p.m.

Many other businesses are closed around 9pm at 10 pm and the metro is the only public transportation to get back home. 11pm its a reasonable time ...

Would force use of car in evenings when need to travel downtown and add significantly to traffic and parking problems.

Works for me, but will there be an alternative for the evening workforce?

Id really prefer 24hr service. Having to keep track and plan around service hours is the biggest impediment to use.

What about sporting events, concerts? Are there going to be exceptions.

This proposal doesn't support riders needing rides back from downtown events (eg, theater, sporting events). Even if people continue working at home, they may soon want to get out at night.

Not applicable. I only ride metro during the day to go to and from work or to things like medical appointments or meeting friends and family. I am rarely up that late at night. However, it does seem like it would cause a great deal of economic harm to DC businesses.

I get out of work at 10pm, and rely on the metro to get home.

But I would hope it would be a temporary change only with the goal of re-extending the hours.

This is very important. Please do not cut off workers on shifts that don't end in time to catch a 9PM train.

This will make it difficult for restaurants, as they are able to serve post-pandemic, as many people wont be able to get around in the later evenings anymore.

A metro system that runs until 11pm would help support restaurants and encourage more people to go to concerts, sporting events, etc.

I work in a theatre and I also serve as a volunteer theatre judge--when theatres reopen (hopefully by Jan. 2022), my evenings ALWAYS end after 9 p.m.

Given my history of working for food service in the Dupont neighborhood of DC, but living in Alexandria, I feel that a 9pm closure would be a significant issue for essential workers making close to minimum wage.

NO!! ABSOLUTELY NOT!! We would NEVER be able to attend entertainment venues anywhere without the later trains.

That's TERRIBLE. The whole purpose of public transportation is to allow you to get around & it really cuts down on traffic at night, particularly when the bars & restaurants open up again. That's way too early to close.

Seems early if there a sporting events and dining allowed in the city.

I am a DC tour guide, and we (in normal times) escort large groups of students or other visitors around the city all day, often with the tours ending at 10 PM. Because our tours rarely begin and end at the same location " and to provide flexibility " the guide service that employs many of us require that we use Metrorail to travel to and from our group meeting and departure points. Our most popular destinations are the Memorials at night. Ending Metro service at 9 PM would make this important part of our service impossible "unless Metro can negotiate cheap, reserved parking for all licensed tour guides right on the National Mall!!

Since I rely on Metro it is important have available service before midnight if possible..

Ending Metrorail service at 9:00 p.m. will cripple peoples ability to attend evening public events, especially in DC, once the pandemic is over, and prevent many people from working evenings in the District. This could have a ripple effect on the local economy as businesses see fewer patrons and lay off employees. I understand and support the need to close Metrorail at 11:00 p.m. to ensure that critical trackwork is accomplished. But I hope Metrorail will not close at 9:00 p.m. I think this will only decrease peoples access to vital public transportation and lead to fewer people riding Metro, which will compound budget problems.

Closing at 11 pm will work better.

I dont expect this will affect my weekday travel plans, and closing at 9pm vs. 11pm on a weekend is no different in terms of inconvenience

Its important to have Metrorail available for those who work late hours, including essential workers.

People cannot go anywhere if the stations closes earlier. Metro officials should ride the metro system because they can see the whole problem. People use the metro system to get around.

Proposal to close Metrorail at 9 p.m.

This proposal would make it impossible for me and countless others living in MD and VA to attend evening events in DC. Adopting it would reduce Metro to a commuter rail, as opposed to a real metro system, and would permanently reduce ridership. In addition, I do not see why Metro needs to reduce service after the large federal stimulus it received.

I don't use the train at night

I would have to consider another mode of transportation home if my travel was later in the evenings

This might not affect me, but it would certainly affect people who work at night. It would also have an adverse effect on the entertainment industry such as restaurants and theaters. For many theaters, 11 pm is too early to close, but given the situation with the pandemic, I can see why you'd want to cut back on night hours.

This is far better than Proposal 1 - 3. While this does not affect me personally, consider keeping some lines open later on Fridays and Saturdays or after hockey games to reduce drunk driving.

Again, this proposal is not a functioning mass transit SUBWAY system. This will disproportionately hurt riders who RELY on mass transit -- night workers, other shift workers, people who simply want to go out post-pandemic and see a movie or a show or a ballgame, drink, and NOT get behind the wheel, etc. I have been forking over ridiculous Metro fares (and I've lived in other mass-transit cities so I can say that with confidence) for OVER A DECADE. For what? Less service, more risk to me as a rider between the crime left to go unchecked and the filth and the safety issues...and this is the last straw. Start your money quest by actually ARRESTING FARE JUMPERS. Before the pandemic I saw entire groups brazenly jumping the fare gates at Gallery Place and Pentagon City on a DAILY BASIS. Arrest them, fine them, and start cracking down on DC Public School students reselling their free Metrocards to others. If these blatant fare-jumpers and Metrocard-resellers refuse to pay, why should I be penalized by losing service AND paying for them? And then you can look at your contract structure, your union issues, etc., etc. before you cripple the riders who have been, silly us, thinking we might DESERVE SERVICE IN A MUNICIPALITY FOR THE TAXES WE PAY?

I work late at least 3 days per week and I live in Congress Heights and I feel safer riding the train than using the bus to get home.

9 p.m. is really early. People should be able to take the metro home after dinner, movies, late night at work, etc. The less frequent and fewer hours of the metro, the less riders you'll have. Metro should strive to be like NYC--common means of transportation--versus L.A.--a last resort. Metro has such potential with the clean trains, nice stops, and accessibility to popular destinations, limiting the opportunities for riders to access the metro is a shame.

When I work, it is usually until 10 or 11 at night so this is not a good plan for me.

I do occasionally travel on the metro at night, especially if there is inclement weather

Metro will not be available after events, baseball, hockey, basketball, entertainment venues, etc. and will not be available for those who work late.

So you're just going to leave nighttime money on the table for Uber to grab? You need to provide service to get fare money to help get your budget right again. People will be there and want to travel next year after the pandemic cools, if you cut nights then they'll find another option and probably stick with that in the future.

Working and traveling outside of DC, with hours ending AFTER 9pm, people like myself rely on the subway system to get us to where we can take the bus home... If rail service ENDS at 9pm and I'm coming from Arlington or Rosslyn, how am I supposed to get home? I can't afford to MOVE to VA nor will I get a salary increase that would be able to COVER my DAILY ride-share rides... Getting off at 10p is a push just to make connecting rides from rail to bus.

I use the metro regularly at 10pm

This would limit my ability to leave DC in the evenings to only Uber or Lyft. Frequently (pre-pandemic) there would be surge pricing in DC that time of night leaving me the ability to take Metro to Virginia and possibly pick up a cheaper ride there.

Please consider keeping weekend service open a bit later. Assuming theaters, bars, etc come back online in late 2021, 9pm is too early.

If entertainment options open up after COVID, I look forward to attending events @ Kennedy Center and others. Metro rail is very convenient after the shows, and sporting events which can end as late as 10PM.

It would depend on whether or not museum events will be able to go back to in person events.

Good gravy, Metro, how the heck can an office worker stop and pick up something to eat or a few items at the store if the train stops running at 11? Do you really think nobody will ever want to go to a movie after work or hear live music again, once we're vaccinated?

Closing Metrorail at 9pm eliminates service for the service industry workers. Being in my Finance Manager position in Fairfax, I often times leave late and will catch Metro home to Hyattsville. Closing earlier usually will prevent me from getting home and will either require me to drive or take an absurd amount of bus transfers to get home, especially if the 1C and 2B are eliminated.

Proposal to close Metrorail at 9 p.m.

When I take the metro, I wish I could take it home instead of relying on Uber or Lyft to carry me home. 9 PM is so early! For some people that's when they're just getting to their night out! Or for those working a night shift - when they start work!

It's already a shame that metro service was cut on the weekends, and closes at 11 p.m. Ending all service at 9 p.m. would effectively cut commuters off from traveling home by metro if they are working late or attending evening events in the city. It's also very short sighted, considering the damage it would do to the long-term recovery of the service industry -- prior to this past year, I regularly stayed in the city after work 3-4 nights a week to go to my gym, meet up with friends and colleagues for dinner and drinks, and attend evening events. I prefer to travel home via metro, as opposed to cabs and ride-share apps, because it's much more affordable. If metro was closing every night at 9 p.m. I would either have to drive to work, pay more to take cabs home, or just leave the city right after work and change gyms / stop going out downtown.

You could however terminate Blue at Stadium-Armory after 9PM; all stations would still have coverage.

Doing this eliminates the ability to use metro to travel for theater, music, or other performances.

Simply too early ... WAY too early!

I work evenings until 10:00 pm

I don't support this. I have family members and friends who rely on the metrorail system after 9 PM who need to get home or work. Please reconsider.

11 pm is too early to close. 9 p.m. is ridiculous. If I need to attend an evening meeting, that requires a car or a taxi.

I have consistent late nights at work (not every day but at least twice a week) where I don't get out until 10 so I would have to take alternate transportation home on these days. That will add up cost wise and at that point I may as well ride Metro much less frequently or find a complete alternative to Metro (i.e. - stop riding Metro for work).

the position that I am applying for it's possibly will be a night job

This change would increase the number of people drinking and driving or attending cultural events (which will likely be open in 2022) who would otherwise take public transit. It would also strand more workers who work late hours.

This idea would force people to drive or not do activities like have dinner with friends, go to the movies, eat at a restaurant. Terrible for people without cars, for old or handicapped people. Buses are very unreliable and don't run often enough. Also, those with cars will drive and add to climate change.

Why begin this service reduction in January 2022 when the impact of the pandemic likely will be significantly reduced? Suggest reducing hours now and resuming longer hours in January 2022.

How will people get home after sporting events, or get home safely after hours if they're going out after work? What about people who work service jobs who can't afford to maintain a car or take a taxi home? 11 PM is already too early, 9 PM is absurd.

It would be useful to extend at least to 10pm if possible once the pandemic is at a different phase (in order to be able to go to plays, dinner, etc).

This is a terrible idea! This would have a terrible impact on the economy of DC! People use the Metro to go out at night, have dinner, etc., and closing it so early would take away people's ability to participate in the local economy. It would also make the traffic so much worse with all the ride shares.

I'm not on the trains till 11:00 but that works with me

Will affect all my outings

Already our museums, restaurants, music venues and theaters have suffered devastating losses. During the pandemic we have all been anxious to return to enjoying evening events in DC. Closing Metro stops makes it impossible for many of us to get into town and closing at 9 PM is too early for most events. This will put more cars on the road late at night, as well as drunk drivers. I would rather pay more for the service than to see it disappear.

This would make it impossible for me to attend evening events outside of my immediate area, and I hope that events like sports and concerts will be happening again in 2022.

You have people that either work late or they are getting off late past 9pm and Metro is their means of traveling. I for myself have to be at work by 11pm. I take the metro and the times I ride metro is after 9pm.

Too early! It would mean that for any evening concerts or meetings I would be forced to drive.

It would not be possible to work an afternoon shift. Most retail jobs end after 9pm.

Using the Metro in the evening after work and after attending an event would be out of the question if the system closed at 9:00pm. The idea makes no sense, making the system only available to daytime commuters and some tourists.

Who would want to be out too late with ALL the new Lawlessness???

Proposal to close Metrorail at 9 p.m.

Look. The subway system in New York NEVER stops, and that is what enables a great night life, a thriving economy and honestly very efficient transportation.. As far away as Connecticut, you can easily get into the city. We need to be aiming to maintain the service we have and expanding it so that people have a way into the city that is better for the environment.

This proposal would be much better than closing Metro stations. I live in the Grosvenor Park I Condominium. The closure of the Grosvenor Strathmore Metro Station would devastate our community. Please do not close the Grosvenor Strathmore Metro Station.

Not feasible for my later work schedule. My schedule won't change or I may have to find other job because of these changes

Pre pandemic, i used Metro Rail when i attended evening events that often extended to 11pm or later. By 2022, I hope to resume attending such events. Driving is not a good option for me.

Again, this would work only because there are almost no places that I (and I think others) would go in the evening given the pandemic.

That is a terrible idea. I would be at risk of physical harm and possibly with no way home. - even if I could afford to keep taking cabs, cabs are much harder to get now, especially around Metro Stations, and especially at night, and especially when its cold and/or rainy or icy If you want riders to come back, and to stay employed, then you have to provide service..

This would interfere severely with many of our dining and entertainment activities, especially on the weekend. Metro risks losing more riders and lower revenue.

This seems like a pretty good compromise, since it seems less likely that people would use the Metro from 9PM-11PM (Im personally less inclined to take public transportation as it gets later at night and might take taxis or rideshares instead).

I am usually home by 7pm at the latest on weekdays (including the W14) and dont travel on the weekend because the W14 doesnt run on the weekend, but if it did I would still prefer to be home by 5-6pm.

It would be more convenient to stay open at 11 pm. If that is not feasible, perhaps only on Fri and Sat would be an option.

When I go to events in DC, we nearly always use Metro, and if it runs late, it would cost us more in parking, plus add the hassle of needing to drive. I do not think closing at 9 is a good idea, maybe limit service, but do not completely close.

This is what happens when public utilities are profit-driven.

Closing times of 10:00 p.m.

I regularly finish work at about 9PM and rely on metro for my commute home from Reston on the silver line. There are no bus or other alternatives for me.

Pre COVID, metro had plan to open stations late pass midnight. That plan should be kept due to me work schedule requiring me to leave late. And train is my only option of transportation.

This hurts low-income riders who need to get home from their jobs.

If I were still in my past life this would be a huge issue. I hope that if early closure is planned alt transportation for people working late or attending events can get home.

There are some businesses, like the food industry, that do not shut down until 10 PM. customers who work beyond 10pm will be stranded if you have to transfer to another line.

I work in the cultural arts sector and when working on projects that end after 9pm I would be forced to spend upwards of \$30-60 to return to my home in MD. I will also add that by shutting down trains at 9pm you are basically shutting down access to theatres, music venues, restaurants, museum evening programs, and other entertainment settings. The cultural arts, live event, and food / hospitality sectors of DC have suffered disproportionately in this pandemic. These sectorsâ€”and the services and retail that depend on them to surviveâ€”are an economic engine for DC. They employ thousands of workers, they provide economic stimulus through resident and tourist participation. Shutting down access to these venues by shutting down transportation options will deeply impact the ability for the industry to recover and survive. Please DO NOT make this change.

I would suggested extended hours Fridays, Saturdays and Sundays. I worried about the economic impact for the other days, though. People will not be able to go to shows, dinners etc.

9 pm is early to close on weekends as well.

Id be concerned for all the shift workers and hourly wage earners.

There are days when I have to work late. With proposed closing at 9pm I won't be able to use metro to come home from DC to Falls Church City on orange line

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Proposal to close Metrorail at 9 p.m.

I think this is a terrible and ridiculous idea. It could leave tourists and late commuters stranded in the city or forced to use other forms of transportation. It will prevent people from participating in events in the city, having a negative impact on restaurants and entertainment venues in downtown DC. What is the point of having public transportation at all with such limited hours?

Due to covid, my place of employment, like many others, has cut down its operating hours. But by January 2022, I anticipate that we and everyone else will be back to regular business hours. My store closes at 9pm, which would likely be already too late to catch the last train, but employees dont leave until 10pm. Once again, the issue is that rideshares are expensive and cutting service like this renders people like myself unable to depend on the metro.

there are many essential workers and other professions that require people to work past 9 pm. Additionally, to rejuvenate the city and support our local restaurants, entertainment venues etc. closing at 9 pm is way too early, especially on weekends!

I believe that a significantly reduced service schedule would still be better than no service at all between 9-11pm. Metro is still the most efficient way to get around the city safely and affordably and a shut off of service at 9pm seems too early and too disruptive.

Normally, each 15 minutes was very crawly and many people

Are we a major city or not? A 9 pm closing would put us in the league if Tulsa, Oklahoma, not a major capital city. Hours should be expanded to accommodate late night workers and a reopening economy.

Yes - with a caveat - if businesses start to open back up - this will have a serious economic impact on merchants which are already stressed by CORVID economic down turns. Seriously, this would be a case of cutting off your nose, to spite your face... Business and ridership support the existence of metro.... does not seem to be a valid cost/ration analysis done on this...

This COMPLETELY defeats the purpose of using public transport for an evening on the town. You lose the going-home trip, and ALSO the going-out trip, because people cant return the same way they started. Better to use expanded intervals for trains. You could also print hand-out cards for riders showing train times at night in individual stations, so people can make sure not to miss the last train.

This is a blatant disregard for service workers who need to use the metro

This would impact my travel for work, inter city travel (eg to National Airport and Union Station), and recreation (e.g., nationals games, evening museum and cultural events, live theater, sports / performance events at Capital One Arena, dinners in metropolitan Washington restaurants).

I rely almost solely on Metro to visit my son, who lives in DC, and to dine and visit entertainment venues, particularly major sporting events (Redskins, Nationals, Caps, Wizards, etc.). I am 70 and refuse to drive into the city if it involves night time driving. I live in Fairfax, which means Uber/Lyft is far too expensive to use more than occasionally. Discontinuing Metro service at 9:00 p.m. would severely disrupt my activities and would significantly reduce my trips into the city. That, in turn, would significantly reduce my spending in the city.

I sometimes rely on metro for travel at night, but not very often. However, the concern is that more people will take uber and drive. Uber costs will go up and parking would be more difficult. Some lower-income people might not go out as much. Maybe the rowdy kids wont hang around Gallery Place. If theres a sporting event or something at Gallery Place, this could be really bad with a giant crowd of people trying to catch the last trains.

A 9pm closure is too early for a city with night life and a work force.

11 pm would be much better for many employers and for city activities.

Any of my metro use for the foreseeable future would end before 9pm so that would be fine for me. Big sporting events and concerts would suffer, but who knows when those will be back.

There are a number of reasons for why I might be out in DC after 9 PM (like a later work schedule) and if the trains close then I will be stranded and unable to get back to Arlington

Im not a nocturnal person but from time to time it would be nice to have service available beyond 9PM

This would not work for me. I depend on the METRO train to get back to DC from VA. I work in VA but live in DC

This is a terrible idea for a major city economically. How would I get back from restaurants, from shows, movies, sporting events. This CRAZY!! I do not have money to Uber.

I could make it work, but it would be sad. I would never go to sporting or entertainment events in DC again.

Before the pandemic, I used Metro Rail heavily in the evenings, to attend meetings downtown. I do not know whether I will be attending meetings downtown again by Jan 2022, but if I am I would have no other way to get to these downtown meetings unless Metro Rail is open until at least 11pm.

Proposal to close Metrorail at 9 p.m.

Although this would work for me, I'd be worried that it would leave people who work later shifts without an easy or affordable way to get to and from work.

That would hurt restaurants and sporting venues. The idea is to take public transit instead of environmentally damaging gas guzzling cars.

If the DC sports teams have fans in attendance at the time of this proposal being implemented it would mean that fans cannot take metro to/from games. Seeing as DC does not have enough parking in the areas surrounding any of the sport venues this would mean a large portion of fans would no longer be able to access live sporting events in DC. The same would go for other events, such as concerts, that would be trying to attract audiences again.

If this is a temporary measure to help save costs and build back up ridership, I think it is workable. I plan to ride the metro more again in 2022 after being vaccinated.

This would not help hospitality venues or the arts recover. Perhaps a surcharge on train fares after certain hours. People who don't want to deal with driving into the city and parking will just not bother to come into the city at all if they are still working from home.

We live in a MAJOR metropolitan area. Your proposals are not geared for the area. Does life end at 9 p.m. in the downtown and sports areas? NO. Not everyone is going to take a scooter or a bike or uber, cabs to get around. Many essential workers and the general public depend on Metro to get to and from their jobs and events. It is embarrassing that you would even consider suggesting that METRO close at 9:00 p.m. The city will come back from the pandemic and so will ridership.

People who work night or later-in-the-day shifts need public transportation. The burden is going to be on the workers who have no other reasonably priced transportation -- the workers that keep tourist and (DC resident) businesses in the city running: hotels, restaurants. These workers can least afford to revert to Lyft or Uber. The city should give lower income workers a stipend towards private transportation costs based on where they work (to qualify). Closing early is sure to put off a lot of people on Metro's reputation as dependable public transportation in the metro area.

Hopefully by Jan 2022 I will be able to visit friends and enjoy dining and entertainment venues in DC that would likely require service past 9PM.

Any city of any interest or importance should have trains running much later than 9 PM, or 11 PM for that matter. What are people who must work at night, many of them already disadvantaged, suppose to do? It would be impossible to go out to dinner and a show and be sure to be able to metro home. This renders metro just a means of getting the proletariat to and from the salt mines. Also, doesn't late night train make travel safer by service preventing drinking and driving?

This is insufficient for a large number of riders outside of normal commuting hours including but not limited to people working 2nd or 3rd shift jobs (i.e. not 9AM-5PM), part-time/evening students, those engaged in local government or community organizations, and those engaged in department of parks and recreation activities.

That would eliminate the ability to use metro for evening trips into the city or elsewhere for dinner, sporting events, shows. It also would impact our work commuting schedule since we often work past 9:00.

Close at 10:00 pm instead of 9:00 pm

How about 10pm?

This would work with my everyday travel plans, but would there be special extended hours for special events like a Nationals game or a concert at Capital One Arena? I live in Arlington, and many events at these venues in D.C. require me to transfer trains to get back home. For a concert that starts at 7 and wouldn't even end until after 9, would event attendees have to take an alternate form of transportation after the event?

This would mean I couldn't get a train after the theater or evening event at the Smithsonian. It is difficult to find a taxi at that hour, and especially unpleasant in January.

I support whatever changes affect the fewest travelers and save the most money

I depend on the metro coming home from work, and that can be later than 9pm.

I personally could drive rather than use the metro when we go out in the evenings. However, hourly wage workers are less likely to fill out this questionnaire and would be really hard hit by this.

If out and about 9 am is too early. As restaurants and theaters come back 9 is too early. I personally refuse to take Uber and Lyft. Not many taxis seem to be available as before.

This is very restrictive for people who rely on metro in the night hours, not to mention weekends. Not having metro available until 11:00 pm could have a negative impact on the economy, as fewer people might go downtown for dinner and events. I would at least keep service till 11:00 pm Fridays to Sundays.

This would severely impact workers who rely on Metrorail to get to and from work. Moreover, it would make it harder for many of the businesses that were hardest hit by the pandemic (e.g. restaurants) to maintain reasonable hours.

My concern would be for events should the world ever return to some sort of normalcy. There are businesses that currently operate until 11 and 12am, how do you propose those people get home? Are you going to add shuttle buses to these stops on a 30 minute interval past 9pm to ensure patrons and workers of these businesses can make it home?

Proposal to close Metrorail at 9 p.m.

That is absolutely FAR too early for any public transit system to close. If this system is to survive, it has to be used for more than just 9-5 work commuting, it needs to be available for people who are using it to travel to dining, bars, theater, and other events. This is an area that isnt under threat from telecommuting.

Metro closure at 9PM would be a grave inconvenience to anyone who lives and works within the DC and surrounding areas and would become a sort of big operation with limited use.

There are a large number of people that work late and metro may be the only way home. so closing early may be problematic for some people.

if I actually wanted to use the system for social purposes in DC and get home, this wouldnt work. You cant even see a late movie by 9pm. What about everyone whos work hours are later than 9pm. This is a non starter for the regions economy and for equity.

Again, this addresses the needs of 9 to 5 officer workers, but makes transit more difficult for shift workers. These are the wrong priorities in terms of rider needs.

Yes but you should consider extended hours when the games are on or there are major events in DC.

Metro cuts service hours, reduces train times, increases fares and shuts stations on a system that has been iffy at best over the past several years and wonders why ridership is down? Really? Metro is quickly becoming an afterthought as a transit option.

I dont need the service after 9pm

This would have no impact on my work commute, as I commute home on the metro during regular business hours. But, it may have an impact on venues attended in the evenings (theaters, restaurants, athletics), but that gap could be filled by private services (taxi, Uber, Lyft, etc).

Sometimes I stay at work until after 9:00 PM. I work in Virginia and I live in Greenbelt. I need for trains to continue running after 9:00 PM. Also, if I go to see a play or a movie downtown, the show will usually end after 9:00 PM. With no Metro service at that hour, I will have no way of getting home.

Im often at work late, and 9 PM (which means lines will begin closing at 8:30 PM) is too early

This would greatly impact those needing to travel to/from work, those with various familial responsibilities, and those providing caregiving activities

Reducing the night time hours has been horrible. Previously, I went with my son to the Kennedy center and dinner and walked around Georgetown waterfront and forgot about the changed weekend times and was stranded. Please don't kill the night life of DC and turn it into a sleepy town. It just pushes people into ubers.

Strongly opposed to this early closure. This would significantly cut transportation options during peak hours for service industry patrons and employees (restaurants, bars, events). It would also generally make DC a less appealing city/less competitive with cities with public transportation with evening hours.

Although this would be a small inconvenience for me, I could manage, if it allows for not closing Van Dorn station entirely.

People use the Metro as responsible transportation when theyre going to go out drinking. Close the metro at 9 and drunk driving will skyrocket, and all the revenue for restaurants, bars, and clubs in DC will plummet, as people from the suburbs opt to not travel downtown. The economic impact would be huge, not to mention the human toll of having more drunk drivers on the road.

I typically dont take metro when its late/past evening rush hour. Instead, I would opt to take taxi or uber.

I responded yes because this service cut is less objectionable than the others being proposed.

Could this at least be extended on weekends (Fri & Sat nights)?

Metrorail system should close at midnight (12:00 AM).

9 pm it's too early. Please consider it at 10 pm.

This would severely limit any plans we would make in the city. Plays, Nats games, meeting for dinner and going out for drinks would not be an option with Metro involved. We live in Herndon and it takes around 40 minutes on average to get in the city. If after our plans we have to be on the platform before 9, and I expect to work a full day at the office, the earliest I could expect to get into the city would be around 6:15-6:30. That doesnt leave much time to spend in the city before having to pack it all up. This, along with the 30-minute train schedule would make it nigh impossible for my wife, my friends, and me to get into the city reliably during the week, and would hamper our ability to plan for the weekends.

This would increase greenhouse gas emissions in the region, as patrons of bars, restaurants and cultural activities shifted to vehicular transportation. It could have detrimental effects on nightlife and neighborhood congestion in certain parts of DC.

I would be less likely to go downtown or to be able to stay at work late if this happened. 9 pm is way too early.

Proposal to close Metrorail at 9 p.m.

While this change wouldnt affect me personally, it would potentially impact, and even cripple, those that require public transportation and work alternative shifts. Not to mention that hopefully by January 2022 we are getting back to some semblance of normalcy, which means people going out and increased tourism. Reduced hours would severely impact both those that work in the service industries as well as tourists who rely on metro to for site seeing and night life, which further impacts economic revitalization.

This isnt Salt Lake City. Does DC want nightlife money to come back? Keep metro open late!

If I was out between 9 and 11 PM I would certainly want the option of Metrorail available to me. Im an older woman and concerned about safety. Wouldnt want to find myself in a situation where I felt stranded or compelled to walk alone late at night. A 10 PM close time would be much better. The Metro schedules already felt restrictive to me, before COVID-19. Ive been stuck at Union Station early in the morning waiting for Metro to open. Ive spent a lot of time in NYC, where public transportation runs essentially 24/7, and its really nice having the option of using it. I dont know what mask enforcement has been like on Metro, since I havent been on it in over a year. If enforcement is similar to other venues (i.e., limited to non-existent) then its understandable why many people dont want to take a chance with it. If you have strong enforcement of the mask mandate, then I suggest you advertise it.

There are nights when I need to leave the office later, and this would likely leave me stranded. Many jobs in this area (e.g., in law firms) require employees to work well past standard business hours, and often without advance warning. This proposal would encourage many such employees who currently use Metro to drive instead. It would also render Metro essentially useless for travelling to and from any evening events (e.g , at Capitol One Center, Nats Park, etc.).

We regularly attend sporting events and meet with friends in the evenings for dinner/movies, and would be heading home later than 9pm. This is especially concerning for sporting events, where its already difficult to hail a cab or find an Uber/Lyft driver in a safe place, even with the vast majority of people using Metrorail. If ALL attendees suddenly had to find parking or Uber/Lyft services, it would be absolute chaos and wed be in gridlock for hours trying to get out of those areas. The fare for such a ride would then become to expensive and we would not be able to attend those events, or frequent the businesses in the area as a result. This would be harmful not only to attendees, but also to those area businesses.

This plan would likely work Mon-Fri. for many folks, but would discriminate against many workers who are night workers and rely on metrorail between 9 and 11 PM. It would also be a problem on weekends for those who use Metro on Friday and Saturday nights, in particular.

9 PM is not late enough to accommodate my work schedule. I would be unable to use Metrorail regularly.

No. My job at restaurants close at 11pm or later.

With all of these bus and rail stations closing it will be hard to transfer from one train to another after work for some people. A lot of metro users cant afford to use uber or lyft after work on a daily basis at night.

10pm would be a better cut off given dining experiences in the District can be crowded and slow. Having dinner at 8pm is typical, so youre done at 9pm and then you need time to get to the station and get home.

Closing times could be differentiated across stations or lines. With the opening of the Silver Line connection to Dulles Airport, one would expect increased ridership on the Silver Line and possibly other lines in the late hours.

This is a terrible idea. People would no longer be able to take the train home after Nationals, Wizards and Capitals games. For me personally, 9 PM close would make it hard to take Metro home from nights out

This leaves no public transportation option available for those who can not afford a ride share/taxi nor have some one to pick them up

It removes any leisure use of the metro on evenings and weekends. It also means that if one commutes in and may have to stay late for work or dinner, they can't reliably get home meaning just won't take metro at all. Also a huge problem for non-9-5 workers.

The Metro services the Nations capital and advertises itself as world class. Many people work late and this would diminish the ability of people to reliably use the metro. I would run less trains (every 20 minutes say) and extend the hours to 12:00 midnight.

There are times when I use the metro rail system pass 9PM. I would compromise with closing at 10PM

That would eliminate night travel, terrible idea!

I heavily rely on metro to commute to work from McLean to DC and would need to find an alternative mode of transportation if I have to work late.

The fastest and most affordable way to get home safely at night is by metro. This would increase the reliance on Uber and Lyft. The metro closing later is always better.

The main time I take the metro is when I feel unsafe walking home alone at night, and closing it at 9pm ruins this.

This would mean metro isn't available after evening events, such as bars/restaurants, sporting events, concerts, etc.

Proposal to close Metrorail at 9 p.m.

People are starting to return to work and everyday life. 9pm closing will hurt more than help especially for those crossing state lines to get to work, school and home. Most employers do not reimburse for uber/lyft or cab rides but they will reimburse for metro expenses. If this alters there work schedule, ridership will definitely decrease substantially.

This is an absurdly early closing time that would destroy DCs nightlife economy and drastically harm the impact of essential workers in hospitals, police stations, and other workplaces that have shift changes between 8pm and midnight.

No, me gusta esto porque yo salgo a las 11- 11:30pm del trabajo o si no a las 12am. y necesito el train para ir a la casa porque no manejo y Uber o Lyft es muy caro aveces, y aveces no hay carros durante esa hora.

This would be incredibly inconvenient towards anyone that attends or works at anything related to DC night life. I attend many Capitals and Nationals games and have lots of friends that work these. Additionally, there are so many people who work at restaurants, bars, etc. that this would very negatively impact. From a financial perspective, I would think this would hurt DCs local economy as well.

I expect work arrangement to go back to pre pandemic by 2022

My real answer is Yes, but. I think if you shut at 9PM, you eliminate the beneficial aspects of mass transit as it can alleviate climate change. It would mean the entire nightlife of the DMV moving to cars, which in turn will kill restaurants, theaters, and bars that do not have convenient parking nearby.

If ridership after 9 does not justify keeping the metro open beyond 9 pm, closing early seems like a good way to save money. Uber and Lyft could provide rides after 9

This will prevent mass transit from being used for live music and sporting events.

Although I do not ride Metro after 7:00pm., my concern again is for the frontline workers whom must use Metro to get to and from work. Now Im thinking of those whom are task with cleaning offices and hospitals after normal business hours and whom often do not get off from working until 9 or 10 pm. Will you then offer shuttle busses for passengers whom must take a later than 9:00 pm train?

Too early. Will encourage more congestion around nightlife-friendly areas like Dupont and U st.

Life is intended to be more back to normal starting next January...an earlier close time, will not work. If anything close the metro earlier now, when there are restrictions against staying out/drinking late.

Earlier closure means metro wouldn't work for anyone going into the city for a movie, play, concert or dinner out. Also negatively affects workers who have to work late.

I suggest keeping current schedule

Non-drivers (including my son, who doesnt drive due to having survived childhood brain cancer) would permanently lose their ability to independently travel for work if they work outside normal hours (which is true of my son), or use the system to attend social and recreational activities during evening hours. This would unfairly disadvantage them, and might affect area businesses

There are many people that work later than 9pm that take public transportation, if you close the stations at 9pm it will add the expense of a taxi and that is a big added expense.

When public spaces, food industry, and gatherings opening up to the masses, events will be going on after 9pm and I think that metro closing at 9pm will be a detriment to our community. We have such a vibrant community after work hours and on the weekends. People like to go out at night 7 nights a week in DC. Metro closing at 9pm may discourage people from going out. Will WMATA partner with LYFT, Uber, Via, or other car services so people can get around easily? Will there be more metro shuttle buses available? Not everyone can afford using Uber on a regular basis.

I used to use the subway for night classes in DC. If the classes restart after life returns to normal, it will affect my budget dramatically.

This would make metro a non-option for me because I would not be able to get home by 9pm.

As soon as the pandemic is over like I said it could be sooner than January 1, 2022 but, yes soon as this is over, we will have to change the time from 11 PM to 2 AM Sunday through Thursday and 3 AM Friday and Saturday so just to let you know in 24 hours a dayAs soon as the pandemic is over like I said it could be sooner than January 1, 2022 but, yes soon as this is over, we will have to change the time from 11 PM to 2 AM Sunday through Thursday and 3 AM Friday and Saturday so just to let you know in 24 hours a day

I would be unable to participate in evening events.

It would rule out Metrorail as a useful transportation choice for evening dining and entertainment, as well as evening travel to/from Reagan National.

Weekend travel ending at 9p.m. would occasionally affect me.

This would have serious repercussions on the life of the city and its businesses, both from a work standpoint and an entertainment standpoint.

Proposal to close Metrorail at 9 p.m.

I use the metro mainly for Monday to Friday commuting and so am not usually riding during these hours. However, I live outside the city and do use the metro at times to attend events in DC during the evening (concerts, theater, etc.) - this plan would be difficult for that situation since I would often be left with no way home on the metro during the late evening. So overall it would be ok but my usage during off-peak hours would decrease a lot.

The contractors hired for the Silver Line used substandard concrete and it was widely known in local news. How much needs to be remade?

I should be able to find alternate forms of transportation on the rare occasion I am out past 9pm. However, the earlier closing time would be problematic for people who rely on metro to travel to sporting events in DC. I hope there would be some flexibility for later closings for big events.

Several of us - especially essential workers need to work beyond 9 p.m. If the metro closes at 9 p.m. then I would have to leave at 7 p.m. to take the metro bus to make my transfer to the metro rail. I would probably lose my job if I leave before my contractual hours.

I would prefer and recommend Metro stop at 10 pm.

I frequently work late and would not have a way to return home.

Yes, this would totally be ok!! The metro is most used for work-commuting, so this is another easy sacrifice. With the availability of other travel services like taxi, uber, Lyft, people can find another means to travel.

Shouldn't there be differentiation between weekdays and weekends?

This would be very bad news for any businesses like restaurants, stores, movies, theaters, sporting events, bars/clubs and anything else that will be trying to recover from the pandemic. It would negatively affect both customers and employees of such things.

I only travel this late at night on weekends. The early close on weekdays isn't an issue for me. How would this work for station stops near medical facilities for patients and staff? If numbers show high ridership in those areas I would vote in support of their needs.

Yes for Sunday-Thursday. No Friday-Saturday.

Though this proposal would create inconvenience for me, I could live with it. Meanwhile, this proposal remains silent on higher fares and increased fees for parking. Perhaps, your survey highlights these two variables later.

Closing at 9p would strand many workers who work evening shifts and rely on public transportation. It would also reduce the capacity of the hospitality industry to adequately cater to its customers past certain hours. If businesses are open in Jan 2022 in a capacity similar to pre-pandemic times, this will reduce their ability to recoup losses.

While this would not affect my commute, it would eliminate the possibility of using metro as safe, reliable transportation home from evening events such as sports or concerts. If this plan were adopted I would probably spend LESS on metro per year

This time change would only affect our family minimally; however, as a result to the proposed change, we would decrease our late evenings visiting city events or friends and family. For example, when pre-COVID events resume, we intend to catch more baseball, soccer, football, and hockey games as well as increase our dining out and visits to the national sites of DC. As the metro is our primary method of travel around the city, these plans would be hindered by the proposed changes; and we would have to second guess our decision to stay out later.

Of all the options, this would be the most preferable, so long as there would be exceptions for things like sporting events ending past 9pm.

Not applicable to me personally, but would strongly prefer that Metro consider lower income workers in its service cuts. Longer commutes are inconvenient to me, of course, but the financial hit to retail and restaurant workers should be considered above my inconvenience.

Im at student at GW getting a doctoral degree and classes end at 9pm so I wouldnt be able to get home if service stopped at 9pm.

For caregivers and shift workers, this plan is unacceptable.

This affects people in the hospitality industry, nurses, lab techs, and many others. Many of these workers would face the extremely high cost of parking in DC without metro, which would make a significant dent in their finances.

As someone with a disability I rely on the metro for my daily commute and this would greatly impact me.

This proposal would critically affect the commutes of essential workers who must work until close of retail hours. In some establishments this means the employees do not leave work until 10pm and they rely on those evening trains.

How would that work for those that work late?

10/10:30 pm is an idea, but again if the business are closing at 9 pm, then how can a employee be able to return back home with there family.Keep the hours with effective services to the business so they can operate upon the communities...

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|---|
| Proposal to close Metrorail at 9 p.m. |
| Its becoming too dangerous to be in and near Metro stations late at night. I take a cab instead. |
| This is a disservice to those of us who work late. |
| Why live in a city if you cant access it easily? |
| Absolutely not! |
| This is ridiculous. It means I cant attend a show or enjoy a meal in town without coming up with an alternative to metro for getting home. I would have even fewer flight options available for returning to DCA because Id need to get there in time to collect my luggage and catch a stupidly-early last train. |
| It needs to stay open until at least midnight. Most work late, so people would like to commute by train better than taking cab or Uber. |
| Not my favorite since I do take metro to go out in the evening, but I could live with it. I suggest to still have longer hours on friday and saturday (assuming public places will be open). |
| Once things have opened up again, the convenience of riding the Metro after work would be curtailed by having to be on the train by 9:00pm. Meeting for dinner or some other after-hours activity would be constrained by the early closing time. |
| I frequently work evening hours. |
| How will anyone working in a restaurant or evening hours get home? Sort of defeats the entire purpose of a public transit system. |
| With the addition of the station at Dulles, this seems like it would be a problem for people using this as a method for getting home. |
| I am a woman so I would probably opt to take a rideshare if I was traveling late at night anyway. |
| Metro should canvass the travel needs of healthcare and frontline workers whose night shifts may be affected by such service cuts. |
| If it's travel needs beginning in January 2022, that would take away Metro as an option for many evening activities like a concert or play or evening dinner or evening ball game. While we don't often go into DC in the evening, this change would preclude nearly ever using Metro rail in the evening. |
| I think about individuals that are working late hours and could benefit from safe transportation service to and from home. |
| Going to evening cultural performances downtown or even in Bethesda would require us to drive. Parking downtown is difficult and expensive. We are senior citizens (86 and 89) and do not like driving at night anyway. It would also mean that everyone who couldnt walk to Strathmore Hall would have to drive. The parking lot would be stressed. |
| This would be tough, but wheres the money to continue as if were still in the pre-2020 world? |
| This proposal would hurt restaurants and entertainment venues, as well as their employees or others who work evenings and nights |
| There is good portion of the workforce that are not on 9-5 schedule and it would not be feasible for them. Maybe until 10pm on certain weekdays might work |
| My job in theater has performances that end after 9pm. How would I get home from work? For who is the Metro system for? Only those who live outside of the District? Only those who are commuters? What about the people who live here? |
| It would make it impossible to use Metro for DC theater and for all other evening performances in the city, as well as for dining. With parking at a premium, it would prevent many suburban residents from patronizing Washington events unless they were willing and able to go the much more expensive alternative of Uber, etc. |
| Service hours should be extended to 1 am, not reduced. Increasing automobile traffic in the city at night would make the roads much more hazardous, exacerbate the incidence of DUI, and harm local restaurants and bars. It would make the Washington area a less attractive location or young people and create hardship for low-income people who work at night. |
| This would have a negative impact on those workers using metro to commute home in the evening or going to evening shifts for over-night work. This proposed change would impact our decisions on using the subway in the evening. |
| I understand that ridership is down but, at the very least, a temporary schedule amid COVID-19 for Metrorail service hours should be until 11 p.m. weekdays and 12 a.m. weekends. I would be more likely to patronize Arlington and DC attractions, restaurants if I had greater Metrorail flexibility. |
| How are we the few major metro systems in the country and world that at least close until midnight or 1 am? I'd be a dream to have metro open 24/7 but the least that can be compromised is having it closed late. Most workers in DC leave very late (restaurant, labor, cleaning workers) |
| Has there been any mention or thought of individuals who work beyond the 9PM hour been placed? If so, what are the alternatives that mirror the WMATA mode of travel similar to or at a lower expense to the rider? |
| I frequently rely on metro later in the evening, particularly for special events (concerts, sports games, etc) |
| Id support staying open longer with a reduced number of trains (say every 30-45 minutes) |

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| Proposal to close Metrorail at 9 p.m. |
| I would not be able to get home after a Nationals game. I go to about 12 per year. |
| This plan would absolutely NOT work for me. I depend on the Metro rail system to visit friends and socialize. Sometimes I might be traveling after 9 pm but no later than 11 pm. Closing the system at 9 pm is not convenient. |
| This would be catastrophic to any night life revival (and the workers dependent on it) in the city. |
| This would limit my travel to Friendship Heights and Farragut North (for example) to patronize local establishments in the area (especially those convenient to the Metro Stations). |
| I work evening shifts. |
| Closing at 9pm is awfully early. If the system really can't close at 11 pm, I'd recommend doing 10 pm rather than 9pm so people who rely on this have a better chance at getting home |
| There are many times I would need service after 9pm, if there were certain considerations for sporting events, concerts, etc. itd be ok, but just as a stand alone that would really impair my riding |
| This would hurt me a as I take the metro to work |
| I would expect that nightlife will have returned by then, so that service wouldnt fit with the trips I would have taken pre-COVID in that window that will now cease to exist. Transit is still my most reliable mode of transport when going out, and I wouldnt want for that to change |
| In current covid issues working environment I have had to work night shifts at airport... 9 PM is too early a closure time any day of week, including for airline passengers arriving at DCA, most flight arrivals are in early AM and evenings until 10 daily, until 9 PM weekends. |
| This would make my commute impossible. I frequently work late and have other work events that go into the evening. I quite literally would not be able to get home from work. How on earth would this work for anyone? What is the proposal for the thousands of people per day who ride the train at this time? |
| Please consider extending time to 10 pm. This would allow mall and restaurant workers to use metro once businesses are closed in the evening. |
| Closing time of 9pm is too early to be able to use metro after any evening events or plans, really screws people who take metro to work but cant return if they have to stay late or have an evening shift. |
| It would hinder going to movies and concerts. Lyft gets pricey depending on how far you need to go. |
| What options are available and/or being proposed for shift workers (I.e. bus operators, security personnel, police, custodial workers etc.)?? |
| Once its safe to go out again, I shudder at the thought of being out in DC nightlife with no way to get home after 9pm. Perhaps extending the hours on the weekends (Friday and Saturday nights) would be possible? |
| I would curtailing my volunteer and travel commitments because I would have to take a taxi after 9 PM. My Smithsonian volunteer and Kennedy Center evening commitments last until 9:30-10:30 PM. Planes from the East often arrive after 9PM at National Airport. |
| This would discourage people from attending downtown functions if they knew the Metro stopped at 9:00pm. What would you do forevents such as the 4th of July at the Monument Grounds, the baseball games, theatrical performances? Make exceptions or stick to the rigid schedule. It could be confusing to people if changes were made and they were not notified. I can see the cars as they come to the Grosvenor Station. Perhaps you could put on fewer cars and stay op later. |
| If restaurants and businesses downtown do not want my money, then this is fine. My priority is to use the metro for my commute, so I am ok not spending money on restaurants, entertainment and retail in DC after work if the city does not want me there. |
| Anyone commuting into the city for evening events needs the ability to metro home afterwards. 9pm is much too early. |
| Closing metro at 9pm prioritizes commuters, but would increase reliance on rideshare for individuals who are going out socially and may be drinking. Worst case scenario, people will be more likely to drive themselves after drinking, making roads more dangerous all around |
| Would be really tough to get home if out at night. |
| Personally, with the exception of an occasional event at Arena Stage, I could probably adjust. However I do have some strong feelings about cutting off transportation for those who work long hours to make a living and for the benefit of us all. 11 PM is already problematic. |
| Essential workers in transit need service hours to help them get to and from work. |
| This will be cruel for Evening shift workers. |
| The late night use of Metro is vital for the hospitality industry, both entertainment & restaurants. |
| Could disadvantage workers |

Proposal to close Metrorail at 9 p.m.

Some weeks I work later than 9 and this would leave me stranded.

I think it would be useful to keep late closing at the weekend when people are attending events downtown

The hours of the metro rail should be returned to the normal hours of closing at 11:30 pm Sunday - Thursday and 3:00 am Friday and Saturday. This would allow the night life and businesses to regain financial footing. As by this time the vaccine will be given to most people according to the way things are currently going.

I am concerned for riders who work evening or overnight shifts, where they would need an affordable commute option past 9pm.

bring back midnight

Restaurants and small businesses will definitely be affected by early closing at 9:00pm. The pandemic has already reduced their funds and employees. Closing metro early is not a good idea for those who do work at night when closing.

Working late at the Library of Congress - being able to ride the rail to Potomac AV station to ride the M6 to Fairfax village 38th and V St SE is required at least 4 times month.

This assumes that people will quite going to concerts and eating at DC restaurants. No more evening shopping and events at museums. Bad for the economy.

As I stated in response to Proposal #1, I really dont want WMATA to have to cut Metro service on any of the lines.

This would work for me as for safety I never get on the metro alone past 9 or 10 now. However, I have the means to pay for a taxi or ride-share service. This again concerns me about the disproportionate impact it will have on a certain race or socioeconomic group.

It would for work but it not socially on Fridays or the weekends.

I am concern about closing the metrorail down at 9:00 p.m. instead of 11:00 p.m. because this is my only mode of transportation.

Will need to adjust to make 9pm work at some cost. No problem if it will save metrorail significantly.

this could be problematic for Nationals games and other events that might end after 11.

Any proper public transportation runs after 9pm!!! This is ridiculous. How are people who work late going to get home? People out drinking - will they take their cars? Even If we simply go back to using car shares, that means more cars on the road - what about climate change? This is the Nation's capital; no 1st world capital city has such a limited subway system as what you propose. Other funds must be found to keep Metro operating at an acceptable level!

this is too early for weekend hours. Weekends we need at least till midnight

For regular commute yes, but not for helping with transportation for social events. We would be stuck after any sports or cultural events (which would impact our wanting to do those)

This would not impact my projected usage

When Covid is over, people will be going to sports and music venues. People greatly rely on Metro for sports events that often go late. Please dont go down to 9 pm

Some of the Flights arrive at Reagan Airport after 11 PM, which will create real serious problem.

With the expansion of rider and ride share services across the metro DC area coupled to this timeframe being well outside the scope of the traditional work period (e.g., 9am to 5pm or variations thereof) for a predominant amount of individuals, this proposal of earlier closure appears to not only be the most feasible, but also completely concordant with metros stated objectives of providing services when demand most dictates.

What about when baseball returns and servicing the crowd that uses the metro to go to and return from the games ?

This leaves anyone who works nights (including lots of essential workers, like healthcare professionals) stranded and reliant on expensive services like Uber if theyd like to get to work or home from work.As a woman, I also feel much safer taking the metro home in the evening rather than getting in the car of a total stranger who I called from an app. This change really feels like it would impose a de facto curfew on women under 50 (maybe women over 50 too, honestly), which is bad for businesses like restaurants and also bad if you like gender equality and womens ability to participate fully in society (which I do). So if the train is closed and you dont want to get in a strangers car, your options left are either to walk home (which makes you extremely vulnerable too, as the news out of the UK is currently highlighting with the murder case in London) or to buy a car and drive yourself (which for many people is not a practical solution)

While our family could probably work around this change and use ride-sharing services, etc. This would likely limit employment opportunities for the DMVs underserved communities who rely on metro for commuting to service jobs. it would certainly increase cars on the road and would likely lead to more incidents of driving under the influence and associated tragedies.

I think it will be much harder for people in service industry and people out with friends. It will not affect us as much.

Proposal to close Metrorail at 9 p.m.

My wife and I frequently attend events in Washington DC that let out after 9 p.m. Our attendance at paid events (concerts, lectures, etc.) supports the lifeblood of the City, and we get there overwhelmingly by Washington Metro. If the daily service ended at 9 p.m., our patronage of all that Washington has to offer would greatly decrease. In the interest of doing our part to combat climate change, we drive into the city less and less these days. We much prefer to ride Metro. Please do not close the system early at night. This would affect not only us but many people of like mind.

Absolutely disagree with this proposal. (1) let's be honest, this time would only work for people who work a standard 9-5 white collar jobs, guess what!? Those people are currently not working using the rail system because they are all working from the convince of their homes. How about essential workers like who work odd hours everyday? A lot of use work until 9pm so how are we supposed to manage? Having the time until 11 makes more sense cause it allows us to time to use the bus and still catch a train our homes. (2) the Buses are almost always late and that makes it even more difficult to try to hurry up to catch a 9pm train. Please 11 sounds great

Absolutely not! Cutting service hours is a dreadful idea. Many people work late at night and rely on metrorail to get them home safely. In addition, people who are at late-night gatherings may be tempted to try to drive after drinking or when tired, which would cause accidents to skyrocket and would make our roads much less safe. In addition, cutting hours would cause Metro to lose even MORE money, which would then become a vicious cycle. So, PLEASE, do NOT cut metro operating hours!

11 works

Terrible, 3rd world service. Not acceptable. Eliminate off peak rates and keep service through 1 AM every night.

Public transportation is vital to safe nightlife in the District. Closing metro early exposes us all the dangers of drunk and impaired drivers.

Usually it is easy to use metro at a late hours (after 9pm) after returning home from visiting friends, concerts and other city events.

You would absolutely push people back into using their automobiles, if you do this.

If there is a special event or sporting event how would people get home? A 9pm closing time with trains infrequently means it will be very hard for people to get home.

That is extremely early for a major urban area like this, and would increase traffic and would reduce people going into DC for entertainment on evenings and weekends. I would hope that at least there would be extra rains and extension of hours whenever there is a sports event, or concert etc., or at least later hours on weekends. This would be difficult for people who have to get to work early or work late and do not have a car.

I generally do not Metro after 9 pm, so this would be ok for me personally; however, for the many others who depend on Metro for their job commute and they work past 9 pm - this would NOT work.

I work evenings and would like train stations to close at 11:00 pm.

Unacceptable!!! Many workers and people attending events in the later part of the day would be forced to drive themselves (both ways) or make use of share ride services. The negative effect on employees who must rely on public transportation would be extremely high. The environmental impact of increased car traffic would be detrimental. Metro ridership would decline tremendously. Downtown businesses (e.g. theaters, restaurants, sporting teams) would lose revenue. The idea of a car-free life would be over.

This plan does not seem to take into account the many shift workers in DC that might need later night trains during the week after work. In addition, it doesn't seem like this plan would even allow for people to grab a bite to eat in DC, attend a show at one of the many theaters, go to a Nats game, etc., then use Metro to get home afterward. It seems to discourage Metro use overall, which would have lasting effects.

Metro already closes too early, but 9 pm is really pushing it. Not everyone works 9-5, and we all have lives to live. I suppose if buses are still running late on many parallel routes and corridors this could work, but if you cut the span more people won't find it useful and will get a car or bikes or use cabs, reducing your ridership during the day as well.

Pre COVID my main transportation especially in the evenings was METRO. Assuming that travel will resume post Pandemic the reduction in availability of mass transportation when we are trying to simultaneously prevent the devastating effects of climate change seems like the WRONG approach. I would hope creative ways to put people back to work would allow for Metro to continue its essential service.

Too many events run past that timeframe.

I rarely travel late at night. However, I know people who do and this will be an inconvenience for them.

That option all but eliminates MetroRail as a choice to go to shows, dinners, sporting events, and other evening activities in DC. There's not nearly enough downtown parking around Verizon Center and not enough by Nats park. Let alone the other sports venues.

I use Metro primarily for commuting, and I commute normal hours, so an earlier closing would be fine. The same may not be true for those who work later shifts, though -- they would need a transportation option.

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| Proposal to close Metrorail at 9 p.m. |
| Eliminate overtime and reduce wages. |
| No late dinners, concerts, theatre, opera, etc.? Way to kill your businesses and tax revenue. |
| So the people that works overtime and sleep at work. Or take Uber. Not everyone can afford to pay for Uber. |
| This proposal is insane. Many riders are still working up until, or even past 9:00. And this is their only form of transportation. Not only will this hurt metro, it will hurt the Districts economy and culture |
| Closing at 9pm would NOT work for all of those who attend all evening baseball games or other sports, all evening theatre performances (music, drama, dance) - patrons who depend on evening Metro would probably have to leave early, especially seniors and any others who do not drive at night. It would be awful, cutting down on opportunities to have an enjoyable evening. Many people who work at the venues we patronize would also be unable to work evenings. My husband and I are 78 and 79 and we are very frequent theatre goers and very frequent baseball game attendees - if we could not take Metro home at night, this would eliminate many of our beloved activities. |
| Many activities - concerts, bars, conferences - end after 9pm and metro is needed to travel through the city. |
| Closing the Metrorail system at 9pm instead of 11pm would lead those who work evening shifts, or late nights, to either take the bus (if still operating in the needed areas) - which could then lead to overcapacity, a rideshare - which is expensive and dependent on surges, walk (if able), or cause individuals to not be able to work that shift. Similarly, to not provide those who go out to clubs, bars, etc at night puts these people at risk of not being able to get home safely or comfortably. |
| this will make it impossible for me to travel to DC for evening plans without having to take a taxi/uber home which was never my choice mode of transportation |
| We are a world class resilient city and bars/restaurants are already hurting. 9pm is ridiculous. |
| But for this plan , it must be taken in consideration of consumers who have late night employment |
| Eleven PM is a much better closing time for Metrorail: We use Amtrak between Union Station to NY City and often arrive back in DC after 9 pm. We also use Metrorail for Arena Stage and the Kennedy Center. Performances do not end until later than 9 pm. |
| Many of our most economically vulnerable neighbors are stuck working late shifts and they are the ones most in need of public transportation. Please survey the employers of front line workers and the workers themselves to determine the need for even later transportation. |
| 9PM is crazy. that is way to early -- even 11 is way to early. That shouldnt change -- if anything it should be 1AM |
| I do not commute frequently after 9 PM but in some cases due to work related activities, i have to commute after 9 PM. Even though this is not the time which i take my metro ride, but i prefer having the service till 11 PM due to the fact that i will give me peace of mind that i have reliable service when needed. |
| Work culture in this area is nasty, a lot of people have to work late. Closing the Metrorail at 9 would cripple peoples commutes. |
| We often use the Metrorail service in the evenings after attending events in the DC area. This would severely reduce attending events due to parking and driving issues. We would like the evening service continued. |
| Utilizing metro for trips into the city and back for dinner and other evening activities is important to me. |
| If this is just for the weekday, it would be fine. but if its everyday, including weekends, it might impact me greatly. |
| 9 pm is awfully early. Even just 10 pm would help. |
| This would absolutely not work. I need the metro to be open past 9pm given work obligations |
| This would reduce my ability/desire to attend evening activities away from my neighborhood.. |
| This would prevent me from getting home |
| We are avid theater-goers who use Metro to travel to and from performances at various local theaters: Shakespeare Theater, Arena Stage, Fords Theater, Studio Theater, Kennedy Center, etc. We also regularly attend evening lectures at the Smithsonian. Closing Metro at 9 pm would mean we could not use Metro to return home. Driving ourselves or taking cabs are not good options for us. |
| I rarely use public transportation this late in the day. However, many people do: some for play, many for work. AND, frankly, closing the system at 11PM is, in itself, just a just a terrible policy, let alone proposing to close it two hours sooner. |
| While my work time ends at 4 pm, this will severely limit spending any time in the city for shopping, dining or getting together with friends once the pandemic restrictions are lifted. Not to mention how evening and overnight workers will suffer. |
| I feel safer taking the Metro at nights than walking. It is an easy and safe option when getting across the city. |

Proposal to close Metrorail at 9 p.m.

This would be fine I think. Kinda sucks, but theres always uber if Im out late with friends. I would like to see exceptions for nights when there are big events, though. Like extending service for after a ball game, hockey game, etc.

If all days of the week this would be difficult and 10pm would be more feasible for my current employment schedule. Would exceptions be made for large sporting events and other events that do not allow for ample parking?

I mean, god forbid you work in the service industry. And as we all know, Nats games end promptly at 9pm.

I don't ride the Metro after 9 p.m. on a regular basis, but I like to have the option when I'm returning from a special event. Public transit needs to be open most of the time for it to be useful.

I have often had to leave the office downtown late, after 8pm, and having the system close before I made my switch to the final train. And Uber would be prohibitively expensive.

No, this plan would not work for me because Im an essential-healthcare worker at an area hospital. Unfortunately, our shifts end at 11:30pm, which conflicts with your 9pm closure. This is also a problem for retail workers. If ridership is down, maybe you should consider extending your hours to Midnight to accommodate the needs of late night essential workers whod rather pay more to ride metro than an over-priced Uber/Lyft/cab.

Assuming bars and restaurants are able to operate normally in 2022, this would cause inconveniences and reduce revenue of certain business in the DC metro area. Buses near my residence don't operate after 9pm, and while I could take Uber/Lyft, it would likely reduce the frequency with which I would patronize bars and restaurants.

Things do not close at 9 pm. Closing metrorail at 9 pm will just mean people have to hail cabs/rideshare unnecessarily.

Working in the hospitality/hotel industry this would drastically impact being able to commute home from work later in the day.

This would severely impact my social life which is already hurting because of the pandemic.

I can see this being a problem for circulation in general and for restaurants/bars that serve alcohol. Closing the stations early could make more drivers tempted to drive drunk. Even if people used driving services or taxis, this would cause circulation problems (that already exist, but would be worsened) as the drivers wait to pick up their clients and block roads.

I can see why this will be a problem for people that work until late hours. Seems that 9pm is pretty early to close

How would we get home from errands and other appointments after work??? This would defeat the purpose of their being a metro system entirely. 11pm is far more reasonable.

This is inconvenient, especially on weekends, but it would be less disruptive than the other proposals.

Many DC resident are members of the service industry less than 50% of them drive and must utilize public transportation to work and carry out important lifes crucial functions

In regards to WMATA Police Department , with the continuation of the excellent toward Maintenance , and Operation (M.O.) , plus further upgrade for passengers , and line ; WE in conjunction, both service and patron will be able to motivate a 2:00 A.M. closing .

Two reasons:1. Late work departure from DC or other weekend or late night venues along the whole Red Line would likely loose potential employees and evening customers who live or park cars in or near Redline stations. 2. The condominiums, homes, townhouses., apartment houses, etc., would loose value if the Redline was lost as an attractive sales feature to potential buyers.

I have often used Metro go into DC from Virginia for concerts, dinners, and evening events. Even closing at 11PM has meant picking and choosing events that ended early enough to make it to the train - and/or leaving early and sometimes running(!). As I live on the orange line, such trips would cease - simply not possible.

9pm is often too early for my needs

Proposal to close Metrorail at 9 p.m.

This is UNACCEPTABLE and insane. Talk about becoming a laughing stop. So those who go to Kennedy Center via metro will have to stop? Most go to foggy bottom and use shuttle but strike any evening shows. Or any shows, live performances, restaurants, businesses, book stores, bars. The Shakespeare Theater Company and other theaters will be harmed significantly as many use metro for evening performances. you are not catering to those who RELY On METRO. You will have more drunken drivers. We will be a laughing stock across the country. Who would get a monthly or weekly pass now? That took AGES when other systems have had for ages and now who would do? This is insane. And you will kill DC as a place to live. Businesses and theaters will move out. They will have to find a way to survive with fewer coming in evenings. Restaurants too. DOOM DC by doing this. IDIOCY at best. IRRESPONSIBLE at best. Do your jobs and find a better way and also with funding coming to the states, table all this NONSENSE. DC already too high in taxes. You are going to lose tax base more and more. Get more federal funds from VA and MD who rely on this too. Sue them for their share. In any case, as a district and capitol of the country and seat of federal power, you have CIOU. USE IT. Not like this is a state issue or district only issue so take care of this responsibly.

Oh wow. I regularly go to the movies after work and on weekends and use Metro to get home. Could you just close it on the outer parts? But things inside the city ... keep that open, right? I mean, RIGHT? Wow. Also, not that I advocate drinking, but there are people who drink who use Metro at night to get home. So, we move them to ... Uber? Drunk driving? Eek!

My proposal for this point is one metro from 8 pm through 11 pm instead of closing at 9 pm

I would not take the Metro anymore.

Sometimes I work until 9p and ride metro home. Sometimes I go out in the evenings to attend cultural events such as plays, concerts, movies, etc, and use metro to get home. This would make it impossible to live in DC without a car and would be very, very sad and disappointing. Our transit is what makes this city vital, thriving, and different than the rest of the United States.

This change would force me to abandon metrorail as a transportation option in most cases. Since I am not a metrorail commuter (I live close to work), most of my use of the system is at night, and virtually all my trips before the pandemic ended after 9pm.

DC and the surrounding area have a large number of workers who may not finish work until after 9 PM. It is increasingly expensive to use ride share services and bus service may not always be viable depending on where a worker is. Having closure stay at 11 PM will alleviate this burden somewhat.

I do not think this is a good idea because many people who enjoy nightlife in city wont be able to use metro to get home late.

No, closing at 11pm is already pretty early and forces us to rely on taxis/Uber.

Would it be possible to extend to 11p.m. on weekends? Especially to Foggy Bottom when the Kennedy Center has events?

This is absurd and disrespectful of metro-area tax-payers who have contributed funds over the last several years. Not only does this affect employees who clean buildings, etc., until 10pm...this will negatively affect me as much of my metro ridership is between 10pm-11pm (or later on weekends). I will also no longer eat in DC as metro will preclude transportation home and make an evening out too expensive.

Rarely take metro past 7p

Many of the people (myself included) who rely on metro the most - service workers (bars/restaurants/grocery stores/etc) would be affected the Most by these cuts.

A expansion of hours is preferred. Rather than close the metro at 9pm, extend the hours to 12am weekdays and 2am weekends.

I most frequently use metro after work hours for commuting around town, particularly to baseball games. This plan would leave me stranded at the park.

This will harm service workers in particular. May also lead to people driving rather than taking Metro after imbibing alcohol.

I work late and need the Metrorail to get home. I cannot afford to uber home, and walking would be unsafe. I am strongly opposed to this proposal.

9 PM is too early to close since many businesses/restaurants and art venues (Kennedy Center, others) are open until 11:00 PM. It also depends on which areas have the most need to stay open so the workers at these places can use Metro to get home.

Removing evening access would make it much more likely that I end up stranded in the city and have to pay a significant amount to take a rideshare instead. It would drive me away from public transport.

How does this affect late night sporting events, concerts, movies, etc? This also discourages people from staying out late at restaurants and other forms of entertainment. But maybe you only want a subway system for commuters, in which case you arent doing that well either with 30 minute wait times between trains.

It would be better if it was open until 10

Sometimes I am expected to work overtime, and with the trains running every 30 minutes, I could miss my last bus. I dont own a car and rely exclusively on public transportation for my travel needs.

Proposal to close Metrorail at 9 p.m.

Metro needs to be open later. Even 11pm isnt late enough. I know the budget troubles, but public transportation is a public good. MD, DC, and VA need to fund any shortages through their budgets to ensure that service is available for all in need and for as many hours a day as possible.

Impact would be minimal. I could make it work.

I use metro to get to and from my grad school classes, which end at 8:50. I would not be able to get home using metro

The Metrorail system closing at 9pm instead of 11pm, particularly on Friday and Saturday nights, would pose a significant safety threat to members of the community who utilize Metrorail as a safe way to get back home after a night out. It would also pose a safety threat for low-income individuals and essential workers who rely on Metrorail to return home after their work shift has ended. This proposal is dangerous, reckless, and disappointing to see WMATA even consider as a valid option.

This would cripple the city's ability to function like a metropolis.

It would not be good for people working in service industries, attending concerts and games, tourists, or people in downtown late. Hopefully we should be in post-covid operating way of life by then and if, people will be interested in going out at nights.

Better to close early than close down entirely

Although I typically leave work before 9pm, I would be concerned about the impact this might have if I am forced to work late. It could also impact my ability to get to and from restaurants in DC for dinner.

9pm is entire to early to close the Metrorail system. There are work events and social events that, when people are allowed to attend them, will end after 9pm. Closing the system earlier (I assume everyday, not just weekdays) would be the worst of the options thus far.

It works for me. I do not know what normal (pre-pandemic) ridership was like after 9pm so I almost selected Not sure. But it would work for me personally.

I would support 9:30 p.m. Sunday-Thursday. 11:00 p.m. Friday and Saturday evenings. Closing the stations earlier on the weekend nights will have a detrimental impact on Restaurant and entertainment sector of the city. A very short sighted proposal.

I use the Green Line on a daily basis, including weekends. It is my only mode of transportation to and from work, errands, health care, entertainment, and shopping. Also, I often work late past 9PM and use Metrorail to go home. We need the train to run past 9PM for work reasons or to attend events downtown DC.

The Metrorail should close at 11:00 pm; earlier wouldnt work for my family that use public transportation.

I regularly work late and would have to switch to driving to work. It would make much more sense to follow commuter rail paradigms, like Boston, NY, etc, where rail service continues after peak demand, but at reduced intervals. Economic backbone of the region, remember,?

I normally dont use the train at those hours for anything essential, but that WILL affect a lot of people who work during late hours of the night. Itll certainly also increase use of cars, whether personal or Ubers, at a time when we should be reducing due to climate change.

The Metrorail is the primary way I travel into and out of DC. Closing it so early at night would drastically curtail my ability to go into the city for evening events.

IT would be terrible for taking the subway to the downtown theatres (Verizon Center, Kennedy Center, Warner & National Theatre); to museums and festivals downtown; to multiple conventions that are held downtown; to be able to have a flight or Amtrak ride from anywhere that would necessitate arriving at the airport or Union Station after 9pm, thus severely limiting plane and train scheduling which are already severely limited in arriving or departing from many, many places in the country.

I would be ok with this if it is just a temporary change, it is nice to take metro to sporting events and know I have a safe, eat ride home. I am worried this would be a long term change and that would again I think have poor long term repercussions to ridership (if someone knows they have an evening event, they may drive in the morning too and remove more morning ridership/revenue)

It's nice to be able to use metro post 9 pm when I am out

That would probably be pretty detrimental to restaurants and bars and theaters.

Can it be proposed to 10 pm as oppose to 11pm.

I dont usually ride the metro past 9pm, and with the increased use of apps like Uber and Lyft, there are other options. However, it would seem more beneficial to have a more nuanced approach - instead of closing at 9pm across the board, close early on Sunday - Monday - Tuesday, at 10pm on Wednesday and Thursday, and 11pm on Friday and Saturday. This allows access to riders when they would more likely use it (and also encourages use of downtown bars and restaurants). Another consideration is to replace trains with buses, especially outside the city - likely costs less, but maintains access.

I am not using the Metro at those hours now, but if we intend for business to return to normal in the DC area, Metro must run at least till 11:00.

Proposal to close Metrorail at 9 p.m.

Closing the metro at 11pm was already a hassle for my schedule on weekends. 9 pm is even worse, and I doubt many people would even see the metro as a viable option to getting to/from DC with those hours. Would like to see the weekend hours get extended instead of cut short again. Besides/before the coronavirus, the reason that there weren't as much riders on the metro on the weekend was because of its early closings

This would not affect my commuting.

Metro would still open at 5am, right?

I frequently like to use Metro to travel home after visiting bars in the city, either after work, or on weekends. 11pm is already earlier than I'd prefer the system to close but closing at 9pm would make Metro basically unusable for my recreational purposes. If I'm visiting friends in Reston, the earliest train back to my home in Ballston could leave as early as 8:15!

While early closure would have little effect on my use of Metrorail, when I have ridden late at night on weeknights, it appears that many if not most of the passengers are hourly workers returning from or going to jobs like office cleaning, security, and the like. Depriving that cohort of affordable and reasonably fast public transportation should be avoided if possible. If that means that those with day jobs and probably higher pay have to pay more to ride Metro during the day and early evening, then so be it.

That is crazy. We are all still out at night and it is best we not all drive cars.

I live where I live (across the street from Virginia Square metro) not only so I can get to my job easily in the morning and come home at night without a wait, but also so I can do things in DC and come home later. . Businesses, entertainment, schools and churches are geared towards this population -- in my case Rosslyn to Ballston on the Orange line commuting to work, socializing, viewing entertainment and sports, exercising, etc. in DC. There's an implied social contract here. We've paid more for our condos and higher taxes for it. We've had enough stress with COVID. Forcing people to drive to work is bad for the environment, bad for area residents, and bad for the health of the metro area. We may end up just not going to DC, which is bad for the health and wealth of the city and its residents. Unless there's a health risk from COVID in January 2022, it's a bad idea for public transportation to be eliminated at night when we are back at work.

Waaay too early.

I only use Metro for business commuting.

Most of my current or anticipated Metrorail use is recreational and it closing at 9 pm on the weekend would conflict with that (I am hoping that by 2022, recreational trips to DC will be reasonable once again)

Absolutely not! How in the hell do you expect people to get home from their social lives, let alone sports events, concerts, or even late workdays?

This is a horrible plan for customers who work late hours or who want to attend events that may end after 8:00 PM. Metro is trying to keep people who rely on Metro limited in their ability to engage in work and services throughout the region. This sets up a society of haves and have nots. The people who do not rely on Metro will be able to have employment and services that people who do rely on Metro will not.

I use metro not only for work commute but to access social and recreational activities. Reducing nighttime service would increase auto trips and also reduce access for those who don't have the financial means to own cars.

I do not have a car and I'm out past 9 pm and I can not afford to pay for car services (LYFT and UBER)

9pm on weeknights and 11pm or later on weekends might be more feasible.

As someone who uses the Metro for pretty much all of my transit around the city, having to either be home, walk home in the dark, or take an Uber home after 9pm would be quite troublesome for me.

It is bad enough any major American city and the Nations Capital discontinue running train services before Midnight, for the general public.

9:00 pm is too early to close for most tour guides that do night tours

What about workers who need to work late night shifts, or come home from late night shifts. How will they get home? What about for events like sports and concerts? Closing at 9 may lead to drunk driving and stranded people in dangerous locations.

Commuters need later trains especially for airport arrivals and weekends.

Not convenient but understandable

I work as a tour guide. We often finish later than 9pm. We often are dropped off at Metro stations than are different than where we met the groups.

Proposal to close Metrorail at 9 p.m.

This change significantly reduces access to public transportation, with a disproportionate impact to those with lower socioeconomic status, as well as hourly workers. At a minimum, the metrorail service should keep 11 pm service hours and in some cases extend its hours. A 9 pm closure would likely turn away more riders as they would be forced to seek alternatives modes of transportation.

My husband and other service workers in the restaurant industry in DC would be severely hampered in ability to use Metro to get to and from work. This would subsequently limit ability to work in DC given parking issues/cost

I sometimes work late and this would make it difficult to get back home.

Metro is the MAIN reason I moved here. Having to spend money on Uber instead of metro would be unaffordable to me and many others

The later hour allows for attendance to various events/restaurants/nightlife all over the metro area. Cutting these back will dramatically impact these activities across the region.

9 pm is too early to stop mass transit in a city, for restaurants, other nightlife etc and their employees. 11 pm or midnight is better.

This doesnt address the extra time needed for special events not does it accommodate 2nd and 3rd shift workers.

I usually do not need to use the metrorail beyond 9 pm, but sometimes, it is an essential service without which it would be far more costly to travel in the absence of a car. Closing the metrorail at 9pm is simply absurd from a usability perspective, and it would put the WMATA metrotrail system to shame if enacted. The D.C. metrorail would become the laughing stock of transportation systems.

I think Metro should consider staying open at least until 10:00pm on weekdays and at least until 12:00am on weekends to encourage ridership of all ages, help control traffic levels in DC, and give a flexible and reliable public transportation option.

That would negatively impact night life patrons and workers. Frankly, 11:00 is too early.

It depends on what time the last train leaves from Medical Center. If it leaves before 8:30 pm, my intellectually disabled daughter will have no way to get home from work.

Id be highly unlikely to use Metrorail if this happened. I like to use Metro to see theatre and music in DC. These events do not wrap up by 9.

No, Metrorail system should close at 11 p.m.

I travel some months, I need the train service

I think this would have too great an impact on people who rely on Metro service in the evenings. This includes essential workers and those working in service industries, many of whom already struggle to rely on Metro service that doesnt run late enough. Additionally, I am concerned that closing earlier would have unintended consequences for businesses like restaurants that rely on customers being able to get to/from their establishments.

Local universities (George Mason in particular) has classes that end at 10pm and ending service at 9:00pm would impact students who rely on public transportation. In addition, many front line workers (food service, etc.) may need later access to metro.

This would really affect any night activities, so this would be a huge blow.

I use Metro for transportation for work but on occasion I stay late for a ballgame or concert. WOuld have to re-think my plans.

The earlier closing time would impact decisions to meet up with friends or go out in the city in the evening because if we are out later than 9 pm we will have to find alternative transportation.

Again, I purchased a home walking distance to Metro. I use Metro in the PM to go into the city and not out. I go to have dinner and drinks and most times I go home late.

9pm is ridiculously early, especially for people who work in the service industry or anyone who wants to go out to dinner.

Assuming precovid air travel conditions resume, flights that arrive before 8:30pm tend to be significantly more expensive. Also, this rules out taking metro to return home from summer league games, dinner dates, work receptions, concerts, and other common evening events.

While this proposal would work for ME, Im not certain it would work for others (i.e., individuals who work late night shifts, individuals attending late night social events, etc.).

Metro is critical to safety by avoiding driving to after hours events. DC and s a large city; we need an increased metro presence- not decreased!

I do worry that closing earlier will continue the downward spiral of pushing more evening traffic out of the metro system (and thus decreasing revenue further). Why take metro instead of an Uber? If metro wants to lean in to being mostly a commuter service, this is probably fine.

It is not clear to me the mony saving of this plan versus the service to the community between 9 and 11 PM.

Proposal to close Metrorail at 9 p.m.

Many have plans to return to socializing after the pandemic, and are quite excited. I fully planned on supporting local businesses by going to sports events, plays, restaurants, and bars, however it will be difficult to do so after 9pm. I will be sure to notify local entities that have struggled this past year that my inability to patronize their establishments is directly affected by Metro's 9pm closure.

Depends on events at places like Kennedy Centre, Smithsonian classes, Capital One Arena

I'm a night person. 11:00pm is already early for me.

Metro should leave closing at 11pm or work to extend service to midnight. Closing at 9pm would cost Metro two hours of service and the fares that would have been gained by not changing or extending service by one hour. During SafeTrack, Metro closed at 12am seven days a week (Fri & Sat nights @ 3am before SafeTrack). If Metro closed at midnight, the transit would gain three hours of fares instead of losing 2-3 hours by closing at 9pm.

Hundreds of thousands of residents of the DMV utilize metro because they don't have cars. A vast number of these residents have occupations that require them to work past 9 pm. Closing Metro at this time is a step expected in small town cities, where nothing happens after that. We have all five major sports teams, some whose game times often start only 1-2 hours before Metro closes and stations are only yards away from the venues. Were these purposely built close to the stations because of accessibility?

I use the Metro mostly during the day but there are times when I would like to attend the Kennedy Center when it opens and since I don't own a car, this is my only form of transportation.

I would think that after the COVID-19 impact is reduced, we'll go back to using Metro to go downtown for evening events and closing this early would mean we would have to travel by car.

ABSOLUTELY NOT. It was bad enough when trains would stop running around midnight before, there is no way we can ever hope to return to nightlife and evening travel if the train stops running so early, not to mention the huge number of people in service industries who rely on metro to travel at night.

Precludes using Metro to get home from Kennedy Center, and from virtually all professional sports venues. Will make parking anywhere near these venues virtually impossible or ridiculously expensive.

It would be better to keep it open until after 10:00

this would make it impossible to catch the metro for a concert, movie etc

I'm often out later than 9pm running errands after work. 10 pm would be more reasonable if cuts must be made.

What? I mean, aside from nightlife, just a dinner can run later than that and it would leave people stranded. Unless that is the goal - to keep people from going out or to increase traffic throughout the DMV late at night or to increase drunk driving at night. I think this is the worst idea that I have seen yet.

This isn't helpful for people who go out after work, maybe go to the theatre in DC or out for dinner (once those options are available again). If the goal is to have less cars on the road than the Metro needs to be available.

This is absurd, this is functionally like not having a Metro system at all, it will be unusable for doing anything in the evenings and leave even more people unable to get to or from their employment.

This will greatly impact the patrons and the restaurant business for those who want to take the Metrorail down to DC to have dinner, especially on a weekend.

Closes too early!

it would be very tough for classes I teach at AU 5:30-7 pm in order to get to Tenley station by shuttle then home to Virginia Square before 9 pm closure, (One-way can take 90 minutes+) But I could probably make it home instead by taking an Uber at least on the return.

This is a ridiculous cutback

Metro closing at 9 pm will adversely impact those who work at night and who may be unable to afford additional modes of transportation like Uber.

Do not close/shut down any metro station even if there is low ridership-- to compensate increase fare prices on subway or bus & have shorter trans on subway lines or have subway trains skip stations that have low ridership-- like having a subway train only service a station with low ridership less frequently having trains blow by certain stations but only service those stations with every 2nd 3rd or 4th train, but have it be at predictable intervals. But still keep open till 11pm, because some essential workers need to get to & from work.

I often work late in the office until after 9:00 pm. Closing Metro at 9:00 pm would make it very difficult for me to get home safely.

I need to work late or attend work functions after work and will need a safe and cost-effective way home after 9 pm.

Proposal to close Metrorail at 9 p.m.

Like many who live in Maryland and work in Virginia and is dependent upon the service especially in the evening since I get off work at 9:00 pm. The proposed closure timeframe will leave me stranded and Alternative transportation costs will wipe out my travel budget. Again with the reopening of businesses such as bars and restaurants and the return of the hourly paid employees who travel across state lines to work and are not released before 9:00pm, it appears that there is no consideration for these folks if Metro moves forward with this closure schedule.

Metro hours should stay the same with possible frequency adjustments after 9pm. Especially weekend hours should stay the same.

No, dinner in the city gets me home about 10:00. 9:00 would mean some stations would close at what, 8:30?

Problematic for shift workers who get off at 9 or later especially restaurant workers

As I said, I live close to EFC-- unless I use the metro to travel to/from the District after 9pm on weekends, I don't think I need late metro service otherwise.

Hell fucking no, this would bite gigantic ass. I am not done at 9 pm and my metro system better not be either.

I attend night class in Virginia that ends at 10pm. ending train service at 9pm would mean I would create a large expense for me to pay for a car ride back to D.C. after class. Most major cities have late night rail service and it is essential D.C. does as well.

I would MUCH rather close Metro earlier than close stations.

I need reliable transportation for my job

Whether working late or going to dinner, a Nats/Caps game, or the theater downtown, this early closure will just make driving and parking a nightmare. This will make Uber/Lyft millions! Frankly, this makes me think that Metro can marginally raise rates to increase revenues.

Late night service is important to me personally and to the Districts economy broadly. Closing should be moved later, not earlier.

9pm is too early - these proposed changes really affect people like me who don't have a car and RELY on metro to get anywhere affordably. If the metro closes at 9, then I can't afford to take ubers everywhere!

I work late some evenings. The hours are too short.

I often work late and this will make it IMPOSSIBLE for me to make it back and forth.

With longer travel times due to less frequent train and bus service, this would hurt essential workers and leave behind those who rely on public transportation as primary means of travel. However, it may be doable if metro still opens early, allowing workers time to switch to early shifts.

This is OK most of the time. But I may need to ride the train after 9 p.m. sometimes.

Before the pandemic, there were plenty of times that I needed to take Metro between 10-11pm. Assuming Jan 2022 looks more like Jan 2019 & 2020 instead of Jan 2021, then I need Metro to stay open until 11pm.

This would stop me from spending money in DC, MD, and VA businesses late at night in 2022.

My office is on shift work to accommodate COVID distancing needs, and the late shift ends at 10pm. This change would prevent me from using Metro to get home. I would have no choice but to seek alternative (more expensive!) transport methods and stop using Metro.

This doesn't allow enough time for workers who depend on the metro to get home.

I'm too old to go to theater or concerts at night, but before I aged out, I would often return from downtown later than 9 p.m. How about keeping the later trains but making them shorter?

One benefit of metro is to offer transportation for the DMV. Early closure would impact accessibility for restaurants and night life and impact businesses. It's convenient to be able to go to Happy Hour or dinner and take the metro home. Closing metro by 9pm would impact folks who rely on public transportation.

I don't take the train at night but a lot of people do. I'm not sure why you're going out of your way to drive away ridership

Way too early to close!

Closing so many stations and 9 PM closing of Metrorail system will prompt more use of vehicles and increase of air pollution! Measures planned are too vast and unacceptable for a commuter reliant metropolitan area.

it works for me as a professional, but probably not for the service industry that cleans buildings until 9 and 10 PM.

This would severely impact the usefulness of the metro, as I regularly work late and would be concerned about my ability to get home. This would also impact my ability to visit friends or other recreational activities using the metro (restaurants, movie theaters, Tysons), and force me to drive more often. I would use the metro less if I could not reliably count on it staying open till 11 p.m.

This will not work for service and/or essential employees in the District.

Proposal to close Metrorail at 9 p.m.

I think that closing the trains services at 9:00 pm is a bad idea for those that need to get home using public transit.

I dont usually use the metro after 9pm, but I expect that by January 2022 people will be out socializing more at bars and restaurants, and closing earlier likly means more drunk drivers.

Again, this is not the plan of a modern, international city. This would be very regressive and would further more reliance on cabs/ride-share/driving, which is the exact opposite of what any major city should be encouraging for congestion and environmental reasons.

Many people are still out and about between 9pm and 12am. Closing at 9pm would SUCK.

Could live with this if the frequency was good at other times.

9 pm is too early a close time - should be at least 10 pm, preferable 10:30pm

If I dash out of my meeting in NY at 5, I can grab a 5+ Amtrak but will have no local commute in DC. 9 oclock is early. Can we make that 10 oclock?

If public transportation is the only means of transportation, this makes work schedule changes and extracurricular activities impossible. In fact, metrorail hours need to be extended beyond 11PM.

This will not effect travel to work, but will make me think twice about staying downtown for dinner and drinks.

The metro provides a reliable form of transportation at night and this would impact a lot of commuters

while the majority of the time, I have no need to travel via Metro after 9 pm - there are or may be times I do. perhaps changing to 10 would be a good compromise?

I use Metro to get in and out of DC in the evenings, this would stop me from getting where I need to go without a significant increase in time and cost

Does not allow for any trip home from any venue like the Kennedy Center. Bad solution.

Pre-pandemic, I used to take Metro to cultural events, sporting events, and other events that go well beyond 9 PM. I would never, EVER, be able to attend one of those events again and use Metrorail as a means of transport. Instead of punishing riders and forcing them to give up activities or take expensive ride-shares, every single Metro contract and expense should be gone over line by line by an independent forensic accounting firm to find cost savings. Why is your GM still making over \$400,000 during the pandemic? How many Metro contracts are no-bid, sole-source, or simply awarded illegally to a buddy of someone in Metro? Considering Metros negligence has caused more than one death, Metro cannot be trusted to tell its taxpaying riders an honest accounting of its budget.

Would not affect me personally, but I dont think its fair to people who work late.

Later nights at work and event downtown I would have to take Uber's.

I do not use the trains late at night typically

The metro system should argue the effects this would have on restaurants and night establishments in the area where people would not have an option for getting home later.

The DMV should not close this option off, we are a city and should act like one.

This is likely to hit shift and low-wage workers harder. I have a white collar job.

I frequently work until 10:30 5-6 days a week.

I frequently work past 9 PM on weekdays and use the metro to ride home from nighttime social events on weekends

This is really sad. This is a city. How can we not have a metro service. You cant go out if you cant get home. we should be running later, not closing earlier

I rely on Metrorail to visit friends in DC since no buses go directly from Alexandria to the city. If the system closed at 9pm, it would make seeing friends Monday-Friday difficult and more expensive (i.e., relying on Uber/Lyft).

I often use the metro after 9PM and given my work hours, it would be challenging to have the metro close before 11PM

Still many peoples work until 9 p.m. some around 10 p.m. I would give up too 11:30p.m. since you have reduce or taken away the Midnight hours time slot weekdays. I still say that Fridays and Saturdays hours should be closing around 2 a.m. peoples like to enjoy late nights.

Not ideal, but not horrible.

I teach night class at Montgomery College in Rockville. Metro will close by time I arrive at the station from school. If time does change from 11pm to 9pm, it will increase in car traffic. You would not help the environment at all.

Proposal to close Metrorail at 9 p.m.

People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around—especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinated, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around.

sometimes it would make early evenings affairs in DC difficult. Don't make it harder on riders especially families.

Having a subway system close as early as 9 pm would make it an impractical or impossible option for a huge number of people who are going out for dinner, to the theatre, to an evening ball game, to visit friends, or other activities, and would mean that people who do essential work at bars and restaurants, entertainment establishments, and many who work at a health care facility on the afternoon shift or going to evening classes. I expect all those things will be going on by January 2022, so this proposal would be devastating to large numbers of riders and to the system itself. I have often used Metro in the evenings to travel after 9 pm and would be left to rely on much slower bus service. This step could cost WMATA a major share of its ridership..

Not everyone has work-from-home options. How would this impact employees working late shifts, who are metro dependent? What would happen on evenings when there are major sports and/or entertainment events?

9:00 is too early

There are a lot of us who work different hours than 9-5. Most stores near metro stations don't close until 9pm. Can you please change it to 10pm. This will greatly help those who work at Starbucks, other coffee and cafe shops who have adjusted their schedules to close at 9pm. Thank you.

Hopefully by January 2022 we will return to normal life. It means going to the theaters, performances, events, visiting friends etc. If the metro will be closed by 9pm - it will make a problem of returning home using the metro and will force me to use alternative forms of transportation as uber or lyft which are much more expensive.

11 is already early. Metro used to be a go to source of transportation for cheap late night travel, no matter how inefficient. Would likely decrease my metro use because I would rely more on uber and lyft.

Even on weekends?

If we were working, 9 would sometimes not be late enough. If we went to a play, we'd need the system open until 11.

The DMV area is busy and has a lot of businesses that are open past 9pm. This would cause transportation issues for people getting to and from work. Also, everyone doesn't have the luxury of using ride share apps or getting a car themselves in this area.

small business would be affected economically by this proposal

That's like a curfew for happy hour.

I don't often ride Metro after 9 p.m. but I do sometimes, such as when I have a late flight to National airport. I regularly rode metro late at night when I worked retail, sometimes rushing for that last train, and our essential workers should have continued access at night.

Late hour service is extremely important for late night employees, especially with low pay.

This could result in unsafe driving behavior on Fridays and weekends. Also, it could increase the risk of sexual assaults while waiting for a bus/uber outside in the dark.

Not late enough to get home from ball games or concerts.

This could work for me. When I was younger I really needed late service- now I rarely take the late trains.

Makes it unlikely to enjoy a night out without taking rideshare.

People need reliable transportation home after going out to dinner and bars, if you close metro at 9pm that could result in more people having to drive and potentially driving drunk. Also, what about all the people that work in the service industry? They rely on the metro for transportation. Parking is expensive and limited in the District.

This would again undermine the value of the flexibility offered by Metrorail. 11pm is already early compared to other city's public transportation infrastructure. An earlier close would encourage drunk driving from riders, would drive ridership down, and wouldn't meet the needs of those with atypical schedules or social schedules.

Want them night riders

This changes the metro from a means of transportation in a city to a commuter train. Don't do this. This would increase drunk driving and keep people from using it to go out to restaurants and night life. Change the hours back to midnight closure during the week and 3 am on the weekends. People are going to give up on it entirely if it's not useful other than for commuting.

Proposal to close Metrorail at 9 p.m.

The metro provides a much needed method of safe evening transportation.

This would have me driving to work on days I needed to stay late and driving into if I wanted to go somewhere otherwise metro accessible when I anticipate needing to travel after 9 PM. Or I might not go into DC at all and do something else since traffic and parking in DC is so terrible. It would be like trying to go to Georgetown--just dont bother!

This is insane.

This would make it much harder to get around DC and the surrounding areas.

From personal experience certain Metro stations have the tendency to close rather early than what the schedule on displays says. My concern is if thats the case then does that ALL Metro stations close EXACTLY at 9pm? Also I do not think that the stations should close that early for me. Having to rely on Metro bus takes A LOT longer than train. So I prefer to keep the closing time 11pm.

I frequently work past 9 pm and need a way to get home

I only take the train to work (9-5) so this wouldnt affect me

It would work personally for ME, but I think it would be terrible for younger people/people without cars/people who work later shifts and need a way to get home.

Even 11 pm is early. Metro should be open later

It would have a significant effect if I wanted to use Metrorail to attend evening events in DC, such as Capitals and Nationals games or evening Concerts or shows.

This would be very bad, as it would remove an option for safely returning home after visiting DC restaurants.

This closing time will not work the DC workforce that comes, and goes at all times depending on their shift, or bussiness. Empolyees of bars, and resturants will suffer, and car services like Lyft will make more then metro.

I work until 10pm, the system closing at 11 is already tough enough to run late night errands and help with my parents

Would make going to events downtown (Caps etc...) not an option.

With all the sports and concert venues downtown, this is unreasonable to close that early. Also, people from around the DMV travel to DC in the evenings and should feel comfortable staying as long as they want and not worrying about Metro closing early.

Not fair for those that work late

Sometimes essential workers have to stay a little late at work to provide services beyond our need or wanting to do overtime. On January 6 I stood at a bus stop for two hours watching police car speeding past me. I was refused and terrified that was not be able to get home safely. It would have been to nice to know if the bus line I catch for decades wasn't operating could have gotten on subway. Not all us have the operation to work from home. I'm trying to survive through this pandemic also.

How is this meant to support businesses in the district. Business hours go until 2 am during the week and 3 am on friday and saturday. Metro should extend at least 30 minutes beyond business hours.

Need to accommodate riders who stay downtown for after hours events.

Ive only occasionally taken Metro after 9 pm so Im sure I could adjust.

This would make Metro useless for evening events.

It will be hard for food service and others who work past 9 PM

This is terrible. Trains should at least run once-an-hour in case someone is late getting off of work, or whatever. Most people who ride trains every day dont know the complex bus routes. If you require that we take buses, there should at least be a free transfer to get to our home destinations. Again, this existed a few years ago, but the last I heard, yall got rid of it. Im sorry that a couple of your employees were robbing your cash reserves, but it is not good to pass that on as penalties to your customers. Also, just like Amtrak, Metro is not a profitable system (remember the ads on the sides of trains a few years back?) You all are funded by the government. Without Metro service, people cant do their jobs which pay taxes which keep the Metro system running. At least keep the final trains running until 10pm or 10:30pm, and place large signs outside the station so everyone knows this, including tourists.

Cutting the metro transportation early at 9 pm will not let me work longer hours which I usually do. It will also be harmful for businesses in dc as less people from metro area will go shopping or go to restaurants and gyms after office hours.

Often use the metro after 9, particularly for late nights t work, sporting and concert events.

If events can take place at Capital One Arena, such as hockey which we attend frequently, closing a 9 would be a problem.

I occasionally attend Nationals and Capitals games that end after 9 p.m. and having Metro access to get home is important

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| Proposal to close Metrorail at 9 p.m. |
| Would not work every day, but could be planned around when late nights in the office do occur. |
| This would generally work for me on weekdays. However, some people do work late. |
| I often arrive after 9 p.m. from New Jersey (trying to be sure that it is before 11 so that I am not stuck in Union Station overnight), and attend evening meetings and events that run until 10 or 11 p.m. Hard No on this one! |
| Many people use Metro in the evening hours to commute to and from their evening jobs. Also people including myself use Metro in the evening for personal and recreational reasons and would utilize Metro after 9. |
| You have already handicapped people who rely on the train to get to and from their jobs and school at night by closing the stations back from 2am, then back to midnight, and currently 11pm. To go back further would disrupt those folks even more. As a result of your pulling back your closing hours you have already made the people who can least afford it look for other ways to get home. Rideshare services arent cheap and those that cant afford them are relying on unsafe methods of walking and/or biking at night to get home. Please reconsider this. Instead open the stations later at night. |
| Reduce the interval of trains for these later hours rather than stopping hours altogether. Major events, dinners, and social gatherings all easily go past 9 and would leave people without a trustworthy commuting option |
| This is going to have a negative impact on access to concerts and baseball downtown, meaning less revenue for Metro and the DC businesses. |
| I think this is bad idea and should not be considered. It will negatively impact the ability of commuters and young people to socialize, eat out, attend sports and cultural events. People who work split shifts, janitors, office cleaners, and hourly wage people like waiters etc will not be able to get home. This seems like it will hurt low wage people the most. The negatives for businesses would be overwhelming. Pushing everyone to use gig drivers to get around. Dont do this. |
| If the world is trying to return to normal this means that metro is not an option for any work or other plans that extend into the evening. This will kill metro as a viable option, people will stop using it altogether. Please please run it until at least 10, many businesses and restaurants normally stay open until at least 9 (again I am imagining a world emerging from a pandemic) and this proposal would hurt both employees and patrons. |
| 2 hrs of labor saved will result in much more revenue loss is people see their services being curtailed. |
| I only ever use Metro to commute to work, so having it stop at 9 pm would have any impact on me. |
| 9pm is too early! |
| This would seriously impact residents/riders who work late across the city - and lack of service beyond 9 would disproportionately impact these riders. |
| This would harm those working later, but it may be more acceptable than 30 minutes between trains |
| Students going to and from university have class often til 9pm or later. This would severely limit transportation options. Consider 10 pm or later. |
| As someone who commutes to and from work on the Metro and who often works late, this would be extremely inconvenient. |
| Definitely the least disruptive option. |
| We would often take the Metro to see shows, concerts, or go out to dinner, so it would be inconvenient to not have that option in the evenings. I suspect youd have a lot more drunk drivers in the evenings as a result, as well as increased issues with traffic and parking in DC. |
| The only times I take the metro past 9pm are trips home from hockey games. Assuming spectators are still not allowed at sporting events, an earlier close wouldnt be an issue for me. |

Proposal to close Metrorail at 9 p.m.

We use Metrorail primarily for non-work travel, so usually during non-rush hours, to attend museums, cultural attractions like plays, concerts, and the like, as well as associated destinations like restaurants. This is ideal for Metro because it means revenue during non-rush hours (both parking revenue and transit fares). Only about 30% of those trips are daytime; the majority are for evening events, all of which end well after 9 p.m. Without the ability to RETURN from these events by Metro, we will not travel TO these events by METRO. For us, it would not be a matter of using Metro one way and returning by ride-share or another form of transit. Early-evening Metro closure will cause us to re-think travel to events of the kind listed above; we may still elect to attend some events, traveling by car instead of Metro. We note, however, that we have that option; numerous Metro riders do not. Many workers, especially in service industries like restaurants, are heavily dependent on public transportation. Curtailing their ability to travel from jobs that end after 9 p.m. will introduce disproportionate adverse effects on low-income earners. Although those with cars may shift some plans, they may also curtail evening activities in an absolute sense; we would be among those. That diminished patronage will have ripple effect impacts on a wide variety of cultural institutions, restaurants, and other businesses beyond Metro. Local jurisdictions will lose tax revenue from lower levels of consumers at those businesses; that will, in turn, hamper those jurisdictions in generating revenue for their Metro contributions. In other words, curtailed service will have a substantial financial impact on a wide variety of businesses, not just Metro; but Metro may suffer indirect as well as direct shortfalls. We understand that Metro has been adversely affected by the pandemic - perhaps even disproportionately so. Nonetheless, current events suggest that the economy will begin to recover by the third or fourth quarter of this year. Curtailing Metro service at the time when the economy might be returning to normal will introduce a strong negative impact on financial recovery for the region.

East Falls Church commuters will require longer weekday hours post-pandemic.

I frequently leave work after 9pm and would have limited or no other viable transportation options.

I work late hours and depend on metro to travel home.

I just feel that it would be an inconvenience

This is awful for people who work swing shifts.

I don't agree with this due to everyone work schedule

The last 7Y leaves 22nd & Constitution at 6:35 pm. I often have to work as late as 11pm and I rely on being able to walk to Foggy Bottom and get the last train to the Pentagon where I can take one of the last 7s (7A, 7F) home. Making the last train will become a major problem.

i work past nine a lot of nights and so do other folks. this is our only form of transportation

No. I rely on Metro for my travel needs, which do include moving around in the evenings. Both for work (I work in the live entertainment industry and even though I have an office job, I am frequently asked to attend evening events which go past 9pm). It would also have a major impact on my employer, a downtown business that draws over over 100k people per year to see its own shows, plus a large number of rentals and ancillary events that lead to about 300 active nights a year in downtown DC. Our customers use Metro to get to our shows, because parking is scarce and expensive downtown and the metro is extremely convenient. This has a negative impact on me, personally, but also my ability to be employed in the future.

You can't even get home from dinner with this schedule. Let alone transportation for service workers. This will hamper restaurant and nightlife, especially as many diners don't own vehicles or don't want to drink and drive. This is shortsighted and hampers a robust evening/night culture. And again, workers need reliable affordable transportation at later hours!! Even 11 is too early for many. I had to walk many dark blocks as a young woman server to catch a bus after midnight, which was often late anyways. This pushes our city into being a place that only caters to 9-5 office life and nothing else.

I am a volunteer at the Kennedy center and I work evenings and us metro to get home

Lol

I won't be out late anymore as I am having a baby

Keeping Metro open in evening hours is absolutely necessary in this region. Closing before 11 also greatly impacts those who work untraditional hours.

I have graduate class at night and rely on the Metro to get home. This would mean I couldn't commute to and from grad school. Also there are so many people who work nights and need/want to get around after 9 pm. That is way too early in my opinion to cut off public transportation. It's also posing more safety risks if people rely on Ubers/Lyfts/etc. or walk alone home.

10pm is more reasonable

I use metro primarily for work and/or getting to and from doctor appointments, so closing at 9 pm works fine for me.

It would be inconvenient but I don't often take the metro after 9pm and could uber if necessary

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| Proposal to close Metrorail at 9 p.m. |
| Metro needs to be accessible to late night workers, it is discriminatory to only cater to 9-5 employees. |
| 11pm is already too early |
| One of the best benefits of Metrorail is that it works after restaurants close. |
| Does this include weekends or special events? |
| Please do not do this. It is already hard enough traveling safely at night as a woman. I work long hours downtown and frequently run errands and grab food after work before returning home. This would make it very difficult to schedule those errands |
| I would rather Metro run more frequently during core business hours than stay open later. |
| Some of my work requires I stay late at night and closing at 9 PM would have an adverse effect on my work. |
| It probably would not impact my typical commute. But if were out of the pandemic then I would like to utilize the system outside of business hours and possibly later than 9pm. |
| This would be a hardship for many riders work schedule who work at establishments still open in the evening. Definitely will cause problems for riders using metro for evening activities. |
| This change really impairs people who do not hold traditional 9-to-5 jobs. |
| I think we should retain late night service., at least on weekends. |
| This would mean that many people who wanted to attend a sports event or play downtown would not be able to attend those events. |
| Theaters, cinemas and music venues stay open much later. Why would you want to kill the cultural life of the metro area? |
| Too early a closure for many people who work at night in restaurants, etc. |
| This would be devastating to the bar industry and would encourage drunk driving. |
| We live outside of Washington D.C.. Some of people here has shifts that are done after 9PM. |
| Again, this will penalize shift workers who work a later shift. How do they get to work in a affordable way. |
| This would be a burden for people who work late night hours or people using public transport when going out for dining, entertainment, etc. People would be forced to use other modes of transport such as car sharing services, taxis (Which always have limitations), buses (Longer commute), etc. |
| Run more trains. |
| Metros own delays would make the option unacceptable. |
| This is unacceptable, youve eliminated the entire service industry from safely getting home, and for everyone else going out at night- now theyll just give their money to Uber instead. |
| Yes, this would work for me as a commuter. But no, this would not meet my needs for nights out on the town for entertainment. |
| My wife and I use Metro in the evening to go to restaurants, theater and movies. 9 pm would be prohibitive for such travel and would severe impact the restaurant and entertainment sectors. |
| I use to the metro to avoid drinking and driving. |
| When we usher at a downtown theatre (Arena Stage) we need it to close at 11 pm |
| It Should be an extended work schedule. |
| While I don't often ride late, I do occasionally. However, I realize this is a good cost cutting measure This is a good idea |
| Id hate it, but Id be able to get to work and back. |
| Can no longer go to Kennedy Center events when they reopen |
| How will I get home after a late evening? |
| The #1 reason I take metro is as an alternative to ridesharing for social outings on nights and weekends. 9:00p is far too early to close down. Preference would be 2:00a or 3:00a to give a realistic chance for people to use metro after nightlife venues close. |
| Weekday close urea at 9pm would be okay but not weekend closures |
| This proposal would probably affect mostly low income workers- the costs would add up increasingly for the people who can least afford them. This is PUBLIC transportation, it should work for all. |
| I enjoy taking Metro into the city (D.C.) at night and for events. There is no sensible parking in the city. |

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| Proposal to close Metrorail at 9 p.m. |
| Bad for the entertainment sector and service workers. Will further inequality |
| Not ideal, but does not impact commute. |
| having longer hours on the weekend would make more sense for those who are using metro to reach entertainment destinations. |
| This would be highly restrictive to and limit evenings/dinners/theater visits to DC. |
| This would eliminate any metro travel for attending events in Washington. Totally unacceptable |
| Keep all stations open. closing at 9 would make the system unusable to service workers |
| This would effect all sports games/concerts in the city resulting in people not being able to get home. |
| my household members often work late downtown or in Virginia and early closure would prevent them from being able to come home. |
| late evening must be available for all events downtown |
| In 2022, I hope I will be able to use Metro to go into DC for dinner and/or theater and concerts. 11PM would work for most evenings. 9:00 would put me into my car. |
| Not good for most young people! |
| Entertainment and dinner after work often goes longer than the 9:00PM close will allow for. |
| I often work well past 9pm and take the train on weekends for entertainment and dining outings. |
| This would be terrible. People rely on metro to get home from late night events. This is also a matter of public safety -- it keeps drivers off the road who are under the influence. |
| this would leave me stranded after work! |
| This absolutely would not work. What on earth are you thinking.? This proposal would positively destroy our city, and as a native Washingtonian I object in the most vehement terms. |
| For special event s(Nats games) would they keep the metro open later? I use the metro after games and find it a convenience |
| I use the metro to travel home from events at the Kennedy Center or National Field.. These events do not let out until 10:00 pm. I would be stranded in DC. Not everyone can afford to take a cab home or drive in an pay tolls and parking. |
| I don't see how this proposal does anything other than shift more people onto roads and, given the timing, likely shift more drunk drivers onto roads. |
| There will be no appeal to take public transportation. This is certainly not acceptable. |
| My family and I use the Metro to travel into the city in the evening. 9PM is too early to close the Metro particularly on sporting event day/night. |
| WMATA really needs to decide whether it is a commuter rail service or a metro service to enhance shared mobility within a major metropolitan area. Cutting hours would benefit commuters to the detriment of lower-income employees who work in the service industry, etc. Particularly cutting hours to 9PM on weekends would only continue to draw more people away from using metro and towards less efficient modes of transportation such as uber and lyft. WMATA should work towards providing greater reliability - i.e. being available when needed - if it wants to get people to come aboard again once the pandemic is over. |
| While 9 pm might be a good time for tourist or typical daytime office workers, this would be too early for most part time restaurant and service workers. Most of these establishments close after this time, so many folks would have no way home from work. This would definitely hurt restaurants and evening entertainment venues. |
| Many residents work in retail, entertainment, and restaurant jobs that usually call for later hours. There is still a high need for later hours to accommodate the workers with later hours. |
| This would make it very difficult for people who live in the suburbs to come into the city for the night and still get back home. |
| We dont go to Caps or Nats games all the time, but when we do we need to get home |
| I think on weekends it should be open later. Like Friday through Sunday should be open later. 9pm is early closure and could affect restaurants on the weekends. Weekday, sure close at 9pm. |
| Keep open a little later on weekends |
| I use Metro in the evening. This limits my ability to use Metro after working late or staying out to socialize. |
| It would work for me, as a daytime commuter, but it would significantly harm service workers (largely people of color with modest income) who use metro to commute to/from service sector jobs, eg as cleaners, security officers, grocery store workers, restaurant workers, etc |
| It would be ok for me most of the time but I know it wouldnt work for a lot of service workers and others that rely on late service |
| Blanket closure at 9 pm means I cannot use Metro for evening events in town. This would be a big negative. |

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| Proposal to close Metrorail at 9 p.m. |
| I didnt take Metro in the evenings anyway. |
| I believe 9pm is too early, especially for the lower income areas that rely on public transportation to get to the suburbs. If one misses the last train, it is very expensive and difficult to get to a destination in the suburbs from inside the district. |
| My evening use of Metro is primarily for sporting events - Nats, Wizards, Caps. A 9:00 pm close would clearly obviate that possibility (assuming fans are by Jan 2022 back in attendance at games.) Also, I operate an Airbnb-certified guest facility within walking distance of the Cheverly station (Orange Line). Station closures and abbreviated hours will have a detrimental impact on guests selecting to stay in my guest facility. al |
| I would hope you would extend the hours for major events or concerts or sporting events |
| I often use the metro after evening events. |
| Are you nuts? |
| That would eliminate any use of trains for dining out, films or theatre events in the DMV -- do the merchants in DC really need another hit on top of CoVID?!!! |
| Seriously, this is horrible. Why cant we run a decent metro system like everywhere else in the world? |
| When my evening activities resume after the pandemic, a 9pm closing time on the train would leave me stranded. |
| It would make it difficult to attend cultural and sporting events in DC where parking is limited. I think it would be very detrimental to businesses that are open after 9:00 pm, and would greatly inhibit my ability to support those businesses |
| That is way too early |
| That will hurt restaurants, bars, theatres that will just be reopening |
| Id rather pinch the later hours than the early morning ones; this change would not feel burdensome unless it was proposed as a permanent change. |
| I think this would be OK as long as we can revisit times for service in the future. |
| Lets meet halfway: 10 pm. |
| I would prefer this over reducing the Yellow Line stops or making regular service to be weekend service. |
| This would ignore all the service employees who work evening hours into the night. It would have a negative impact on businesses whose employees depend on Metro and restaurant and bar customers. |
| The hospital shift ends after 9pm! And we are forced to take metro due to not having enough parking. |
| No, I use the Metro to go downtown for dinner and theater and other entertainment. I would need to return after 9 pm and taxis/cars/parking are expensive. |
| a 9pm closing will be devastating to nightlife across the area -- restaurants, entertainment venues, movies, socialization opportunities and those who work in those settings. Regional transit would be better served by the proposed regional transit tax rather than annual budget struggles between jurisdictions and draconic cuts in service. It is very likely that post-COVID conditions in the region will demonstrate a strong recovery in Metro based mobility. A 9pm closing is not reasonable for a system recovery. An 11pm closing is barely sufficient for what purports to be a world class city. |
| 11 has been too early! |
| When we do travel into DC, it is often for a late night event (including special museum functions), dinner, entertainment, baseball game, etc. (post pandemic of course, when such things are back.) and we ALWAYS have used MetroRail and MetroBus! For some events, even 11PM is TOO EARLY! |
| ideally in 2022 we will be able to be out and about in the district, vaccinated safely. Id suggest closing metro early NOW with plans for more service beginning next January |
| Keep weekend rail service to midnight or 1am (even if just 30 min between the trains after 10pm). And for weekday, Run trains until 11pm (can be scarce after 9pm, but not totally remove service) |
| I work an 11pm - 7am shift. This cuts into my sleep. |
| 11 p.m. already cuts the utility of the Metro for evening travel to DC. You will promote more drunk driving by eliminating a safe way to travel after evening entertainment in DC. |
| Evening hours are important for reducing drunk driving and attending evening events in the city. |
| I have many week night activities (or at least I will in Jan 22) and I travel to/from them by metro. |

Proposal to close Metrorail at 9 p.m.

Absolutely not. Please do not do this! 11pm isn't even always late enough. Many events end after 8:30/9pm, and one common reason to use public transportation is to have a safe way of traveling while intoxicated. Stopping the metro at 9pm would push people into figuring out affordable ways of traveling after events (which often/usually include alcohol). Ridesharing apps are often prohibitively expensive, so many would drive.

We often have school projects that may require us to be in dc at night, or we are there during rush hour and would like to wait to go home until a little bit. This would be ridiculous to force everyone home at rush hour and make trains so crowded please do not do this.

This is a terrible idea, stranding workers and drastically curtailing possibilities to get from the suburbs into DC for evening entertainment, dining, socializing, etc.

Pre-COVID, Metrorail was already inconvenient on the weekends ever since the closing time was moved up to 11pm - post-COVID, if it closed even earlier it would be a massive headache and a huge deterrent from ever bothering to use for non-commuting reasons. I am hoping to do much more after work/weekend activities later this year and in 2022 so would like Metro to be open until 11.

As someone who relies on Metrorail to get to and from DC, an earlier closing time would severely limit flexibility of evening travel, as nearly anything I would do in the city would have to be over by 8pm if I wanted to get back home within the time frame.

This is better during the week than on the weekend, but I know so many people this would harm. It would harm me immensely as well.

All these proposals only will result in people buying cars. And many people would be sad, and feel racially excluded

No, esp during the summer months. This would even further reduce my use of the metrorail.

Closing at 9:00 p.m. is unfair to the retail, restaurant and hospitality industries and its workers who work in the evening and rely heavily on public transportation. This undue burden on members of this employment sector was clearly demonstrated during the shut-down. Why are you even considering this?

I metro to baseball games. Closing at 11 can cause me to leave before the game is over - closing at 9 would make taking Metro to the game useless. Driving to the game is crazy and parking nearby for anything but a ransom is impossible.

Many times I am out past that time and will need to uber to metro and then pay to get out.

Many employers require employees to work until 9:00 so this would leave me abandoned.

Unless Metro plans to significantly increase bus service, this is a horrible proposal. It would have a major impact on moving around the DMV and attending evening events.

I use the metro to get home late at night as an affordable and safe way option, and without the ability to get home later I would have to walk and/or take a much more expensive transportation option

Too early for late dinner or entertainment

There are so many evening events in D.C. that could not be attended using public transport. Ridership can only increase if the focus is not only on commuters but also on leisure travel.

11PM is too early. 9:00 is ridiculous. Does this mean that all restaurant workers will have to drive or take Uber or Lift?

Seriously?! Is the metro to become only a commuter option rather than an urban transportation system?

This would put a big hamper on a lot of my travel - even sometimes coming back into the city from school at UMD- College Park.

This will severely hamper travel and is not preferred

I would no longer be able to stay downtown after work hours.

hurts minimum wage workers

I sometimes have evening meetings for work and they often go past 9. I would be stranded without metro.

Terrible. Come on guys, people use metro to be able to do things that they normally can't due to things like cost, lack of a vehicle, etc. Please don't make life harder 9 pm is too early

For many professions that would mean there was no available public transit when we leave work. Same goes for anyone attending a concert, a play, or a sporting event. This would be disastrous.

WAY too early even for casual diners or theater goers

This would destroy the hospitality industry in DC, where the overwhelming number of restaurant employees depend on for transportation to get home from work.

I often (I non-pandemic times) work until after 10 pm. Closing Metro before 9 pm would remove it as a way for me to get home.

absolutely unrealistic because of people who work later in day

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| Proposal to close Metrorail at 9 p.m. |
| Closing early would hurt businesses that operate at night in the city. |
| I would like to see 24 hours of service on public transportation. So this reduce time is a BIG NO! Why would you do this?! |
| This would make going out in the evening very difficult. This would impact local businesses |
| I need to have connection from DCA-IAD late. |
| If I am in DC for theater or dinner I would be returning to Virginia closer to 11 PM> |
| It's better than closing stations, but it limits mobility for people who can't afford to take taxis or Ubers. Also there are some nights when I need to work late and this proposal just complicated things. |
| How are people supposed to rely on this service if it closes so early? |
| Hard to go to events using public transport |
| I rely on the metro for shifts that end later than 9pm |
| Closing the metrorail at 9pm leaves people without an affordable and relatively safe way to get home. This leaves women especially vulnerable. |
| I cannot afford to get around the city without the metro, this would keep me homebound on evenings or rushing to catch the train without being stranded |
| la 9pm es muy temprano!! si ya es injusto que cierre por la noche, que cierre con ese horario har  la ciudad m s insegura e inestable por la noche |
| the cleveland RTA has 2 percent (!) the ridership of metro and offers service past 1am. yes, even during covid. but the second largest rapid transit authority in the country cant muster the competence to run trains past 9pm?? |
| This would be extremely inconvenient for sporting events, concerts etc. at locations such as Nationals Park and Verizon Center, potentially leading to an increase in drunk driving. |
| It would be unfortunate only if the pandemic eased up and allowed for late night events in DC again, not having that option to get home will lead to extremely expensive ride share trips |
| Maybe at least until 10PM. Much more flexibility if it goes until 11PM though. |
| 9pm is too early. I think an hour late, 10pm would be better. sometimes I stay at work late and cant leave until 8pm and it would be very difficult for me to get to the station and make my transfer home in time. |
| Metro is probably the safest way to get home after a night out. When ya'll first cut service in the evenings (used to be open until 2am or so) most people I knew who used it stopped doing so. This will make that worse. |
| 9PM is way too early for the Metrorail system to close. People working in the restaurant service industry might not get off of work until 10! For me personally, if the metro stopped operating at 9PM Id have to walk home at night more frequently. As a woman, this sets off alarm bells in my head and makes me worried. |
| The metro feels fairly unsafe after 9PM anyways, you can probably get away with this one with minimal impact |
| I strongly disagree with this idea. The Metrorail system being open until 11pm is very important and I do not want service hours to be shortened. There are already limited transit options in the evening hours and it takes time to walk to a station and wait for a train anyway. This would mean many people could be working and not have any transit service when they get out of work. It is not equitable or logical for people without cars in DC, whether residents or tourists. |
| Would prefer weekend hours to close later at least 12am |
| This proposed change in MetroRail service hours would certainly affect me, as I would most likely use MetroRail to attend sporting events in the afternoon/evening that would finish after the 9PM closure time. I would be able to manage in case Metro provided event-related bus service to (roughly) parallel the various MetroRail routes for the ease of occasional, out-of-town transit riders such as myself. Barring that, if regular MetroBus service was extended (with an army of Metro Ambassadors) to help people get back to their park & ride lots, that would also be acceptable. |
| The hours should not change |
| 9pm way too early! Please no! |
| You will lose more risers if you do this. |
| A *lot* of people work past 9pm and rely on transit. This one is a hard no from me. |
| This seems extremely early for the system to close given that its before I would even leave dinner most times. |
| I dont get off until after 9 |
| No. Whatever you do please dont do this. Its far too many of us who depend on metro to get to and from work at night. This would really hurt us. |

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| Proposal to close Metrorail at 9 p.m. |
| Please do not cut service hours even further. Cutting service hours further was devastating already as someone who worked late nights |
| Per the answer to your first question, you seem to be catering to those folk who work and are out during the day hours. Systems in other urban jurisdictions operate virtually around the clock. If Metrorail can't stay open til at least 1:30a, you exclude a sizable portion of your riding public who work during the "off hours" |
| This basically assumes that the tourists are not coming back and that venues will not reopen |
| It works for me but not my son. His shift is 3p-11:30p. Thats went he and others have to Uber/Lyft |
| The DC region has a lot of shifts workers (restaurant, hotel, event venues like Nats Park) wherein a metrorail close time of 9p will force riders to use uber, lyft, etc and/or spend greater than an hour trying to get home on limited service operating bhses. |
| Workers who gets off later than 9pm and have to catch the metro rail and bus home |
| Don't even think about it. Next |
| Sometimes, My elderly mom comes on a train from another state late at night. I dont want her stranded on a faraway train station late at night. |
| Porque yo salgo de trabajar alas 10 de la noche |
| I work up to 11pm so would be inconvenienced |
| I would suggest 10pm. |
| This wouldnt work because myself and others dont get off until 9pm and the subway is the way I get home on them nights. |
| My ability to return home from work would be impossible. |
| Many people who work in DC work beyond 9pm |
| Hay muchas personas que trabajan hasta tarde, por ejemplo las personas de limpieza que salen alas 10pm y hay gente que vive lejos y le toca agarrar metro, no es justo que hagan eso, tal vez los podria an que corran hasta las 11pm pero de las 9pm que pasar a c/d 30mnutos en mi opinion |
| I understand the need for reducing train service, but this shorts people who rely on the train, public transportation. The service industry is already taking a massive hit. And currently restaurants close at 10. With metro closing at 9 what alternatives then do those individuals have to get home? Thats not draining their budgets... Additionally, I recognize that Metro needs to prepare their budget adjustments independently. But an issue with considerations such as these are that there are not decisions made for informing support among the bus routes. This will increase crowding when we are still mitigating COVID. So will this mean that buses will increase? |
| No, absolutely not. We need later trains, however if later trains were less frequent then that wouldn't be so bad. Maybe every 20-30 minutes after 9pm |
| All train stations should close at 11pm |
| That impacts night life and those working after 9 pm. Not everyone can afford ride sharing or their own mode of transport. |
| This would strand a lot of workers who cannot afford a car but who work in the restaurant industry and would curtail business to many establishments because people cannot afford late night taxi fares all the time. |
| I finish work late at night and I rely on the train to make it home to my family |
| This would force me to drive into the city to attend functions. Many parking facilities are now closing early as well. |
| Working midnight shifts staying open to 11 is helpful |
| There are essential workers who need the metro at that time |
| How would you expect people to travel if trains stop running at 9pm? Could you extend it to 10pm instead? |
| Some people get off work after 9pm and would have no way of getting home |
| As someone who lives in VA, late night service will once again be critical once COVID is more under control |
| This is ridiculous. Closing the metro that early would be catastrophic (not a word I use here lightly). |
| I work until 9pm some nights - I need later service. What about 10pm? |
| Only because ppl rely on the trains after 9:00pm if commuting to and from work. |
| Restaurant/bar patrons need and rely on Metro as part of socializing. These businesses have suffered too much under Covid restrictions. Remember hospitality is a multi billion dollar industry in DC. This would only further help Uber et al. |
| Disagree cuz I visit my friends and come home around 1045. |
| I work late and I depend on metro rail to get home. |
| Would Prevent me getting to work |

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| Proposal to close Metrorail at 9 p.m. |
| I think they should stay open till 11 pm |
| I work late nights and would need access to the t metro station after 9pm |
| Once COVID is done, it would be nice to be able to take the Metro home after 9pm. Especially if there is a sports event or a night out. Relying on taxi and ride services all the time will just degrade Metros ability to retain customers. |
| Considering the fact that I get off work at 9:45 so I can get home with the train before the station close. |
| Fine for commuting, bad for anything else |
| While this works for me personally, I worry about access for those who do work less traditional hours outside of the 9:00-5:00. |
| as long as the buses are running later than 9pm is ok. |
| Hospital workers are crying for the train hours to go back to its usual, this is more than a killer time 9pm NO! |
| My fear is that reduced service timeframes would complicate shifts for workers who rely on public transit service. Restaurant shifts don't end at 9PM, and I don't expect that to change to make employees' lives easier. |
| If i work late how will i get home |
| 10 p.m would be better |
| 9 pm would be to early for me to get home using metro rail |
| Not realistic, especially for nightshift worker and for the weekend. |
| 9 pm to much early I work evening shift finish at 9:30 pm |
| Some people work late and depend on the train to get home. 9pm is to early to stop service |
| This is too early to close |
| Hell No!! Essential workers and restaurant employees wouldnt be able to get home from work. They have already sacrificed so much to keep the city moving forward. |
| Same as before |
| Its very early. 11 pm was a better idea. |
| Metro should stay open at least till 11pm like it does. Plan should be delaying closing till 12am or 1am not earlier. |
| Please be mindful that people get off at 11pm and they need metro to get home. Everyone cant afford uber. |
| Only reason is because riders should not get stuck at certain places or if a person has to be a work at a certain time and that person needs the metrorail and it closes |
| I enjoy traveling from MD to DC and it would cut off my access to dining, events, and other DC things. This would be a tragic loss for the whole DMV. |
| Im sure it would be an inconvenience for people that dont get off from work or go in work until after 9 pm or later. |
| sometimes me and my friends end up being long where we are and if the train closes at 11 we could potentially be stranded in the area |
| If possible, Perhaps extend to 10p. |
| Horarios de salida de trabajos son mayormente alas 10:30 de la noche |
| I work swing shifts (6a-2p, 2p-10p, 10p-6a) and ending service at 9p takes away a big option. |
| This new schedule isnt intended or designed to help DC residents who work in essential jobs such as groceries, restaurants that have to work sometimes until midnight. This new schedule is unacceptable, especialemtne with the metro rates still high. This is robbing a public service to us, who are already paying the highest federal taxes in the country! |
| Closing at 9p is extremely early for a metropolitan transit system. We should be able to do better than this. Some frontline healthcare workers work 2nd and 3rd shift hours...even in Baltimore, using the DC metro system as a connector to the Marc train lines! |
| Busses are unreliable and I get off work past 10 sometimes and ride the metro as early as 5:30. PLEASE don't change the hours. Uber rides cost too much to get from Brookland to Georgetown. If anything, I wish the trains ran later anyways. Closing early means I can't get home. |
| I leave for work anywhere around 7-8 am and am commuting home around 6-6:30 pm |
| Working late hours, I would prefer 11pm as end time for metros |
| High traffic lines (stations) would continue to be in service until 11PM |
| I work in food service. I close at 10 several days a week. I would have to quit my job because I would be unable to get home from my shifts. I can't work in the day because I have school. This policy would unfairly target service workers |
| It would make it harder to do things at night in DC. |

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| Proposal to close Metrorail at 9 p.m. |
| Why all these cuts?? People may not be using metro now but they will when COVID abates. Many retail workers need metro at off hours. You'd cut off safe transit and enable drunk driving at night. No. |
| I use metro to attend events all over the metro area and many of these events end at 10 or 11pm |
| Sometimes I get off late from work |
| People who work at night must have a way to get home. Stopping services at 9 P.M. would prove detrimental, especially for the working poor. |
| Me parece bien |
| I work 8 hours a day from 2-10 I depend on metros 11 pm closing |
| People work beyond 9 or even 11 pm. This traps hundreds of workers who can't afford cars in an expensive Lyft/Uber dependency or traps them at work until the normal hours start up again |
| Because there is a lot of people that work later than 9 pm 11pm I think might be ok but 12 would be better |
| Si van a cortar el horario de cierre, tendr  an que poner buses que puedan dar el acceso a las personas que usan ese horario, para llegar a su destino. |
| I dine with folks, attend concert SW waterfront Fridays, etc. and will be on Metro after 9 PROVIDED the pandemic is securely behind us. |
| Terrible idea. You're damaging DC's nightlife scene while giving up a sizable revenue source to Uber and Lyft. |
| This absolutely would not be convenient for many of us who rely on metro rail as our main source of transportation and do not have the money to use Uber or Lyft on a regular basis. In addition, there are those of us who, if the NBA, NHL and MLB return to allowing fans back in the arenas, would have to leave well before the games are over. NHL and MLB evening games do not end before 10 pm on a regular and NBA not usually before 9:30. This may backfire for metro, as opposed to helping, because many people park at metro stations and ride to Capitalone, Nats Park, or even some college games. Also, the soccer fans- can't forget them. DC United. |
| Trabaj   en las noches y siempre tomo el   ltimo Metro de las 11 pm |
| It wouldn't work because some people and me get off late so try to be considered to those who get off work around 11 and 12 pm |
| I travel at night for work and depend on the metro operating later in the night. Its been difficult that the metro doesnt operate past 11pm but cutting it another 2 hours when many citizens have requested for it to be open either loner or 24hours is inconsiderate of the many workers in DC, Maryland, and Virginia. There are essential workers, students, and other employees that depend on the operating hours to be longer. This will cause many job losses and seems to be tailored towards non essential workers who work during the day. I believe the last two years have taught us the importance of assisting those who work around the clock. |
| Hay gente que trabaja hasta muy tarde , metro deber  a seguir hasta las 11 pm |
| This is major city , shouldn't close that early ,DMV has thousands essential workers that depend later closure |
| If most of your customers at retail workers or medical professionals, they work until 10 or 11pm. If the rail is closed at 9, they wont get home until midnight or later because the fastest way to get from 1 side of the state to the other closes early |
| Esto no beneficiaria a personas que trabajan en restaurantes en jornada laboras de la noche y que no pueden salir antes de las 9 recomendar  a que descargar  n est   propuesta |
| When business and events start opening more regularly, 9 pm closing would be too early |
| I work late at night, until midnight sometimes |
| I work at a place that's open 24 hours, please keep it open until 11:00 PM |
| People, including myself , have late work hours. Also, people want to go out and the train is supposed to be accessible. |
| If it is closed early I wont be able to get to work |
| I along with others are still coming and going to work. |
| I work in Crystal City and I already dont get enough hours because I have to leave work early to make sure I catch the last train. |
| Stay open til 10 or 11 pm. Night shift workers must leave hours and arrive hours before work starts. I am one of them. If youre not allowed in your work place beforehand your shift, youll hang out in streets til your work time. |
| Must close 11pm |
| No. Never. If You do that it will hurt business as a whole. |
| I work late and the train is the only way I can save money instead of calling excessive uber's or lyft rides |
| This makes metro useless for anything beyond commuting. |

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| Proposal to close Metrorail at 9 p.m. |
| Even though I get off work in the afternoon it would impact quite a few people and cause an inconvenience |
| People work past those hours. How would the mass public get to there destination |
| I am a service industry worker and often work late hours so this would not work well for me or my colleagues. |
| I will not be able to go anywhere in the city to get food or go to events in the late afternoon and will have to spend much more on ubers. |
| If you would like to see an increase of ridership closing metro at 9 would not be feasible. |
| This drastically cuts into my ability to work, as my primary means of transit is Metrorail |
| 10 PM would be doable. Pushing back the opening time by an hour to 6 would be fine. |
| This would disproportionately disadvantage women who have more limited options for traveling safely after dark |
| But this will not help the recovery of the restaurant industry in the metro area. |
| I rely on night trains to commute from school & work. |
| DO NOT CLOSE EARLIER |
| Impossible to go to events, or evening work and classes |
| I only use the Metro for my work commute from around 0530 to 1700 |
| This would have a horrific effect on essential workers who have different shift times than this could accommodate. And in the recovery as people start going out again, this would eliminate any possibility of viewing transit as anything but a commuter service |
| You would be killing businesses that are trying to rebuild after COVID if no one could get around. And then the people that do still make the effort would be taking ubers. |
| People that rely on metro rail the most need it at later hours |
| My employees work a night shift that exceeds 9pm. To close down before then will cost us a considerable amount of money. |
| Issues going out and getting to airport |
| Consider a period of reduced frequency service until 10pm... perhaps 30 minute headways |
| Yes, but metro needs a night owl bus to run the metro lines, so that the people that rely on late night public transportation still have a option. |
| This would be detrimental to the NCR to have safe transport late at night. |
| Many people work late and this system would be very unfair and inconsiderate. |
| If you want to assist the community and cities to become greener and more sustainable isn't this counterproductive to offer no alternative but Uber/Lyft etc |
| Do you really want people drinking and driving? That's your call to make |
| Because of my hours, I work later than the time expressed and it will hurt my chances of going home safe. |
| That wouldn't be good because I know that there's people that might work at night and work Pass the time of 9pm |
| This part of the plan is the worst thing in the proposed budget. I will just learn how to drive and buy a car, or only Uber. How exactly am I supposed to get home after the pandemic ends if you do this? |
| Would make this work, but would likely impact many lower income people who work in the service industry. |
| I would have to leave at 7:25pm, which would put me to work at 9pm. Thats too early for me when i start at midnight. I would have to stand around looking stupid for 3 hours. No good. |
| I think it should remain it usual time for the elder that I see catch the train during the hour of 8:00 - 10:00pm |
| Some ppl work night shifts and need to get to work. Or are either traveling home. I personally have taken night classes and would be stranded if i had a class that let out at 8. |
| As a medical worker, sometimes I leave the hospital much later than I would like, which includes past 9pm. It would be very detrimental to those of us who use the metro past 9pm. |
| Eliminating late night service mean I will drive or take Lyft if I want to go downtown at night. While this could work for me, it would be hard to go home on special events like 4th of July or the baseball game. |
| Some people get off work later than 9pm |
| I get off work at 11pm. I prefer metro over Uber because Uber is so expensive. |
| Some of my family members work late hours and this is not amenable to their schedule. |
| 11.00 is to early to close |

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| Proposal to close Metrorail at 9 p.m. |
| How are we supposed to combat climate change if public transportation is being cut!! |
| I normally drive in my vehicle if staying out late. |
| If you are depending on metro to get home from work at night this would be a problem for many who rides the train at night. |
| cannot work for those who are working at stores or restaurants, or shopping or eating |
| Good idea |
| I hope to be able to be out later in DC in 2022, closing the metro at 9pm would make it harder for me. |
| This is absolutely ridiculous! There are a lot of people like myself who rides metro daily. Therefore closing early is not a good idea. |
| That not enough time for people to get home from work |
| Many people need the late night train service |
| This precludes using Metro to attend any events, plays--sports--long dinners, etc., downtown. Standing alone on a dark corner for a bus is not what this 80-year-old woman would feel comfortable doing. 11 pm. still doesnt help a lot of our service workers downtown. |
| many people work late. 9pm seems early to close all public transportation |
| It would depend on if DC and other locations were still under covid restrictions with limited dining & entertainment options. If there are restrictions 9 pm might work but if all have returned to pre lockdown hours & options 9 pm would NOT work, |
| So it's gonna close early what about the working mom dad grandma granddad and some students who are supporting families too it's just not a good call to close at 9 pm instead of 11 pm |
| Im heading into my 40s with kids so I dont use metro late at night. Ill imagine it would make the occasional baseball game much more difficult to attend. |
| Bad idea. Evening workers would be punished. All nighttime activities ...restaurants, downtowns, and the economy...would suffer. Stay open until midnight. |
| Absolutely not. Sounds like Russia in 1950s.Invest in self driving tech to be 24/7 like NYC, not cut hours. Fire employees before cutting hours. Do NOT cut hours. Makes travel expensive and affects state of mind and usually life happenings. |
| I would be unable to work later shifts at my job due to being unable to get home. |
| Why not just close the system entirely? |
| Train nA©ed to run back to back |
| It depends on if bars and restaurants are open again. If they are, to prefer to ride the metro versus a bike or walking because it allows me to drink during dinner and not have to pay for a taxi home. |
| Could it just close at 9 on weekdays? |
| No this is unacceptable, the workday is later and longer hours. |
| This is the most absurd proposal of the bunch. Professional post-work conferences are routine during non-Covid times. Additionally, travel via airport is a regular consideration for working professionals and tourists alike - DC revenue is also generated through tourism. |
| I often go out to restaurants and sporting events past 9pm. |
| What about workers whom ready rely on Metro to get home whom work late nights. Not good at all. |
| I would not be happy, but late night service is the least service I use. |
| One of the things that I had liked about Metro in the past was when it would stay open late-ish. If Im out with friends (well hopefully be able to do that by January 2022!) and have a lot to drink, it would be great if I could hop on a metro instead of calling an Uber in the later evening. |
| Again, if COVID restrictions remain, this would not impact me. If COVID is lifted, this could be a problem. |
| Passengers may not be able to travel for work due to limited city access late at night. |
| Yes, theres a pandemic, but there are still businesses that are open later than 9p, how would ppl get to their destinations without Metro? |
| Too early for closure stores are open and trains are faster than buses |
| July - September is a busy time at work as this is the end of the Federal Governments fiscal year and I normally work late hours. I will be force to drive to work. |
| What type of transportation would be available to those people who work pass 9 p.m.? |
| As late night entertainment returns to a pre-pandemic level, people need a safe, inexpensive option for getting home. |
| A lot of service workers who take metro get off work after 9 or later such as retail, restaurants, etc.... Please do not force them to take UBER, LYFT, or Taxi. |
| One of the benefits of living in a city with public transportation is to go out in evenings and not having a car as a result. |

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| Proposal to close Metrorail at 9 p.m. |
| What will people who work in restaurants do if they get off later than 9 and need a quicker way to get home aside from buses? This is ineffective for a metro area with a large population of people who use public transportation often. |
| Late night work hours would make this arrangement untenable, and it would force me to choose transportation alternatives if there is no late night service available past 9pm. |
| Going to dinner and a drink with friends would be impossible any evening and this would increase danger to public safety from drunk driving |
| This plan doesnt consider essential workers who have done so much for us during the pandemic. Why close that early? |
| This seriously limits alternative work schedules and night life |
| Metros my only means of transportation. My tour-of-duty ends near closing time. THIS DOESNT WORK!!!! |
| This would be a horrendous inconvenience to essential workers that have to physically go into work, and also wouldnt this downsize some of your Metro employees as well. |
| I might need to be out late and traveling by train might be one of my better options. |
| I utilize trains later during the school year and I have late classes. Again this would be hard for a person who doesnt have a car. |
| Almost every type of essential worker works outside those hours. This is how you thank people? This city is already barely accessible by metro...great, just make it worse. |
| This schedule might be tight for healthcare workers like me who can get out of work by 8pm. |
| While this plan would not hinder my travel needs, i am concerned it would place huge hardship on hourly and third shift workers who rely on late-night trains for affordable transportation. |
| Definitely a better option to reduce the opening hours, rather than limiting service to every half an hour. The vital functions of work and leisure can be finished by 9. This is so much better for the economy. You have to understand that if the metro only comes every half an hour, it effectively becomes a train rather than a metro. And we've all seen how well Amtrak has performed in recent years... |
| Early closing puts a burden to commuters esp those that work late nights |
| Would impact my social use of Metro, but not commuting. |
| My daily commuting needs sometimes require service after 9pm. |
| This does not meet the needs of my work schedule. |
| Buses may need to increase to support the additional transportation needs. There are persons in the city that work off hours. |
| Its hard to predict travel needs for 2022 when there are still unknowns with the coronavirus. For 2021, this seems like a suitable option. Most of the time when I take the metro after 9pm its because of sporting events or concerts |
| There are occasions when I use the trains late at night. Closing at 9pm would eliminate that option and force me to seek alternative options. |
| It need to stay open until 11pm |
| Metro has to do what it has to do; however, why not consider going private rather than government funded? |
| I often took the metro during the evenings. This would preclude that. |
| Late night service is good for restaurants and businesses. |
| Keep trains running at least until 11 pm! |
| Midnight would be good. |
| what about a person working passed 9pm |
| When I travel into and out of D.C., I need the Metro hours to be more flexible. What about a compromise of 10pm? |
| This plan penalizes people who work later hours. |
| Normally this would work since I work between 7am and 6 pm. There are occasions that I would be at work later and this would be an issue, however it is rare to be at work that late. |
| Again, people have to plan accordingly for any travel outside that period |
| This would be relatively low impact on most days, but would require that I drive in on days when I expect to be late. This is OK for me, but perhaps not great for DC. |
| This would be devastating for me- I have no alternate transport and wouldn't go out to restaurants with friends at night as often |

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| Proposal to close Metrorail at 9 p.m. |
| This would make getting home from work extremely inconvenient for many people. And I imagine it would have a chilling effect on nightlife. |
| That would effect people coming home from work |
| Shift workers rely on the Metro. Most businesses close by 9:00 p.m. workers need time to make it home. 11:00 pm is a crucial time to stay open. |
| If for some reason I got off later that 9 I would have trouble getting home since I have no other way to get home than take the metro rail |
| Help when go to work |
| I work a rotating shift schedule and work the night shift 6 days week. Now I would need to buy a car. |
| The ability to take metro late at night allows me to have flexibility with my work hours. Taking that away would be terrible |
| Perhaps on Sundays the trains can close at 10pm |
| 9 PM? What a way by WMATA to screw everyone, especially those people who will need you the most. |
| Sounds like the, "Give money to Uber" plan. |
| The hours are already too narrow and should be 24 hrs just like every other major city in the world |
| That is way too early. It should run much later than that. |
| This option would make it impossible to attend the entire Capital game if it were an evening one. |
| Difficult if down town activities return |
| I frequently use the metro after 9pm when possible as alternative modes of transit like Ubers are too expensive for my budget |
| I often use the metro to go out to dinner and this would be very inconvenient |
| No pueden cerrar a las 9:00 pm demasiado temprano. Las personas necesitan trasladarse sobre todo en horarios nocturnos es indispensable |
| 10pm would be preferable. Might be relieved from work at 9pm |
| That will. Not work with my work schedule metro is my own way of travel |
| Too early. Working people come home between 11 and 1 AM |
| Horrible mistake. 9pm is way too early and would prove disastrous. NYC is 24/7. For the longest time, we had barely respectable closing times at 2:00am. 9pm is a joke, just run fewer trains. |
| This would work unless there would be a major sporting event and concert which require later hours on the Metrorail system. |
| I use Metro for traveling to events and outings which usually let our after 9pm. |
| Not sure how this would work for people who rely on the train to get to and from work. |
| Really ridiculous. Metro needs to become a grown-up system and provide 24 hour or close to 24 hour service. I don't know why it typically opens at 5o'clock in the morning anyway. It should be available for people who go out to dinner at night and if the Pentagon wants to open at a ridiculously early hour they can figure out their own method of transportation. Metro should get people to the office for 9 AM and get them home after an evening out after the bars close. There's absolutely no reason that should be running at 5o'clock in the morning and they close at 11 PM |
| The Metrorail system already closes too early as it is! Keep closing time at 11pm or make it later. |
| There are still working individuals trying to get home safely from work and they depend on metro. |
| Not often but I occasionally get home late. If the metro weren't working it would be a disaster. |
| 9pm? Seriously ? |
| I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus |
| Again, reducing services is systemic racial and socia discrimination reducing the ability for these populations to work and obtain basic services. |
| I'm a commuter with work hours outside of this closure. I would drive if intent is to work late or some other activity like a ball game or dining. |
| I only use it to get to work. |
| My shift at work at times doesnt end until 9 and closing early wouldnt help me |
| How about 10? Compromise? |
| This plan will work for me, but it may not work for my community which has to rely solely on metro. I live in southeast DC and would like to see Metro remain open at least until 11pm for my community. |
| After COVID, people will certainly be out past 9 p.m., and to not have those last two hours would be a huge loss. Also, it would kick the homeless population out earlier, which in colder months could prove deadly. |

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| Proposal to close Metrorail at 9 p.m. |
| That's too early for many people that have evening activities |
| I would no longer be able to get home after work. |
| As of now my part time job at capital one arena is closed but if and when the arena opens back up and concerts and games resumes how will us employees and fans be able to get home etc. Most events aren't over until after 9pm. |
| I work for the government and do sometimes need to catch a train home from work later than 9 pm. |
| I regularly rely on metro to safely get me home from either late work events, evening classes, and late-night public events such as Nationals and Capitals Games (unless it is an afternoon game, there is ZERO chance a sporting event will end before 9 PM). Frankly, 11 PM is really unfair to people in this area, and I think it should be 24/7 service - reducing it to 9 PM basically renders metro irrelevant to me. |
| why depend on the train if its not going to be there after 9? |
| Because a lot of us may have to either work late, or some type of emergency may occur and the only way of transportation would be Metro ... so closing instead at 9 PM is not and fair option |
| It will work for me, but Im concerned about others who work later than 9 and dont drive. And may or may not be able to catch the bus; the train may be more convenient. |
| Given the other proposals so far, if there had to be any change in order to save money, I would choose this one. |
| Do not do this. People need a safe, affordable way to travel about the area during happy hour and dinner hours to avoid driving under the influence and high ridesharing fees. |
| If we must have a service cut, this cut would affect me least, but please do take into account those who may work night shifts. |
| That would mean metro could not be used for any sporting event, concert, plays etc. Huge booms in metro travel would cease because you couldnt rely on it to bring you home. |
| That is very bad. Some people rely on Metro for transit and if you are later, then this will further decrease ridership since the option is gone. I would say look at the current and expected numbers to understand the financial impact from historical data pre- and current-covid ridership |
| I would like to see this only for the week days and preserve it for at least Saturday/Sunday. |
| Pre-COVID, I would rely on later trains regularly throughout the week. I would need to purchase a car or take expensive ride share options. |
| If a sporting event or concert ends after 9:00pm would have to find another way home. |
| This would effectively shut down the city at 9. |
| Sometimes I work late or what to go out late. Service should be 24 hours to accommodate all work schedules or at least till 3am |
| Sometimes I along with others work until 11p.m. and use the metrorail as our means of transportation and then we have to get on a bus |
| Most people will be served rightly. Most jobs close before 7:00pm |
| Not ideal but I would continue to utilize metro for my work commute. |
| People work overnight & everyone doesn't have a car. It's a pandemic you all cannot do this. |
| This would not work for me because if Im at a friends house out at a restaurant after 9pm I will not be able to get home unless take a taxi or some other car service. |
| It should stay open to 11:00 PM |
| Will I turn into a pumpkin if I stay out after 9:00 p.m.? |
| would permit Rush Hour travel for work but inhibit after-work socialization? |
| That is too early since I work late |
| I sometimes get off work at 8pm. So taking Metrorail wouldnt be an option. |
| I think 10:00 PM would be appropriate, probably. |
| I work late some evenings and/or meet people for dinner after work. I prefer to use Metro to get home in the eveningbut would be forced to use a rideshare service or cab if Im out later than 9:00. |
| Thats pretty early |
| Too early. There are many people on late shifts and they pay taxes too. |
| I am often out past 9pm due to work, social activities, and errands. Trying to maneuver the bus system across the city (especially if bus service is decreased as well) would severely limit how long I can be productive in a day. |

Proposal to close Metrorail at 9 p.m.

This definitely does not work. it would make it impossible to attend any lecture, sporting event, concert or any other evening event, including going into the city for dinner via metro. Scrap this option.

I normally do not use Metrorail at night.

That's too early. And too many ppl who depend on metro to come home from evening work hrs

Think about the people that work very late and depends on metro to go home.

It is important to maintain transportation options considering the gradual opening of restaurants bars and entertainment

Close at 11pm

This is insane. Does the city stop existing at 9 pm? No one who gets off work at 9 pm can go home? No one can use public transit to get to a show after work? This is completely unacceptable.

Would prefer 11pm closing time.

Even more than impacting me infrequently, this is a proposal which moves Metro to a non-functioning option for many people under many circumstances.

Terrible idea -- what about events in the city that people depend on metro to get to? 9pm service end would make it unrealistic for lots of people to attend Nats games, Caps/wizards games, concerts, etc.

This only works for me because I try not to be out too late at night. Otherwise, Im not sure.

Extended hours with reduced number of trains on the weekend is preferable to earlier closing.

I use the metro to avoid drunk driving and it's an immense safety issue if the metro was to be closed earlier.

My shifts change so I'm not sure how this will impact me

9:00 is too late for people that work into the evening. Closing that early puts more drunk drivers on the streets, especially in Virginia.

This would not be my preference at all but could work

Porque las personas que no disponen de carro necesitan un horario hasta las 11:00 pm o mas.

This proposal affects me negatively because I get off from work very late, and if this happens there won't be public metro transportation for me.

For the workers who have to work late hours, maybe lesson the train schedule after 9.

Sometimes, I dont get off until 9pm. This would significantly negatively impact my ability to get home, after work. :(

If work out Maryland ,how I get home if the bus dont run after 9pm,if I close store 11pm ,please how would I get home !!!!!

Many people work evening jobs and may not have access to transportation other than rail.

This discriminates against shift workers and populations of people who rely on the metro for work late at night (I.e. service industry and healthcare workers).

I go to the theater in the District frequently. This would prevent me from doing that.

Will be more difficult for late evening crowd to get home, must rely on ride shares which is unfair to people without a cell phone or on a budget

what about the people who work evening and night shifts, absolutely not!!!!

I'm not typically out past 9 pm.

Makes it impossible to get home from work if I have to work late.

Safety of people in DC, traveling light at night after going to events - metro is paramount in those circumstances. Also for late night employees working midnights, need the metro

As of right now this would work but in the near future it could be problematic for me.

Thats so early! Students couldnt go home from late classes, you couldnt get a casual dinner or see a movie after work... youre basically losing anyone who uses metro for non-work purposes.

We often use Metro to attend performances in the DC area to avoid parking issues. These events often go later than 9 pm so we would have to find alternatives.

This would have a MAJOR impact on people that have different shifts and would also mean that I just simply wouldn't use the Metro late at night and actually would probably stop me from going into DC because I would have to leave my 8pm just to get home. That's crazy!

I am not usually out that late anyway; if I am I can probably walk or find alternate transportation.

I need the metro to get back if Im coming back from visiting a friend

Too early to close I don't get off work some nights till 9pm.

I do a lot of late evening travel on the metro. As someone without a car, this would dramatically impede my mobility.

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| Proposal to close Metrorail at 9 p.m. |
| To early |
| I understand metros budget cuts, but with Metro needs to understand that a lot of money that is made in DC is from restaurants that don't close until later. By cutting the metro off sooner you're affecting peoples paychecks and you're affecting peoples lives and how the city makes money |
| Assuming the pandemic recedes by this time and business happy hours come back, I think this would be very inconvenient for people, particularly those based in Downtown. |
| I am concerned about, however, folks who work later hours and who don't have other modes(or means) of transport. |
| This is much too early for most people working a minimum wage shift job who rely on metro for transportation. Please do not choose this option. |
| The summer/daylight savings time you will not be able to ride the rail to Bethesda or Shady Grove. Bummer. |
| Reducing transportation options will promote drunk driving and will severely hurt hospitality outside of people's immediate neighborhood. |
| This plan would affect hospital employees that rely on the metro system. Healthcare workers would lose there jobs which would have a negative impact on the community |
| We do not use Metrorail. |
| When I use Metro, late night departures are the most important. Otherwise, I wont use Metro at all |
| 9pm is way too early to close metro. |
| I do not frequently take the metro during those hours. So this would work fine for me. |
| I use the metro to provide transportation to evening performances in the commuting area. Cutting service would reduce my options |
| Getting stranded after an evening business or social event would discourage me from taking Metro at all. |
| Many people work the late shift and need to get home after work. |
| I do not like this, but if it means the trains can still run on their current timetables I would prefer it to lengthening the time between arrivals. |
| I would prefer 10pm. Sometimes my work day goes late and 9pm would be too early |
| It has been a while since I traveled after 9pm, but it would likely impact travel post-sporting events and other things downtown for people who park at metro and use it to get into the city, so I think this is a bad idea. |
| During this period of closing at 9pm previously, if I started work at 11pm at Bethesda, I arrived at 9:15 pm at work, to sit & wait til 11pm starting time |
| People who rely on Metro and work late into the evening need Metro to stay open past 9 pm to make it home to their families, not everyone has a vehicle. |
| Many service industry worker heavily rely on the metro to get home after 9pm. I think keeping the metro open till 12-1am would be best to service those who do not have another transit option |
| Since I work the third shift (overnight) I rely on metro so closing at 11pm works for me. |
| From a work schedule (assuming were back in our offices yes) but I often meet friends and go to after work events so no. |
| Sometimes I get off work at 10:30 as I am an essential worker. |
| what about the workers who shifts are after 9:00 pm, give them some thought,, |
| I don't work in a restaurant but I do often work late at the office. I could handle 10 pm but 9 pm is likely to leave me stranded. In either case, would exceptions be made for high-volume events like hockey games? (A good revenue source, right?) |
| Metro should operate later on Friday and Saturday nights. Patrons utilize Metro to get to and from places that have little to no parking such as ball parks and events downtown. |
| I think the weekend operations should be rethought. |
| This is the optimal option for my travel needs which are primarily Monday thru Friday, 8am and 6pm |
| Just closes an hour earlier. Not that much activity due the pandemic going on Anyway so this makes sense |
| This is my primary form of transportation to go out in the evenings/weekends. This would prevent support of local businesses. |
| This plan is insanity. This assumes the economy will never reopen. Such a short-sided view. |
| This would be highly inconvenient to any business dinner that ran late during the week as well as use of metro on weekends. |
| I would still be able to get home from work. As for hanging out, I would just find another way home. |
| Not always. Some times I'm required to do shift work and the current operations are convenient for me when I do those odd shifts |
| Use the metrorail frequently after 9 pm |

Proposal to close Metrorail at 9 p.m.

By 2022 I think life will be back to almost normal and it will affect the nightlife in the DC area and also it will affect people that come out work late. 9pm is way to early to close stations

My classes end at 8:30 PM so this proposal might result in me relying on an alternative form of transportation.

I get off work at 10, this would be very detrimental.

It is imperative that shift worker continue to have access to transport. Metro could possibly cut trains on the track and extend run time.

Fine with me

What about the people they get off about 10 o'clock and the only way they have to get home he's on the train to get to the bus

most of the time this is fine but does make going out on Friday or Saturday evenings more expensive as Id have to take a Uber/Lyft home (unless busses will still be running later)

I travel late sometimes

I often leave work late and need to catch the metro as late as 10-11 pm.

I rarely ride the Metro late.

I work in the foodservice industry and sometimes I get out late and Ubering home would become too expensive

I would have to rearrange my schedule if I am to work late.

Would be a pretty big hindrance to those who work late essential jobs that use metro as a only means to get home

No way!

Do not do this. This will destroy public transportation in DC for decades.

Would you stay open later for Nationals or Capitals games?Also, how would DC have ANY nightlife under this plan?

i work until 9:30-10pm and the metro is my main mode of transportation home. this is a terrible decision that would affect many people's livelihoods

I sometimes work later than 9pm

This would not effect me, but think of others who rely on metrorail as their only means of transportation.

This is unacceptable and unsafe, especially as bars and restaurants reopen. This will have a negative economic impact on businesses and events in the district.

This could disrupt my ability to get home if working late.

closing it that early would be detrimental to so many people.

Service workers need late trains.

Work sometimes runs late I need the transportation

This doesn't help me if I want to do anything in the evening, it would force me to cancel evening activities.

This would interfere with evening events in DC and force us to drive all the time.

Is there any way to close at 10:00? I am not often in need of metrorail in the evenings but occasionally I do.

This would cause numerous barriers to those without access to private transit.

The Metrorail closing at 9 p.m. would be extraordinarily limiting for my schedule, especially on weekends

some public events/convention center, etc. that I attend

This would work for me and others with a regular 9-5 type of schedule, but not so much for those who have the evening/night shift.

Service should last until 00:00

It works for me but I think it's too early. Remember, sports will be coming back and there are lots of colleges in this town. I don't think u should close earlier than 10p unless absolutely necessary.

It should run all fucking night. It's dumb that Nats fans have to wait for a taxi or something after the trains stop running.

Closing metro earlier would make it hard for working people to get home after stores close around 10pm.

I work at Rosslyn , i rely on metro to get me to and from work closing at 9 well make me switch jobs in the morning and lose work hours because I need metro after 10 PM most of the times

This would provide an unneeded obstacle for those who have to work and commute after 9pm. Many people who work past 9pm are in the service field and may not be able to afford other means of transportation

Should my work schedule revert to what it was prior to covid, I'll be leaving work after 9 p.m. regularly

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| Proposal to close Metrorail at 9 p.m. |
| I don't tend to stay at work that late during the week. On the weekends/Friday evenings, that would be disappointing to have to use alternative transportation. |
| Yes. Metro is a great way of staying safe while drinking and then getting home safely and cheaply without driving. If you close earlier you will have greater instances of drinking and driving |
| I work past that time and would not be able to make it home. |
| Continue service to 11pm |
| 9PM is far too early... think about people whose sole transportation is the metro... are we supposed to never be able to go out after 9PM? This is far too early and no major city has a metro that closes that early |
| Awful idea. Would have an adverse impact on businesses and on employees. |
| I would not ride at night with any frequency, but I suspect these early closing times would have a significant, harsh impact on night workers and access to entertainment as the city opens up again. |
| I don't get off work until 10pm. This would be disastrous. |
| The minimal ridership at night can Uber, definitely cut the hours. |
| Often I am in downtown DC after 9 pm and need to take the metro home !!! |
| This change may be OK during the weekdays but on the weekend having access to the train would be both convenient and safer as people like to go out for entertainment and if they drink, we would not want to have them putting others in danger. |
| Reduced frequency past 9 (every 30, every 45) - completely eliminating service may leave late shift workers with no options. |
| I get off work at 430 |
| There are times when there are after work events that might end late, and having an earlier closing would impact people's ability to use metro as a safer option for getting home |
| So many people take public transportation and are essential workers. Yes, metrorail has lost money due to the pandemic however by closing the metro at 9pm, you'll be losing a lot more. |
| I often times go home from work at around 10:30 pm and catch the last train. Essential workers rely on the metro staying open to 11 to get home from work. |
| This will have significant impact on communities and special events. Nationals games, etc. |
| I hope to be staying out later at restaurants and bars by the time this would take effect. |
| I often work later than 9pm and would have no way to get home short of a \$50 cab ride, which I had to do during your restricted hours! |
| Seriously? What about people who everyone else depends on and who are working part-time to feed us or clothe us and need mass transit the most? They are working lower-wage jobs odd-shift jobs and generally get off slightly later. What is your mission statement? Who are you intending to transport? What are you exactly hoping to do? This one makes little sense. You won't even support part-time or night students if you close at 9. Title this question: How to make Metro irrelevant the fastest. |
| It may work however it's going to be difficult to get to places. Since time is money sometimes I rather pay extra to keep the current status |
| This unfairly hurts customers who rely on metro after hours |
| I work until 9:30. This is no good :(Perhaps run trains every 30 mins after 9? |
| If my work schedule is still on shift work it would close too early |
| I will have to Uber or leave the city now. I can't afford to Uber every night |
| Sometimes I work late - not often but I would be forced to take Uber between downtown and Bethesda |
| That is the stupidest plan |
| I don't use the metro late. |
| Myself and all my coworkers can't get home from work |
| This seems like a much better option than reducing intervals of trains arriving at stations. I believe most commuters will see an early closure as a temporary circumstance and regular Metro riders will be on the lookout for when this changes. Reducing intervals of arriving trains could drive riders away permanently and then it would be a lot more work for Metro to get the word out to those individuals about future improvements. |
| There are still workers who work late night shifts. Take that into consideration, you won't make millions but workers have to provide and this method of transportation is important. |

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| Proposal to close Metrorail at 9 p.m. |
| I frequently use the metro after 9 pm and I believe others will to as more businesses open |
| I would probably stop using metro if the above proposal occurred. |
| Much of my metro travel happens after 9pm |
| 10 pm works better. There are times when I don't finish at work until close to 9 pm. If subway closes at 9 pm I won't be able to get home to Laurel, MD. |
| Salgo a las 10 de mi trabajo ,la m3jor opci3n para muchos sin duda ser4 comprar auto y descartar uso de tren y bus |
| I believe this severely impacts essential workers and minimum wage workers |
| Closing the train stations at 9pm will leave people with no way home that take the train after 9pm. |
| Fine with me but for essential low wage workers it is bad plan |
| The earlier closing time will likely reduce the types of evening activities that I can participate in and probably force me to use more expensive ride-share services more than necessary to get home at night. |
| 9pm is a little early to accommodate outings in DC |
| Once people are vaccinated, we will be out more. Essential workers, grocery workers, health workers, etc. will take transit late. This will force people to rely on expensive alternatives like Uber. It is not safe for women to walk at night |
| I like using the rail in the evening, so closing at 9pm is a large impediment to my current public transportation uses. |
| That is ridiculous- what if you want to go to dinner& then go home |
| How would this work with events like Wizards games, Capitals games, Mystics games, Nats games. Are you going to get all of the owners of these teams to have games commencing much earlier so people can get home before you shut down service at 9 p.m.? Thinks of what this would mean for double headers in baseball. There are also things like theaters, the Kennedy center, etc. What does this do to your employment numbers? |
| Dont shorten hours. Hours are already severely reduced from 5-6 years ago. |
| I work some nights until 11pm |
| Strongly against. Time changes make it very hard for non-commuter, city residents. Also, dangerous for people at night. |
| Not good for late workers and folks going out Friday after work. Closing at 9PM on weekends is fine. |
| Theres a lot of riders that have to travel late at night and this wont help at all |
| Terrible idea. |
| This wouldn't be optimal and would reduce nightlife in areas that depend on foot traffic. |
| The purpose of Metro is to get people to where they are going. By reducing hours, you are crippling a city in direct need of economic and social growth and that is not including people to venture out to sports and entertainment and other nightlife activities much less those who depend on it for work. |
| Most businesses don't close until 11pm but if there must be a reduction maybe closing it at 9pm on weekdays and weekends at 11pm |
| Work and dont drive |
| This works for me, but does bring up concerns for potential drunk driving for others |
| There are times when I have to work late in D.C. and have no other way to get home. |
| I dont drive. If I wanted to hang out, I would have no way home |
| Most of our grocery store and service industry people rely on metro to commute to work. They do not get paid enough to have to pay for ride share to commute |
| Sometimes I work until 10 pm. |
| Businesses stay open later in the evening and workers need to get home. This would also put more cars on the road in the evening. |
| They ridership decline is mostly 9-5 commuters. Schedule doesnt need to cater to their needs. Focus on the second shift service workers 3 to 11. |
| It is more than likely that more businesses will reopen by 2022. This includes bars and restaurants. Closing metro lines earlier could potentially put people in dangerous situations, and lead to unnecessary injury or even death. |
| Sometimes I don't get off until 10pm. If the trains stop running at 9pm I would have to catch a Uber home and I can not afford that everyday |
| This plan does not work for me. I am working on flexible schedule and my work day ends 3/5 per week at 10:30. With that new schedule I cannot come home using metro on those days |
| that does not benefit anyone working late, or works off hours |

Proposal to close Metrorail at 9 p.m.

It would help local businesses if the trains ran longer hours so people could get around and go out to bars/restaurants without using ride shares (which are more expensive).

It would kill night life in a vibrant city. Please dont.

I dont mind more limited service in the evening hours, but I still use metro to get home from visiting friends in other parts of the DMV and like to metro home sometimes.

There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy

9pm? It does not affect me but I am thinking about those who work late shifts.Do you have alternatives?

I cannot agree with this as my job is scheduled from 2pm to 10:45 pm so I would not be able to get back home after working.

| Proposal to close Metrorail at 9 p.m. (Spanish) | Translation |
|--|--|
| No cuento con vehiculo y el metro es el unico medio para movilizarme en el DMV, al cerrar el servicio a las 9pm limitaria mi forma de movilizarme, me afectaria mucho. | I don't have a vehicle and the metro is the only way for me to get around in DMV; by closing service at 9pm it would limit my way of getting around, it would impact me a lot. |
| Trabajo hasta tarde necesito poder asegurar a mi empleador puedo quedarme las horas que me necesita | I work until late. I need to be able to assure my employer that I can stay for the hours they need me |
| Porque los horarios de trabajo a veces hacen que uno se quede hasta m  s tarde | Because sometimes work schedules mean you have to stay later |
| no estoy de acuerdo porque muchos trabajos y negocios cierran a las 10. La economia se alteraria mucho y tambien los presupuestos familiares | I don't agree because a lot of jobs and businesses close at 10. The economy would be impacted a lot and family budgets as well |
| No combina con mi horario de trabajo dado que trabajo de noche me afectaria mucho el cierre temprano | It doesn't fit with my work schedule since I work nights. The early closure would impact me a lot |
| Afecta a las personas que utilizan m  s tarde de esa hora, es m  s deber  a ser hasta media noche | It impacts those of us who use it later than that time, plus it should be until midnight |
| Creo que aunque pasen a cada 45 minutos ser  a conveniente que trabajen hasta la 1am gracias | I think even if they come every 45 minutes it would be good for them to run until 1am |
| No, me gusta esto porque yo salgo a las 11- 11:30pm del trabajo o si no a las 12am. y necesito el train para ir a la casa porque no manejo y Uber o Lyft es muy caro a veces, y a veces no hay carros durante esa hora. | No, I like this because I leave work at 11-11:30pm or if not, at 12am, and I need the train to get home because I don't drive and Uber or Lyft are really expensive sometimes, and sometimes there aren't cars at that hour. |
| la 9pm es muy temprano!! si ya es injusto que cierre por la noche, que cierre con ese horario har   la ciudad m  s insegura e inestable por la noche | 9pm is very early!! It's unfair to close at night, closing at that time would make the city more unsafe and unstable at night |
| Porque yo salgo de trabajar alas 10 de la noche | Because I leave work at 10 at night |
| Hay muchas personas que trabajan hasta tarde, por ejemplo las personas de limpieza que salen alas 10.pm y hay gente que vive lejos y le toca agarrar metro, no es justo que hagan eso, tal vez los podr  an que corran hasta las 11pm pero de las 9pm que pasar  a c/d 30mnutos en mi opini  n | There are a lot of people who work until later, for example cleaning people who leave at 10pm, and there are people who live far away and have to get the metro. It's not fair to do that, maybe they could run until 11pm but from 9pm on they could run every 30 minutes in my opinion |
| Horarios de salida de trabajos son mayormente alas 10:30 de la noche | Most people leave work at 10:30 at night |
| Me parece bien | Seems good to me |
| Si van a cortar el horario de cierre, tendr  an que poner buses que puedan dar el acceso a las personas que usan ese horario, para llegar a su destino. | If they're going to cut off the closing time, they would have to add buses that can provide access for people who use it during that time, to get to their destination. |
| Trabaj   en las noches y siempre tomo el   ltimo Metro de las 11 pm | I work nights and I always take the last metro at 11pm |
| Hay gente que trabaja hasta muy tarde , metro deber  a seguir hasta las 11 pm | There are people who work until really late, the metro should continue until 11pm |
| Esto no beneficiaria a personas que trabajan en restaurantes en jornada laboras de la noche y que no pueden salir antes de las 9 recomendar  a que descargar  n est   propuesta | This wouldn't benefit people who work in restaurants on night shift and can't leave before 9. I would recommend rejecting this proposal |
| No pueden cerrar a las 9:00 pm demasiado temprano. Las personas necesitan trasladarse sobre todo en horarios nocturnos es indispensable | You can't close at 9:00m, it's too early. People need to get around, especially with night schedules, it's essential. |
| Porque las personas que no disponen de carro necesitan un horario hasta las 11:00 pm o mas. | Because people who don't have a car need a schedule until 11:00pm or later. |
| Salgo a las 10 de mi trabajo ,la m  jor opci  n para muchos sin duda ser   comprar auto y descartar uso de tren y bus | I leave my work at 10, the best option for many people would definitely be to buy a car and stop using the train or bus |

| Proposal to implement Red Line turnbacks |
|--|
| I still need to travel to Rockville |
| Opening the Silver line as soon as possible is key to the regions economic recovery. |
| My metro is cleveland park. If it is closed I cannot take metro. |
| This would not affect me. |
| Totally unacceptable |
| Need trains more often |
| 15 minutes everywhere |
| I do not take the red line regularly |
| Arriving every 15 minutes is way too sparse and would lead to severe overcrowding in a time we aren't even sure COVID will be gone yet. In addition I transfer train lines. I would definitely be late for work if I had to transfer and trains only arrive every 15 minutes |
| this would negatively impact my commute to work |
| stupid idiotic idea number 2 |
| Transferring from one line to another could get really hairy with such long gaps between trains. |
| This would double my commute time |
| I dont ride the red line often, so fine |
| Need service at grosvenor on a regular predictable basis |
| Again this is really a deal breaker for me |
| I live near Grosvenor-Strathmore - do not want reduced trains! |
| Concerned about lack of service at wheaton as a daily commuter |
| Not nearly frequent enough. |
| Be awkward if trains were every 15 min |
| Not during rush hour, I hope; every 15 minutes wouldn't be enough! |
| 15 minutes is still too long, but I also dont ride the Red Line, so, |
| Metro needs to reduce labor costs. The ATU is driving up costs. Metro should be about serving the public, not a jobs program for union members. |
| Metro is a joke, thanks to the union. |
| This would dramatically impact my ability to get to work. |
| I live by Grosvenor and use it often. This is why I moved here. Please don't shut it. |
| Every 15 minutes is way too long between trains on the red line |
| Ren more trains. Even 15 minutes makes taking the train to unpredictable especially when you dont actually follow a schedule or have a time table published. |
| See last message |
| 15 minutes is a long gap between trains |
| I rely on this service |
| Please do not close Grosvenor-Strathmore Station! |
| would have to stop using metro and drive to work if this happens. |
| Again, not ideal but workable. |
| Not frequent enough"trains will be too crowded |
| Just seems like it would lead to a ton of confusion |
| This would be a pain for me trying to get from Twinbrook to Bethesda. Thinking about how packed the train was pre-pandemic, these cuts would make it so much worse. |
| too long |
| Way too slow |
| Don't ride the Red Line so no problem. |
| Dont use the red line |
| I can drive to work faster than this. There would be no point in taking the train |

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| Proposal to implement Red Line turnbacks |
| Again 15 mins in btwn trains seems crazy |
| Would be workable if trains arrived on a pre-determined schedule |
| No. During rush hours on weekdays, frequency should be doubled. |
| do not use the red line, but 30 min headways mean no ridership at those other stations |
| I do not take the red line. |
| This seems like the stations and trains will be overwhelmed during rush hour. Ive gotten sick to the point of almost passing out on crowded metro trains before - crowding people in like sardines seems like a horrible and dangerous idea. |
| I would want the red line to arrive more often than that--especially during rush hour. |
| Well, I live at one of the stops at the end so would be inconvenient. |
| Nowhere near frequently enough |
| I don't use the red line, so this would be okay. |
| Depends on how the Post-Covid ridership resumes and when. |
| Do not cut service. |
| Gaps between trains are too long. |
| Would like more frequency |
| I do not ever ride the red line |
| Red line is not part of my usual travel. |
| Doesnt impact me, hurts the suburbs. |
| 30 mins out is too long |
| Too infrequent |
| I try to stay away from the Red Line as much as possible. |
| Trains will still be co |
| Based on the volume of riders from shady grove all traffics should start at shady |
| Too long wait |
| Trains arriving every 15 minutes at all stations on the Red Line, at least during rush hours in the morning and evening would be a better alternative. |
| As long as Grosvenor-Strathmore stays operating I have no problem |
| I ride to Wheaton |
| I work at twinbrook station. Every 30 min is entirely useless |
| Trains should operate at normal time intervals. It is expected people will be back in the office in January 2022. |
| Do not use the red line |
| Im on the red line but not at one of the stations that would be every 30 minutes. However, I imagine that by those being so infrequent, the trains that I would be on would be REALLY crowded. |
| Union station and NoMa should both be open |
| Service at Silver Line should be more frequent. |
| This would be very difficult to work for commuting |
| I do not use the red line. |
| If you do this you should return the funds that Montgomery County has offered for this service. |
| Do not live or work on red line |
| The 15-min interval is manageable but would be inconvenient. |
| Trains should be every 15 minutes at Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen |
| I have children in childcare in Md and a job downtown. The margin of error in my commute is about 5 minutes. I could barely manage it before The pandemic. Need redline trains every 5 minutes.. |
| Not good, but may be necessary given available resources. |

| Proposal to implement Red Line turnbacks |
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| What about rush hour? |
| 30 minutes is excessive to wait. |
| Very insufficient frequency |
| I still believe rush hour service is needed, reducing the amount of time between trains during those periods. |
| While I will not be impacted because I live in the inner city, I worry about the people who live far out whom it takes a while to conjunte for anyway |
| Dont use red line very often |
| There is a very large ridership at Shadygrove/Twinbrook stations. I would definitely drive instead of only having a train every 30 minutes. One issue could cause me to miss daycare pick-up times. |
| I dont take the red line so this would not affect my opinion |
| This would work for our needs |
| Do not turn metro into a commuter rail |
| I never go past silver spring |
| I dont take the red line. |
| Please increase train frequency during rush hour 7:30-9:30 AM and 4-6:30 PM |
| Again, this is going to cause major chaos. |
| Too long on Wheaton headways |
| I expect more people will be working at the office and more capacity will be needed. |
| Not frequent enough trains |
| Not frequent enough at White Flint |
| Too long between trains. Lead to crowding and being late to work. Will not ride |
| Dont Red Line Much |
| Only every 30 minutes??? are you kidding |
| I like this |
| Operating is fine but why such a long wait inbetween trains?! |
| 30 minute intervals are much too spaced out to be useful for commuting. This would ONLY work if it became like real rail (Amtrak) where trains kept to a PUBLISHED SCHEDULE, which Metro never does. |
| 15 minute headway is too infrequent for rush hour |
| This is the worst proposal. |
| will work |
| This would result in severe overcrowding during peak travel times. |
| Every 30 minutes is not ideal. A lot of ppl commute from the suburbs too, this would drive people away from using it |
| This doesnt affect me |
| I don't understand the change. It's not clear. |
| This is a great idea! |
| This is just stupid |
| I do not ride red line |
| Trains need to arrive quickly at all stations |
| This is not frequent enough. |
| Too long to wait, but I dont care about stations after Grosvenor |
| We need to have rush hour service on all lines. |
| 30 minutes is too. long. How about 20 minutes? |
| I would maybe only use the Red Line due to it running more often. |
| No issues closing down the red line. |

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| Proposal to implement Red Line turnbacks |
| Regular and frequent train service is essential; otherwise, I'm taking my car. |
| This makes it very hard for those living outside the direct city center to plan for getting into work |
| Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| Shady Grove should be every 15 at least |
| I use Forest Glen to travel to and from work. At this time I am remote through Sept 2021. This will not work if I am supposed to return to work but will be fine if I am still remote |
| Needed: more train coverage |
| i take the train at white flint and 30 minutes is shockingly infrequent for a capital city |
| I would worry about frequency at the Grosvenor stop at rush hour |
| This would make it incredibly difficult to commute to work from grosevenor |
| WMATA needs to completely fail and be rebuilt from the ground up. The current leadership and administration must go before any changes are even contemplated. SHAME on each and every one of you. YOU ARE THE PROBLEM. |
| We need pre-pandemic schedule!! |
| This plan sucks too |
| This would not be ideal for me, but I could make it work. |
| Live in the District and commute to Rockville. |
| Metro should not take away the Grosvenor station. It is critical to many and is also one of the prettiest Metro stations. |
| I use the Orange and Silver lines |
| Very unfair to people who live beyond Grosvenor. |
| OK by me |
| I do not live along this line, but would definitely not take it if it was traveling only every thirty minutes. |
| LOL |
| Why are the headways so long? |
| Cars will be too crowded |
| We fought hard to eliminate the Silver Spring turnback. I use the Forest Glen Station and that would add extra time and leave me outside in all kinds of weather when I just need to go one more stop. |
| I do not like trains every 15 minutes. |
| We might all be back at work. This is ridiculous. |
| this is a good plan |
| I want more often schedule |
| Again, all trains should service ALL stations. |
| Again, 30 minutes between trains for business commuters is not at all workable. |
| Again, headways are too long, even between Grosvenor-Strathmore and Silver Spring. |
| I use metro (no car) and this would make traveling around using metro very inconvenient. |
| 10 minutes on the main part of the red line is bearable, 15 mins is not. |
| Typical travel does not require the end stations |
| Yeah still trash for the same reason I mentioned earlier. |
| For me personally I commute from silver spring down so this would work. But again think 30 min is too much and suggest 20 for the other red line stations. Maybe 20/10 |
| I do not anticipate utilizing the red line in Maryland. |
| 30 minutes is too lengthy between trains - wheaton |
| Need more trains at grosvenor |
| As someone who lives past Silver Spring on the Red Line, this would guarantee that I would not take Metro to work. |
| Just shut down the system. You arent using it for its intended purpose. |
| Shut it all down. Rip up the tracks - sell for scrap. Sell off everything else. You will save a lot of money. |

| Proposal to implement Red Line turnbacks |
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| See previous answer. Still too much time to catch a train. |
| This would add significant time to my commute |
| Too far apart on most of the red line |
| inequitable for working poor throughout region |
| Too long between trains at Shady Grove. The trains going to the end of the lines would be too crowded. |
| Trains are already busy enough to just barely allow social distancing north of Grosvenor-Strathmore as it is, without switching to every 30 minutes. |
| We need grosvenor |
| I don't take the red line. |
| Rush hour should be prioritized with train frequency |
| This makes the service useless. It's no better than a commuter train. No functional city can work like this. |
| 30 minutes is very infrequent. |
| Trains need to be more frequent than 15 min during rush hour. I am fine with part of the proposal that makes trains less frequent for red line stations north of Grosvenor. |
| We should not be cutting back on public transit. |
| Too infrequent |
| As a person living in Glenmont, no. That would not work. At all. |
| This would make it so that I have to drive to work. I take the red line from Glenmont. |
| 15 minutes during rush hour is absolutely unacceptable. |
| WHAT ARE YOU GUYS DOING |
| I currently live in Silver Spring, but I might move close to one of the further out stations in which case this would not work for me. |
| I don't use the red line out that way much anymore, but back when I did, this would be very difficult to get to work and I couldn't afford to uber or have a car. |
| If I miss the train at 7:00 am in Wheaton I will be 30 minutes late to work.... |
| This would make it more likely I would travel by car. |
| 15 minutes is unacceptable at busy times and stations |
| Too infrequent! |
| I live near the Takoma Station so this proposal wouldn't affect me |
| Trains more than every 15 minutes are needed. |
| I could see fewer trains to outlying stations but time interval is too big |
| The timing listed above would be fine if you keep Grosvenor open past 2022. |
| I work at a hospital and need more frequent transport times. |
| I am at Takoma; 15 minutes between trains all day every day is not good |
| Same thing: fine as a temporary measure. |
| I live in Arlington and work in DC this doesn't affect me |
| I don't use the red line. |
| I don't use those stops |
| Less desirable, for sure, than regular service, but I could work with this. |
| Having a young daughter, and grandparents on the red line this plan would be very inconvenient |
| Do not ride red line. |
| Same as above- every 15 minutes is not frequent enough |
| N/A, no use of red line. |
| Same issue, waiting 15 minutes for a train at rush hour doesn't work. |
| going back to the grosvenor - silver spring trains every other train is fine. but the 15/30 minutes is not sustainable if ridership comes back anywhere close to pre-pandemic. |
| Cut staff not service. Most metro workers should be fired |
| I do not use the red line so this question is not applicable to me. |

Proposal to implement Red Line turnbacks

This is personally selfish. I dont use that route during those times.

Too much of a wait

same issue - longer commute, more time inside the station or on a crowded train with potentially infected people? No thank you. more trains to provide less crowding please.

Rush hour at White Flint is already incredibly packed with trains every 10 minutes - every 30 minutes means that some people literally wont fit OR will have to be squeezed in like sardines.

I dont typically use the red line.

due to delays that can happen I question the efficiency of this proposal as a red line frequent flyer

Brutal

Again, trains will be too full, specially during rush hour periods. This is a COVID risk.

That is a long time to wait for trains during the week

I change from orange/silver to red at metro center. I suspect this plan will cause a crazy/unacceptable wait time at metro center.

Red line less relevant to me because I live in Arlington

I live on the red line and this would be rough for during the week/rush hour. It would be ok for weekends.

Way too infrequent.

If trains are going to be that far apart you must find a way to make them scheduled, a la commuter train schedules. Missing an unscheduled train by a minute and having to waste 29 mins is not workable.

I do not ride this route.

I think every other train is a good idea but 15 minutes is too far apart

I need regular train service during peak mid-week hours to go to-from work each day. Every 15 minutes would be an inconvenience because it is not frequent enough.

Budget cuts will not solve underlying issues in profitability, the federal government needs to give more funding

Same comment but I will be less likely to take metro since I live north of Gaithersburg and it will be hard to time trains

Covid-19 and social distancing within trains.

I dont ride the Red Line

Why are you cutting service in 9 months as opposed to now? Well be back to work in 2022.

Georgetown Prep students and at least four apartment complexes near by

What about rush hour or weekends? Is this the proposed schedule ALL the time? This is not made clear.

We need more frequent travel options, not less!

The availability is crucial. My work hours can vary and this would dramatically affect my ability to be at work when I need to be.

Somewhat better proposal but still very long wait times

Existing service already results in severe overcrowding; I frequently have to let 2 trains pass before I can board. THis solution is untenable.

N/a

Same comments as previous, as I enter the system at Grosvenor

I live on white flint and this would make my work commute a nightmare. North bethesda has become a commuter hub and this ignores the growing commuter population.

Red line has tons of residents using it. Trains would be packed and impossible to social distance and your staff won't enforce a mask mandate or social distancing. Trains should arrive during rush hour every 2-3 minutes

I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I dont care if they have to raise my taxes for it.

N/A because I do not travel on the red line

What a terrible idea. After years and years of higher and higher fees, and all that time spent on upgrades, to then reduce the number of trains for people who need to get to work. I have a hard time grasping worse ideas from policymakers.

Service to Grosvenor Metro MANDATORY very frequently

This would add roughly 30 minutes to my commute time daily. I continue to use the Red Line 4-5/week and depart from Twinbrook. I would consider switching to driving into work if these changes were implemented.

| Proposal to implement Red Line turnbacks |
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| Same as previous comment |
| I take the train from White Flint and cant image waiting 30 minutes for a train. |
| Need better service |
| This will significantly impact commuters and increase traffic/crowding on the other trains |
| Rarely use the red line |
| With my work I occasionally have to take the red line between Bethesda and Silver Spring, unfortunately, my schedule is never consistent so it makes its difficult to know what adverse effects this would have |
| Also awful |
| i get on at Wheaton. |
| Not bad at all |
| I use the Wheaton station - would complicate/delay daily commute |
| Again, having trains every 30 minutes during weekdays rush hours would negatively impact commuting. |
| DO NOT CLOSE STATIONS! |
| We need more trains especially during rush hours. |
| This will add appropriately 120 hours a year to my commute. No thanks. |
| As long as Grosvenor-Strathmore remains open, I can make this work. |
| Every 15 minutes is too much time between trains. |
| Again, 30 min service is not acceptable. This will cause ridership to fall even further. You cannot expect people to wait 30minutes for a train. |
| More trains please |
| Far too long between trains. This would definitely negatively affect my commute. |
| Again. This is a commuter line. It is essential that trains are plentiful |
| This would make it impossible for my husband and I to commute to work via METRO rail. |
| We live at the Grosvenor stop and would appreciate more frequent trains. |
| I rarely ride the red line outside of WDC. |
| Metro should be heavily subsidized by the federal government because most if its riders are federal employees or federal contractors |
| Please remove peak hours fares if there are not additional trains during peak hours. |
| 15 minute intervals for the core of the red line is barely acceptable. Anything higher is not. |
| Every 15 minutes at rush hour would be a nightmare. |
| Too infrequent. |
| If it is set times, e.g. 1, 1:15, 1:30 and 1:45, that would be ok but not if it is random 15 minutes. |
| I would like for the station to keep it's existing time schedule. I take the Metro daily. It is critically important for my commute. |
| Again, over crowding and safety issues. |
| I think a 20 minute span is better. |
| I get off at Forest Glen so this would significantly increase my commuter time. |
| Not during business hours. This basically changes metro from a subway system to a commuter rail and gets rid of a ton of the utility of the system |
| I dont take the red line |
| Regular metro service is necessary to perform my job |
| With the increased development of housing/commercial from White Flint to Shady Grove, trains should not turn around at Grosvenor |
| We need more service and public transportation. We cannot close metro stops. |
| ten minutes is better and five is best |
| I think trains should run more frequently |
| when i take the metro to work, i go to shady grove. meeting this schedule will be a big inconvenience and i may not take metro much at all. |
| I challenge WMATA board members to go stand on a platform station in 30 degree weather for 30 minutes. |

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| Proposal to implement Red Line turnbacks |
| Core Metro stations retaining 15-min service makes this proposal tenable. |
| I live near Grosvenor & take the train regularly excrr et Pr during this past year |
| This is absolutely unconscionable! |
| Way too long between trains. |
| This proposal essentially says if you live outside of the inner core, you are not important. |
| Same thoughts. We shouldn't be extending times between trains, but shortening them to encourage more use. |
| Not applicable |
| Same as my previous answer - this would be an awful commuting experience for Maryland residents. It's already busy (pre-covid normal ridership) and this would make it unbearable. |
| I do not use the red line, so this change would not affect me. |
| THis would hamper my ability to arrive to DC from Wheaton metro |
| I don't ride metro anymore |
| want to keep Grosvenor; moved here to be near this station |
| Absolutely not. Frequency is abysmal |
| Every 30 minutes is not frequent enough during the morning rush hour. |
| 15 minute headways between trains is simply too long. 10 minutes between trains during the day is the most Id be willing to accept and still use the system. |
| thats the way it used to be. not ideal, but doable. |
| need trains every 7 minutes maximum on red line at grosvenor starthmore station |
| I will not wait 30min for a train. I will find an alternative way to get to work or telework |
| Limited train service at big stations like silver spring would create unsafe ridership situations |
| Not affected by outer stations on the Red Line |
| Major rush hour congestion |
| If youre not going to provide adequate service, people are going to drive to work. Why not impose a parking tax to fund Metro? |
| The red line is always crowded. 15 minutes between trains in the city is unacceptable. |
| Same as before. I think if trains are not coming every 3 min it will be impossible to get on |
| I dont ride this portion of the Metro |
| Red Line--I seldom use it. |
| Dislike the time frequency. Otherwise, the every other aspect okay. |
| I would like to see full red line service into Maryland |
| I do not use this section of the system. |
| Again, trains should arrive more frequently or people will just take other services. |
| I dont use the redline that often. |
| Not frequent enough. If a train were too crowded for my stroller to fit, it would be 30 minutes just to get on a train. |
| I dont ride those stations enough to have an opinion |
| Again, too much waiting leads to overcrowding and less likelihood riders will stay with the Metro. this then leads to a decrease in ridership |
| Trains arriving every 15 mins on the Red Line is much too infrequent |
| I am unlikely to need to use the Red Line outside Silver Spring or outside Grosvenor-Strathmore. Those suburban areas I think do not need as much Metrorail service as DC proper, where fewer residents have cars. |
| My commute to work would be greatly impacted. Trains need to arrive more frequently |
| Isnt this the way it was before? I admit, as a Grosvenor station traveler, it worked just fine for us. |
| Trains must stop at Grosvenor-Strathmore! |
| Given the prominence of Strathmore Hall in the areas cultural scene, I believe it needs more service on evenings of performances, but also please keep in mind the many educational programs and rehearsals that go one in that building.... |

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| Proposal to implement Red Line turnbacks |
| If public transportation is convenient, we use it. If not, we drive. |
| Not workable for commuting |
| Too infrequent! |
| Same reason as previous - 15 minute headways is not practical for commuting. On the weekends, it would be fine, but it would be a huge pain for commuting. |
| These waits are unacceptable for a major commuting route. Will lead to crowding, already a problem, and further decrease ridership and related revenue |
| Works for me but I am not a big Red Line user |
| Difficult timing, seems like the trains in the morning and at night for peak rushhour would be overcrowded and therefore not serve the majority of people that need the service. |
| Too long of a wait |
| This length of delay would adversely affect my commuting and would encourage me to use alternate means of transportation. |
| I am reliant on the Blue line for my daily commute but have little use of the Red line. |
| I will likely be going back into the office and having a train arrive every 30 minutes would severely impact my commute. |
| Im often at Shady Grove waiting for a train late at night. Having to wait half an hour is unpleasant and unsafe. |
| 15 minute headways during rush hour are still too long, but if the question is whether every other Red Line train would run a shorter route, then that wouldnt affect me. |
| 30 minutes between trains is ridiculous |
| I do not take red line train |
| This is less horrible than proposal 1, but only gives my apartment an excuse to double my rent |
| I use rockville |
| seemingly the best of a bad bargain; again, if commuting to the city for work, these kinds of waits are not good |
| I am moving into a new development being built at Shady Grove Station with the assumption that trains would run much more frequently. This will not only affect my daily commute, but may also negatively affect the value of my new home. |
| NIH campuses are served by the shady grove and Rockville stations and have been working in person, cutting down on train frequency would hinder transportation. |
| Please don't cut the suburbs off. That's not how public transit works. |
| As with option 1, not ideal, but it would be OK. |
| Understand restrictions |
| The 30 minute stations would not affect me, but I do not want to wait 15 or more minutes for a train in inner DC. |
| This would result in inconveniences to many commuters and crowded trains. |
| Red line has been an issue in the past with service levels. This is not ideal. |
| yes, screw the people in rockville and make them pay more for bad service |
| I do not regularly use the red line. |
| This is way too much time between trains. |
| I dot mind having fewer trains go all the way to grosvenor, but Red line trains only every 15 minutes will wreak havoc! Jeez. Before the pandemic they ran every 4-6 minutes during rush hour. |
| Again, 15 mins seems like long intervals |
| I travel from Shady Grove so I would face waits of up to 30 minutes |
| 15 min is too long since trains are never on time |
| Still inconvenient, I would have rethink my work schedule in order to make it work |
| Intervals too long after Grosvener |
| Same as previous answer. It will be impossible to get to work. Given that pre-pandemic sometimes I couldnt even get on a train because it was so crowded, this is absurd. |
| Trains should arrive more frequently during rush hour. |
| dont use the red line very often so not sure about this one |
| I ride the silver line |
| I don't need the red line, so no problem |
| This would impact many of my employees needing to commute from Rockville to Cleveland Park |

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| Proposal to implement Red Line turnbacks |
| This sounds like either no service or very poor service |
| This would eliminate most of the stations with parking on the red line, making it hard to park and ride. |
| Hate the idea and would make travel to downtown DC a nightmare |
| Waiting 15 minutes (or more) for a train during rush hour- with a transfer- would significantly increase my commute time to unacceptable |
| The pandemic has changed ridership at an unprecedented rate. It's not fair to close items just people return back to work. |
| Too long a wait! 30 minutes wow |
| I live on the orange line and it is very busy. We need trains more than every 30 minutes! We are going to be going back to the office in Fall 2021 and will need to commute every day. Trains every 30 minutes is a nightmare scenario. |
| Dont reduce service at stations |
| I need trains more often between Grosvenor-Strathmore and Silver Spring |
| every other train staying within the core would be ok |
| I believe trains will be too overcrowded with that amount of time and having to wait for multiple trains to get a spot is not feasible. |
| If this approach results in the closure of stations in Clarendon and Virginia Square, I am not supportive. These are high density areas that need to be appropriately services |
| 30 min is too long |
| Trains must run every 15 min during the week, 20 min on weekends and holidays. |
| 30 minutes is too long to wait |
| Trains would not run frequently enough |
| That would be too long to wait between transfers and for people who work towards the end of line stations. |
| 15 minutes max time i would prefer |
| See previous comment. |
| Not sure about this one |
| I have to be to work by 6:00 am so I need the trains to run every 5 minutes. |
| This would severely impact arrival and departure times at work. |
| 15 minute wait times are really challenging |
| I do not commute or plan to commute using any of these stations on the red line. |
| 30 minutes is too much time in-between trains. |
| No. |
| Im moving to be near the Forest Glen metro station and am currently planning on relying on the metro in order to get to places, including work when it reopens, and having to wait potentially 30 minutes for the train would make using the metro untenable |
| A big concern that I have about this is safety: a person waiting alone on a platform for 30 mins is more vulnerable to experiencing crime or assault, especially if they are without protection and not a male. |
| Ridiculous! |
| The trains should come much more often!!!!!! |
| Every other train being a reduced portion of the line is ok, but it's unclear from how this question is worded if the 15 - 30 minute intervals are part of the proposal. That is way too long between trains. |
| Im fine with the trains reaching those stations mentioned with 30 mins, but 15 min for every other red line station is totally untenable |
| Where is Grosvenor |
| Impossible to rely on this level of frequency. The trains will be packed once folks are vaccinated. We will all have to drive. |
| Too infrequent during rush hour |
| Same issue as I listed before. Overcrowding trains and not reducing fares. |
| By January 2022, it seems likely the federal workforce will be back to in-person work instead of telework. If that is the case, running trains only every 30 minutes will mean the trains are overcrowded and commuters will not be able to rely on metro to get to work. Why dont you cut service NOW, while most people are teleworking rather than in January 2022 when most people will be back to in person work? |

| Proposal to implement Red Line turnbacks |
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| Same reason as before |
| This is far too long between service. I strongly oppose this. |
| I'm at white flint and this is not frequent enough. |
| This is the death knoll for Metro. |
| Very difficult to get to work on metro with this schedule. Will look for options. |
| Please ensure there are more trains that run to Wheaton. Every 30 min is not enough! |
| This plan works since the farther stations arent as heavily populated as the urban stations. |
| 30 mins is too late need every 10-15 mins |
| I live near Shady Grove, my significant other lives near Twinbrook, and we both commute into DC. |
| Again, if metro service deteriorates, I'll stop riding metro |
| Not as long in between trains. |
| Again, this would lead to overcrowding and no flexibility. |
| Wait times too long |
| I live north of Grovesnor. Will there be enough parking at grovesnor to absorb people drive there to catch more reasonable trains and get a seat or space? |
| Would add major time to my commute to work |
| Same as previous, I don't think every 15 minutes is frequent enough |
| Many CUA students take this train line, this would be a terrible change. |
| I dont care about the red line in that region |
| This is a better compromise. |
| Rarely use the red line, so N/A. |
| There is a huge commuter community at those lines. The parking lots are always full, this would cause a huge back up further down because so many people would be getting on further up at the red line. |
| Need more frequent trains |
| Not during rush hour. |
| This makes sense, given the relatively lower ridership between those stations |
| Wheaton is a typical destination for my households Metro travel. More cars will only clog the roads and the air. |
| That would make it impossible to get to work on time if you miss your train. The difference in a half hour in getting to work is enormous, plus this lack of trains would cause them to be extremely packed. This is a very concerning once people start to go back into the office. |
| No soon enough |
| I dont ride the red line. |
| I dont anticipate needing to use that end of the Red Line. |
| To infrequent and would lead me to own vehicle use |
| Same answer as before, by January 2022 things will be back to normal and so Metro should return to normal service at all stations. |
| Need more frequent transport options |
| I don't use the red line in Maryland ever. |
| Yes |
| Please consider the amount of commuters who join the line at shady grove and the amount of people that will be on the train during rush hour if businesses fully open back up in person. |
| I do not use the red line. |
| I dont take the red line |
| Im not on the red line, but I think adding the extra capacity here would be helpful |
| I cant tell how this proposal is different from the last one for lines other than the red line |
| very bad idea |

| Proposal to implement Red Line turnbacks |
|---|
| Do not use the red line |
| need trains to arrive more often to make travel easier. the reasons i prefer not to use metro is it is too slow |
| I ride Orange |
| NO CUTS! |
| If this is implemented, ALL stations need temperature control- AC in the summer and heat in the winter. Likely not worth the financial trade-off. Cant say how many times Ive inadvertently single-tracked the entire Metro by fainting because its too hot/cold. |
| I am not a regular rider so it would work for me personally, but it might be an issue for regular riders. |
| Rockville and shady grove metro are paramount to businesses, colleges, and hospitals. |
| this is also death-spiral nonsense. dont do this either. |
| Too complicated for average rider |
| Every 15 minutes at Union State on a weekday morning is going to be insane. You will have people 10 deep or more on the platform. |
| I run a business that depends on non-rush hour Red Line traffic; this would doom my business and how I market it to the greater community. |
| I don't ride the red line |
| Way to long in between trains. |
| Same as before, how is rush hour not going to create lines around the blocks? |
| Headways too long to be useful for commuters to downtown. Those of us with options will drive instead. |
| I use twinbrook station |
| I travel weeknights at 6pm and 9 pm. I cannot wait 15 minutes for a train. |
| Not enough service. |
| Even worse. Assuming this means trains every 15 for grovesnor |
| Would prefer every 15 min trains on all stations |
| I do not take the red line when transporting to and from work, so this would not affect me in that situation. It could be inconvenient in other situations. |
| How does this plan save any money? |
| Trains will be severely overcrowded. |
| This plan is terrible. There are not enough trains, you might as well shutdown. |
| Could this change be done only when it is not rush hour. Need access to routes when going to work and leaving work |
| Depending on the new working model |
| Way too much time leading to crowded, full trains, with more delay waiting for the next 30-minute train. |
| 15 minute headways on the red line is awful, considering the red line is the most congested line. The turn backs are not as big of a deal, but I would prioritize car travel to far out suburbs. |
| I rarely use the red line and when I do its the closer in stations. |
| Too long of n between |
| same comment as the previous question. less frequent trains = more crowded trains = less safe |
| Access to Wheaton is essential |
| I frequently travel to shady grove station and this would make travel significantly challenging |
| I do not use the red line to commute, thus this has no impact on me. |
| That is too long between trains. |
| Grosvenor is closest to my house, so yes. |
| See same concern as question one. |
| I do not ride the red line so although this would work for me, I still object to trains arriving every 30 minutes. That is too infrequent. |
| Will not get to work on time |
| live near Grosvenor no problem |
| Sucks for everyone north of silver spring |

| Proposal to implement Red Line turnbacks |
|---|
| You need have trains arriving faster than 15 minutes, that is unacceptable as is it! |
| I dont travel on Red Line |
| So many people depend on being able to ride the Red Line from Grosvenor-Strathmore to Metro Center. |
| I don't take the red line |
| I dont use the Red line so this doesnt impact me |
| This would work but wouldnt be as convenient as proposal 1 |
| I dont currently use the Red Line on a frequent basis. |
| You will lose my fare because I will have to drive to work |
| This would take too long, I would drive instead |
| Trains should run more frequently to account for social distancing. |
| From my casual observations, this would actually make a lot of sense. |
| See previous answer. |
| It works for me selfishly, because I live in the 15 minute zone |
| I am a shady grove user - this would add significant time to my commute and would not work. |
| I would not use Metro if I had to wait 15 minutes for a crowded train during rush hour. This would be useless given Metros poor operating history. Metro should focus on reducing employee pay and benefits include the prior overblown pensions. |
| Again during rush hours this train frequency is grossly inadequate. |
| As I wrote, Id rather you increase the pricing than decrease availability of trains. |
| More frequent trains when more people ride and when getting to/from station is more difficult (traffic), as well as when schools are operating, is more equitable. |
| I don't use the res line regularly. |
| I would like to see service increased to normal levels once the COVID-19 situation improves. |
| We are on the orange and silver lines. |
| I dont ride Red. |
| Full service needed...we are the daily workers whos jobs depend on us |
| I use Metro to go downtown to work |
| See response to proposal 1. 30 minutes wait at my line, forest Glen, would be a disaster and delay my commute significantly. I'd have to drive and would rather take the train. |
| i live at strathmore. BUT its not really fair to those living north of me |
| No because some people don't live near there |
| Too much time between trains |
| I do not live or work on the red line, so I cant answer this confidently. |
| I live in DC and work in rockville, it would significantly increase my travel time if only every other train stopped at rockville. |
| Train cars would be too full after Shady Grove. |
| This hS been done before, so i would think that someone at Metro has the ability to determine if it worked or not. |
| n/a |
| With trains every 15 minutes at rush hour the trains would be too full for me to board. They were often too full for me to board operating at 6 minute increments. |
| I live at the Grosvenor-Strathmore metro stop and have found that the train is already too full by the time I get on it many days. Having more frequent trains originating at the Grosvenor-Strathmore stop (like used to happen) would be fantastic. |
| Trains would be absolutely packed going towards shady grove. |
| as long as the arrival times can be known through the app, then one can pan arrival to the station accordingly |
| Least disruptive option |
| TEMPORARILY --- until normal ridership resumes |
| Very inconvenient to get downtown at proper times |
| I dont typically travel red line. when I used to during red line construction, this was a super frustrating part of the service, and half hour wait times during the week are unacceptable |

| |
|---|
| Proposal to implement Red Line turnbacks |
| I very rarely ride the red line. This plan would have almost no impact on me |
| The red line is the least important line (in my opinion) so slowing down red line service seems to make the most sense. |
| Reasonable. |
| See last answer |
| Too long of a wait between trains |
| I wouldn't be happy about waiting 30 minutes but I could live with it. |
| 30 minutes? That is too long! |
| Not sure how this is different than proposal #1 |
| i do not take the red line so this does not affect me |
| Trains coming from Rockville north will be too crowded for others to get on at Grosvenor or south |
| This does not work at all for passengers at the stations where trains arrive only every 30 minutes. The number of passengers at the outer Red Line trains is significant--the train is typically fully (pre-pandemic) by the time the train reaches Grosvenor-Strathmore (coming from White Flint). |
| I live on the red line and having such reduced service would highly impact my ability to travel around the city in a timely manner. |
| 30 minutes is way too long to wait. And the change used to be packed when they arrived every five minutes. I think a lot of people will be going back to work by then. |
| Please don't close the Grosvenor-Strathmore metro!! I need it to commute to work. |
| Not enough service during rush hour, especially at Grosvenor Strathmore, where Metro or someone just spent a fortune adding parking spaces. |
| A better proposal, but still inadequate. |
| I rarely take the red line, so this wouldn't affect me. |
| Would hurt ridership from those living outside Grosvenor and Silver Spring. Long wait times plus crowded trains will lead to more people driving/uber-ing |
| Keep Grosvenor open and running regular schedule. |
| This is insane. Every thirty minutes, and every 15 minutes? You should try this. It would be refreshing to see you all lose your jobs. You are attempting to manipulate us with this survey. What you need to do is replace most of your incompetent administrators with fewer, more competent, lower paid people -- which you could easily do -- and put the savings into *transportation* like making the trains run often and on time. |
| There would be no point in riding the metro, at that point I would ride share or consider driving in. This is adding hours to my commute. |
| It will impact my commuting time |
| That is a long time to wait at those stations which are farther out. |
| Commute times will skyrocket and make the Metro an unreliable method of traveling into the city in a timely manner. People will begin looking to alternatives, and ridership could decline further. |
| Dont travel on redline |
| every 30 minutes is way too short for my travel needs. And it would mean less people would rely on the metro because of the infrequency, damaging the metro's reputation |
| every 15 minutes is still a ridiculous length to wait for trains |
| Given climate change this is a very poor decision. Only encourages more cars |
| We need to keep everything as is..... |
| I like this better because it gives me option of taking a train every 15 minutes to get closer to home, Forest Glen metro, and then taking bus, walking or getting picked up. |
| same as previous - 15 minute frequency is only workable if the trains stick to the scheduled times. |
| This option would only work if the Cleveland Park station stays open |
| Still too infrequent |
| Wait time is far too long |
| These stops would be difficult to get to for regular commuting. With this change, I would likely not use the metro very often. |
| This seems to be too big of a time gap in between trains and will likely overcrowd available trains |
| Selfishly because I rarely use the red line. Reducing trains on the outskirts of the system seems reasonable. |
| Fuck this plan |
| That duration between trains would make the Metro not worth using. |

| |
|---|
| Proposal to implement Red Line turnbacks |
| 15 min is far too long a headway for trains passing through the downtown core. |
| Would be helpful to be able to look up arrival times online before going to the metro. |
| This also seems reasonable and goes back to the previous schedule that was manageable. |
| The train length alterations is great, but even every 15 min won't be sufficient during rush hour |
| Selfishly, it does not impact my commute |
| This interval is unacceptable. Please raise fares instead. Or make trains wait longer at stations. As it stands, if I miss these 30 minute trains, I would have to wait for an additional 30 minutes before the next one. |
| If you really want to increase ridership INCREASE the service. Build it and they will come. |
| Reducing transit frequency (and reliability) reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself. |
| I dont use the affected stations. |
| Keep the peak-hour schedule 8 to 10 minutes |
| As with broader proposal - 30 minute headways are unacceptable. |
| The turnaround at Grosvenor and Silver Spring is fine for every other train, but they should still be more frequent. |
| only use metro center to unio station |
| commuting would be more difficult to get to work on time |
| 15 minutes is too long during rush hour. |
| I do not take the red line. |
| We purposely live within walking distance to Twinbrook because Walter Reed doesn't have enough parking for all of its staff. Some incident that would cause us to miss the train by a few minutes would have us late for work having to wait a whole half hour for the next metro |
| too long to wait for trains - would make commuting too cumbersome and would clog traffic on the roads along the red line |
| When we go back to the office, my home station is White Flint. This reduced service would be devastating to my commute, and lead to massive overcrowding at Grosvenor. |
| This does not impact me |
| I would need more frequency. |
| I take silver line, not red line |
| i need to take Grosvenor metro ecery day to dupont or metro center to change trains. for work |
| I am moving near Forest Glen metro and believe by 2022 communting to the office will be back to normal |
| Service every 30 minutes isnt frequent enough for people to rely on Metro. |
| I ride from Forest Glen. This change would be catastrophic and would mean I would stop riding metro and drive to commute instead. |
| I dont take the red line at all so this does not affect me |
| Not enough service would mean packed trains. |
| Metro is the most convenient way for me to access DC, especially since I work there. Without that, I have to drive and Im worried about the safety of the roads. |
| I live in West Falls Church and would meet clients throughout downtown. Not much on red line is applicable to me. |
| I don't use the red line. |
| Same reasons as previously stated |
| I dont use the Red Line to commute for work, but I do use it for non-work related travel in the District. Such a schedule would decrease my use of the Red Line. |
| Seems reasonable. I think residents would appreciate slower service at all stations vs. elimination of some stations |
| Might work if trains are more frequent at Silver Spring |
| Do not cut level of service. |
| Support the plan of some red line trains operating between GS- and Silver Spring only, but even every 15 minutes feels too infrequent. |
| Trains have to be closer together than 10 minutes, or even 8 minutes. |
| I live at wheaton station and this would be highly inconvenient when commuting into dc on the red line |
| Trains arriving every thirty minutes to the select stations wouldnt affect my commute. But trains only arriving every fifteen minutes during rush hour would mean that trains are absolutely packed, and I might have to wait for other trains to come by. |

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|---|
| Proposal to implement Red Line turnbacks |
| Blue, silver, and orange lines need to run more frequently |
| No- 30 minutes between trains (I live in Rockville) is too long. I would just end up driving. |
| I rarely ride the Red line |
| Works for me but for those who cannot afford to live close in they will be penalized - seems like a social justice issue |
| Glenmont and Shady grove need more frequent train due to being the only trains on those lines. |
| Not enough trains to handle the amount of passengers on the redline |
| I take the train at Shady Grove every day and it's always crowded I will need more than every 30 minutes for the train to come |
| Very much in need of grovesner/strathmore |
| The red line is the most crowded train line; this would absolutely not work once commuters are back in offices, which is likely by January 2022. This would make WMATA one of the worst-run metro systems in the world. |
| Anything less than full operations is unacceptable. |
| Didnt you just increase service to the stations you are now cutting service to? |
| Same as before. Service every 30 min will result in even less ridership. |
| Trains need to arrive at least every 7 minutes during rush hour |
| Too long wait time |
| Not helping for travel |
| The first part wouldn't impact me but 15 mins between trains on the redline is way too long |
| See previous answer. Not rush hour service! |
| not frequent enough |
| I used Forest Glen the most and cannot wait 30 minutes for a train. |
| Whilst this proposal is OK, the frequencies are awful. 15 mins already not good and at 30 minutes you need a timetable. |
| Full service from Grosvenor on redline needed. |
| Mass transportation doesnt work if it is sporadic. What other national capitol has a metro system that runs trains every 30 minutes. This should be taxpayer funded rather than expanding beltway. |
| 30 minutes is too long to wait |
| This would be chaos -- so many people live in Rockville and the surrounding areas and travel into DC to work-- when we no longer telework, the metros are going to get overrun. This is not sustainable, please dont do this! |
| I would prefer every 10 minutes from Silver Spring to Grosvenor |
| too long between trains |
| I have not lived in the area during non-pandemic times and therefore am unsure which stops I will be using then, especially since I am considering moving to a more dense area once businesses begin to reopen. |
| Every 15 minutes is not enough |

Proposal to implement Red Line turnbacks

Many riders who frequent the Shady Grove metro station, are already affected by MTAs reduced commuter bus schedule. I currently use the transit link card which allocates \$255/month to Metro. The commuter bus schedule has already been cut to the S (holiday) schedule, which runs the buses every 1/2 hr verses 15 minutes. Currently if I miss a bus the most I have to wait is a half an hour. IF Metro Rail reduces trains to run every half hour, versed 7 minutes during rush hour, I as well as other commuter bus riders who miss a metro train, we must wait a half hour worst case in metro, then run the possibility of missing a bus which will add 1 hour to an already 1-1/2 hour commute which would cause most of us to rethink whether to ride metro at all. IF I pay out of pocket for parking, in DC, I can reduce my current commuting time by 1/2 hour, which means if I drive my commute is 1 hour each way. IF Metro cuts trains to every 1/2 hr, my commute balloons to 2-1/2 hr each way.Â Metro stands to lose \$255/month already guaranteed per MTA program rider.Â Metro better figure another way to reduce costs, because sooner or later, you will have no riders and you might as well set up beds for the homeless people to sleep in the station, because that will be the only clientele you will have. I would not be surprised if the commuter bus companys pick up the slack to provide bus routes all the way in to DC from Maryland and take that business from Metro.Â Most buses also stop running at 6:45 in the evening from Shady Grove, which means I would have to leave work at 4:30 in the afternoon and cannot work Administratively Uncontrolled Overtime for outages which is sometimes required by our job.Â I currently can stay as late as 5:30 and have been able to make the last bus from Shady Grove in the evening.Â If this cut happens, I will certainly miss the last bus, then I have to pay an exorbitant taxi fair home from Shady Grove. It would no longer be worth my while to ride Metro.

again, rush hour is horrible on the Red line. However, this is, what i believe is previously done. It was very inconvenient.

I would work with any schedule if it means keeping all stations open.

This is too long in between trains

Run all trains to all stations every 15 min at minimum

I use Grosvenor-Strathmore daily and the reduce frequency will significantly delay my commute

15 minute differences during rush hour are extremely problematic. The red line is packed especially around dupont, noma, and tenleytown. Most times people wait for a lighter car because slamming into a car especially in the midst of coronavirus is dangerous. This would be extremely negligent to do

Dont live close to the red line.

Trains arriving every 30 mins is too far apart

Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office.

I use grosvenor station for red line and would like the train to come every 5 mins ideally.

I live right near Grosvenor station, so does my husband and so do my two grown sons. We all travel to Metro station and to Union Station on the Red Line daily

This would make my commute extremely long or just not work at all

I live in Twinbrook and this is unacceptable. A change was made last year to stop the turn around at Grosvenor. With the many new housing developments in process for metro areas north of Grosvenor, more train service is needed. This also impact lower income communities that live north of the Grosvenor who depend on the metro more than those who live closer to DC.

Same comment as before. This would destroy traffic and typical commuting once COVID quarantine is over.

Theres could be an issue with Strathmore if the last train left after a concert

As a city resident who seldom visits the outer suburbs, this would not affect my usage of the metro.

This is not a workable plan for working.

The principle is fine, but the frequency is not nearly enough. If Metro doubled the frequency (every 7.5/15 minutes), that would work.

Will not work for hourly workers that could get fired for being late for any reason. This is classist.

I use metro to commute 2 stops to and from work. I could drive to my office faster than the proposed wait time between trains and may seriously consider changing my method of transportation if this proposal is implemented.

No. This is awful. People will depend on the Metro. Don't make drastic cuts like this when you don't know what the future will be like. This will be a death spiral for Metro if you proceed.

You need more than 1 train every 15 minutes during rush hour for the red line! They are PACKED.

This is terrible for commuter coming down from mid/north Montgomery County.

It would seriously screw up my work schedule as I live in Forest Glen.

My preference is to continue working from home rather than having my commute time elongated by service cuts.

| Proposal to implement Red Line turnbacks |
|--|
| This seems more reasonable than 30 min all around |
| The wait is too long |
| I dont use the red line or these stations |
| As noted, Ill ride again when I am vaccinated. |
| White Flint to Silver Spring! |
| Trains should run more frequently to save travel time |
| I currently do not use the RED LINE. |
| Not my line, but it sounds pretty rough for people on the Red line. |
| This makes it very difficult for people in sections with already limited public transportation to be even more isolated. |
| I dont commute on the red line |
| I generally do not take the red line out that far so it doesnt apply to me as much, though I would oppose doing so. |
| Same comment as prior- I understand starting a train at end of line means all stations impacted but the difference of 30 min will overcrowd trains. |
| I personally do not travel to the end of the Red Line so focusing service between Grosvenor-Strathmore and Silver Spring would work for me. |
| 15 minutes is certainly better than 30, but this will still lead to overcrowding of trains. |
| Fine |
| I live near the Shady Grove station |
| Don't really travel on the red line and do not commute on it, so I don't feel I'm informed enough to say how this would work. |
| yes, suburban trains are not my priority |
| I only take the Red Line when Im in downtown DC trying to get to Union Station. |
| Same as before the expansion |
| This proposal basically means going back to the way Red Line service used to be. |
| Lots of people onboard at Shady Grove. Prefer not to have Grosvenor as a terminus. |
| It seems like this would be difficult to keep track of for commuters. |
| Its not fair. I know Metro has cuts because of the Covid 19, but dont let the people suffer. Especially in the African American areas. Seems we always have to suffer for things that are not our fault. |
| Please do limit service to Wheaton. |
| It would increase my commute time. |
| I dont ride the red line. |
| 30 minutes is too long to wait |
| I commute from Grosvenor-Strathmore to Medical Center |
| Trains every 30 minutes? Why bother? |
| Trains arriving every 15 minutes at all other stations on the Red Line would be too slow |
| Times are too far apart for practicality |
| Sounds logical -- I dont live on the Red Line so this doesnt impact me. |
| Trains need to arrive more often |
| My two sons are visually impaired. Metro is their sole means of transportation. Reliable and timely transportation is vital. |
| 15 Min between trains during rush hours is not realistic for me, an essential worker, to get to my work in a timely matter. |
| It is essentially that Grosvenor Strathmore run as normally scheduled. |
| I dont take this line to work |
| Too few trains at some of the highest use stations |
| Inadequate to facilitate use of metro |
| We live closest to Grosvenor-Strathmore which also has good parking so a train every half hour would be too long between trains. |
| Commute would be too crowded and take too long |

Proposal to implement Red Line turnbacks

Im okay with the trains operating b/t Grosvenor-Strathmore and Silver Spring, but the time intervals between trains are too long.

This area is congested - this change would be a disaster to Riders in this area.

Shady Grove is my station. If trains only service the station every 30 minutes I won't ride Metro. Period.

I do not use the Red Line.

It would work for me for there to be reduced service at the ends of the lines, but I would still like to see the center part of the route happen more frequently at rush hour

Closing stations would be unacceptable

Again, trains need to be on a specific schedule to make this plan work, and also no incur rush-hour fares.

Don't use red line often

I know a few years ago every other train used to start at Silver Spring. That is great for me, but I still think the timing may produce exceedingly crowded trains. But Im not entirely sure.

Would work for me, but maybe not others. Are we not trying to reduce cars coming in to city?

Intervals at all red line stations is inadequate for rush hour post pandemic

With more people moving further to the suburbs during the past year, the further out stations would likely see an increase, not decrease in ridership.

You should be working to make metro more accessible not less

Need more frequent train service from Grosvenor to Union Station

I'd be using forest Glen station. If it's 30 minutes I might as well drive. And it's too difficult to coordinate arriving there a couple of minutes before when you're not walking distance and have to drive and park.

use Orange, Silver and Red lines to get to work. Using Metro would take to long and I would drive to work instead

Would prefer greater frequency during rush hour.

I would hate to miss that train! Would it be guaranteed to arrive on the half hour?

Infrequent stops will cause greater crowding and make it harder for people to justify riding the metro if they are not safely allowed to social distance.

15 minutes is too long to wait for the next red line train.

This would work for me and is still better than closing some stations

if I come off telework I will find alternative to Metro

Again, that is excessive time between trains.

I frequently use the Rockville metro stop and would like more trains to run to stations beyond Grosvenor

15 minute headway's are unacceptable but the every other train to Grovesnor does not impact me.

i still feel that the other stations will experience impacts, but the plan (as stated) will work.

I dont live in these areas

Keep public transit open!

I dont use the red line, so this does not effect me.

15 minutes between trains is still too slow, especially for people transferring, who could have to wait over half an hour on each trip.

Ive never ridden the Red Line -- defer to Maryland riders to have relevant commentary.

I do not ride the red line from these stations. However, trains every 15 mins at downtown stations is not enough trains as the red line is one of the busiest metro lines.

I don't ride red line so won't weigh in

I would never ride the Glenmont side again and switch to the Grosvenor station

Keeps trains running as they are. Get more federal aid.

This would make it difficult for me to travel north on the red line

15 minutes is not frequent enough. But 30 seems reasonable for the further out stops.

Frequency of trains should be more than 30 minutes, especially during rush hour

KEEP THE ELEVATED WALKWAY CROSSING RT7 LEESBURG PIKE OPEN AND ACCESSIBLE TO PEDESTRIANS DURING DAY AND NIGHT DESPITE WMATA OPERATIONS, THIS ELEVATED WALKWAY IS ESSENTIAL FOR PEDESTRIAN SAFETY AND IS AN INTREGRAL PART OF THE TYSONS COMMUNITY.

Sharing ridership data to support this would be helpful.

| |
|---|
| Proposal to implement Red Line turnbacks |
| I live at Grosvenor and rely on the Redline for work. The more frequent, the better for me! |
| I plan on not or rarely taking metro till the pandemic is done or I am vaccinated and it is undercontrol. After it though metro needs to be more proactive about giving good service and expansion. |
| limits use of Shady Grove station |
| Is this a joke? How would trains every 30 minutes help anyone? You wouldnt be able to get on. Did Uber write this survey? |
| 15 minutes between trains at Grosvenor is too long. |
| As long as there are MORE red line cars so riders aren't packed in this will work. I've commuted 30 min via metro for 30 yes, but won't - even after being vaccinated, if I have to stand on a packed platform or am standing crammed in a car. |
| I live in NOMA and do not go out to the suburbs that the red line services. 15 minutes is better than 30. |
| I fully expect to return to work and cannot spend 30 minutes waiting for a train between both legs of my commute everyday. Would seriously look into driving instead |
| As long as schedules are up to date and passengers can plan to arrive before train arrives at station to get on |
| Again, travel every 15 minutes on the red line would make it hard to find space, if you miss your train you have to wait another 15 minutes in a dirty station being catcalled. |
| The back ups and congestion on trains would be unimaginable |
| I dont live on the Red Line so i cant opine. |
| Please keep Grosvenor/Strathmore as part of the regular route. It is such an important central station and our very large neighborhood (which includes apartments, housing developments, condos. etc.) depends on it. |
| I live in Rockville. This service is too infrequent. |
| too limited |
| This would make riding Metro significantly less feasible for commuting to work. I would not be able to meet family obligations in the morning and commute to work on time should this schedule be implemented. |
| Im not a RedLine rider, but it seems too long an interval at those stops. |
| This is too long to wait during rush hour for glenmont. Glenmont is a major station with two garages. The trains will be too crowded if ridership return a to anything resembling normal. |
| This plan would allow the core of the network to keep more service than the outlying stations |
| Unclear if this reduces rush hour train frequency--like previous comment, reducing rush hour train freq. would be bad for commuters and clog train stations |
| Red line is already overly crowded. This would further render Metro unusable and send it into a death spiral. Work harder to get Federal Funding. |
| Im blue and silver line |
| I still worry about overcrowding during rush hour. But previously, more frequent trains beginning at GS worked well. |
| I dont use the red line, but this seems more reasonable |
| Increasing the interval between trains during the week is not a good idea |
| too long an interval for train to arrive |
| Keep the metro the way it is! |
| by not going to the end of the line for each train, more space would be freed up on certain trains during rush hour. |
| Works for me because I would be in the more frequently serviced zone. However, this likely would not work for folks further out. |
| I do not use the red line. |
| A member of my household would likely commute via the red line. Trains running along 15 minute intervals would amount to considerable inconvenience and time wastage over the long run. However, I have no objection to reducing service along the peripheral metro stations. |
| not bad |
| I depend on the medical center stop. |
| I don't typically travel on the redline. |
| I do not regularly take the Red Line, so this would impact me minimally. |
| Same reason |
| See my last comment. |

| |
|---|
| Proposal to implement Red Line turnbacks |
| Red line isnt as traveled but this still feels like a not good solution. |
| Trains should be more frequent. |
| By January 2022 things will have reopened. This will not provide enough capacity on the red line. |
| I would not ride Metro if I have to wait 30 minutes for trains near my closest station. Also, will just lead to more overcrowding at stations like Silver Spring, so driving to a station with better train service will also not be worth it. |
| Way too long to transfer between lines |
| I love at Glenmont and need to get to work on time |
| this is better than the first plan that I previously answered. |
| Red line is redundant with metro bus service. |
| Because I use the Grosvenor station, it is acceptable. I would not like to have to wait 30 mins. for a train. |
| Frequency should be doubled during rush hours on weekdays |
| Wheaton is my home station; this is unwelcome. |
| I walk to White Flint to commute, but a potential 30-minute wait would absolutely not work. |
| The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming. |
| Why would this be implemented in January 2022? By then I think well be back to almost normal, this would be useless. |
| This has no impact on my travel on Metro, but would seriously impact commuters seeking to arrive at their places of employment on time. |
| I use Grosvenor- Strathmore station. |
| Since many commuters drive to the end line stations and park, this would make commuting by train difficult |
| I don't ride the red line. |
| Too long a wait |
| I do not commute at those stations |
| I live in Maryland cutting out stops could be very detrimental since I don't own a car |
| Same as before. Too infrequent for 2022. |
| I live in Falls Church City. Cant remember the last time I took the red line anywhere, so it wouldnt affect me. |
| Express trains that skip stations are needed if trains are going to run so little. |
| Makes access to the courthouse in Rockville too difficult |
| Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station. |
| Find the money. Northern Virginia is rich enough. |
| I personally, use the Grosvenor-Strathmore station and ride downtown. |
| I live in Wheaton. We need more train service here. |
| That is way too long of a wait for a train at rush hour. |
| Not applicable to me; but this seems like it would cause more crowded trains during rush hour; these lines are already quite full |
| I use Grosvenor station and get off at Farragut, so this proposal favors my stations. However 15 minutes is too much time during normal rush hour, which will be back in Jan 22 |
| Will make thing worst |
| I live off the Silver Line in Fairfax County. |
| Wont be traveling on the Red Line |
| Since I have to change from one line to another at Metro Center, the likelihood that my commute would be extended to an unacceptable level is a concern. Since I can drive in in 22 minutes, if it takes me 50 or so to use Metro, I might go back to driving. |
| We dont use the red line, so these proposals would not affect us. |
| 15 minute intervals too long on red line. |
| See previous answer. |
| I dont take the red line |

Proposal to implement Red Line turnbacks

Commute to and from work. When pandemic is over resume your service to normal pre pandemic levels

Whats the purpose of this proposal & what is the end goal of doing this. Again I am paying for a fare that will not be reduced!

This would likely work for me. I only use the red line to get from Fort Totten to Silver Spring so these service cuts would have little impact on my travel habits.

I live near the Glenmont station, so a train only every 30 minutes would be very difficult.

Only every 15 minutes during rush hour is not enough.

The White Flint station has always had tremendous commuter traffic, which I expect will get back to normal in 2022.

I think having every other train operate between Grovesner and Silver Spring is a good idea, however the frequency noted is not enough.

I commute on the Orange line.

I believe trains are needed more frequently

This is a better plan but still insufficient service for weekday rush hour.

The Grosvenor-Strathmore station is very important and needs to stay open and running.

The red line isn't a part of my commute or regular use

Please don't do that. It'll literally slow people down

These are busy stations that require better service.

same as for previous proposal

I rely on the red line to travel and get places quickly. I need trains to come more than every 15 or 30 minutes

Trains arriving every 15 minutes still turns the metrorail into a commuter rail system - this is preferred to the 30-minute intervals, for sure(!), but it still does not allow the metro to effectively operate as a hop-on/hop-off city subway system one can count on to get between the office, appointments, etc.

NO I work all over the city and this would cause significant delays even more for me

Except rush hour OK

I commute downtown from Rockville every work day. This change would significantly extend my commute time. I have intellectual disabilities and cannot drive, so Metro is my only way to get to work.

15 minutes much better than 30 minutes

Unable to social distance on metro, result with need to drive to work.

The stations where trains would arrive every 30 minutes are areas that are ripe for increasing density and by having 30 minute headways you decrease the desirability of those areas and instead push development into already expensive and dense areas.

Bring back the rush hour train to Grosvenor station

Also a good place as all stations on the red line can stay open

Metro should be planning to increase service not decrease. This will bring ridership back when vaccines are widely available this summer. Decreasing service will put Metro into a downward spiral.

I live & work by the yellow/blue lines, so this wouldn't impact me

Although I don't take the red line, this proposal sounds like it would be problematic for many people who will rely on the red line again for their transportation needs.

Trains only every half-hour at Twinbrook would be very difficult for my family, as trains only every half hour would make it very difficult to make childcare drop-off and pick-up and manage the commute to Twinbrook.

Less trains make sense due to less travelers. But don't close stations.

I don't ride this leg often, but run more trains all the way to the end.

Too many people would either have much larger commuting times or put more cars on the road.

See prior response.

Only because I use the NoMa stop.

Stay in the district on red line

Commuting hub from Shady Grove, adds about 24 minutes to commute.

If this is what is required for Grosvenor-Strathmore to stay open, then I support it. Otherwise, I prefer more frequent trains.

Such a low frequency will cause people to seek alternatives to using Metro.

Proposal to implement Red Line turnbacks

This would not be helpful for work and living

I dont think this survey properly accounts for the fact that the government has ramped up the vaccination schedule and that likely by the end of 2021 more folks will be going back into the office including those in the federal government many more ridership for Metro

more useful due to the amount of people moving through downtown and less on the outskirts

Im at Cleveland Park. During Rush Hour, its impossible to get on a train when they come frequently. I wouldnt be able to use Metro is they were this infrequent.

I am worried about trains being even more crowded during rush hour.

I live in a high rise at Grosvenor Station and there are people who work in the building and ride the Metro. Therefore, it would be unwise to close it down or make the in between arrivals too many minutes long.

A very long wait time is not good at the stations furthest away, where nearby public transportation options to the city are limited.

I dont use the red line often so this wouldnt affect me much, but this would still be a major inconvenience to many others

This isnt frequent enough service downtown.

One of the things that make a good and effective public transport system is the frequency of trains during heavy travel periods (rush hour, etc). This also discriminates against people who get on the train further north than Grosvenor. I recommend trains coming every 5 min. (if not more frequent) at every station in order to make taking public transport more attractive.

These changes are severely limiting and racist.

I commute from WF -- see prior comments

As I am off shady grove this one would impact me the most. However as a system the 15 minute intervals are more likely to handle ridership as people rebound post vaccine. Responding to increased ridership is critical to avoid permanently losing riders due to india-packed trains (but that level of ridership fixes some of the revenue gap problem).

Too infrequent.

Same as above.

30 minute intervals are way to long. This is not appropriate level of service for a major metro area.

30 minutes? Quicker to walk to work in Dupont from Twinbrook.

Necesito mÃ¡s trenes en Grosvenor.

I rarely, if ever, use the red line so this does not impact me.

Id commute from Shady Grove and waiting half an hour for a train is unacceptable. As an end point station, this one is heavily trafficked

We need Rockville access

This is a terrible idea. The trains from Shady Grove are going to be so packed, why would you do this?

Plans like this one allow for ease of use with proper planning in (my) the commuter's day. Reliable transport!

No. Rush-hour interval should be 4 minutes, at least on the Red line between Grosvenor and Silver Spring

Need interval to be shorter, 5 min for stations between between Grosvenor-Strathmore and Silver Spring, 10-15 acceptable at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.

This is a bad plan for the people of that area. Again, WMATAs focus should be on finding funding to expand service, not cut it.

While this would certainly be inconvenient for metro riders who live past Grosvenor-Strathmore and Silver Spring stations, the number of people on red line trains, even during rush hour, that exit or board at these stops is small compared to other stops on the Red Line and would only be disruptive for a small group.

Although this plan works for me because of my location in DC, this will inconvenience commuters from outside the city itself that depend on the Metro to get to work/school/etc.

We just got rid of this. It will only reduce ridership further if you re-implement it.

Every 15 minutes not frequent enough for essential workers who need to report to work daily

My station is white flint, I need service at least every 15 minutes!

By January 2022 I will be commuting to work and my destination is White Flint metro. If I could only get to Grovesnor in a timely manner that would be a problem and a huge inconvenience to have to disembark and then wait 30 minutes to go one metro stop.

Absolutely NOT/ my family relies on red line w wet week day for work AND school

Proposal to implement Red Line turnbacks

Living in Rockville, I depend on the Metro for my access to DC. Trains arriving every 30 minutes would make it impossible for me to reach the city without a car. Without a car necessarily available, such timings make it significantly more difficult to meet appointment times, and will result in me having to avoid using the metro. Also, many lower income people do live in the suburbs affected by this change, and will significantly impact the use of public transportation.

Again, not enough service for a time when passenger volume will be much higher.

I dont go out to the far reaches of the red line very often, but that sounds pretty inconvenient

This would be HORRIBLE for commuters.

This would make commuting times via Metro too long and force me to drive instead.

I do not currently use the red line on a daily basis.

This is too infrequent.

I live in Alexandria and work in DC so this change would not affect me.

i primarily ride silver and orange

same as previous question

Turnbacks were clunky before and theyll be clunky now.

This plan severely impacts area residents that live outside the beltway, which will disproportionately affect working class folks who have to live farther out to find reasonable housing options.

This is disruptive to ridership

This will make everyone late

Same answer as previous question

Thats fine. I specifically live at my residence for its ease of access to Grosvenor station on the way to Walter Reed- I know many military personnel in my area that do the same thing. As long as that route isnt effected we are good to go.

This poor level of service is unacceptable in a major city transportation system.

Very unfair to those who live farther out on the red line and only decreased travel on metro due to the pandemic.

This sounds like a very good option. The same could be done with the orange/silver lines from Arlington to Metro Centet

Better than the last one, but I commute to my workplace at White Flint. It was GLORIOUS when the stupid "every other train stops at Grosvenor and doesn't go to white flint" thing ended.

The Red Line is my main line and I know myself and others who rely on it need more frequent service than 15 or 30 minute intervals.

I dont use the red line

I don't use the red line to commute

Access to Grosvenor Metro critical for our family including a person with disabilities to get to work

Again, while this wouldnt impact my specific commute (NOMA to Bethesda) the reduction of service has caused major crowding and disruptions pre-pandemic.

I do not use the Red Line.

I use Grosvenor

With trains arriving every 30 minutes, car travel would probably be preferred due to the wait time.

See previous comments

You need more frequent service than this during rush hour

I would personally not be affected by this change.

Trains should run every 5-10 minutes. At most 15 on the weekend.

I don't commute that far out, but it would be untenable for those who do

Need to run more often for rush hour

Train arrival time is too far

I assume this means no changes to times at other stations. If so, this is ok.

This schedule still is too slow for workers based in Maryland.

Proposal to implement Red Line turnbacks

This would create delays in getting to work. With a family, it is quite an imposition if there is any delays at home to start with the day and then have to wait extra 30 minutes to get a train.

Many people from northern areas drive in to park at the furthest points on the red line (e.g. Glenmont and Shady Grove). However, speeding past and not stopping at the other stations would not have an impact.

15 mins between trains would be better.

WMATA should not reduce any service.

Too infrequent for rush hour

in the dead of winter you would have to wait in the bitter cold if you missed a train or it came early

Again. I want to do whatever feasible to keep this Grosvenor station open

No one should have to wait 30 minutes

That works as long as grsvenor continues every 15 minutes

WMATA should adjust based on peak hours for this. I would imagine a lot of people being at the stations from Shady Grove to White Flint where if the metro car is too full, they would have to wait another half hour for the next train. Making people wait would greatly decrease ridership.

Again, social distancing would likely be zero with these headway's, making myself and others not likely to return to riding.

The proposed headlines are too long. I expect to be back at work in person in January 2022 and would need more rush hour trains to avoid overcrowding

I live at white flint. This would suck. I would never use metro again if this was the plan.

No no no no...if we miss a train we miss our bus connection ...I would need a new job

Need more trains during rush hour. This proposal would have detrimental effect on traffic into the city.

Unsure what our future work from home posture will be. We are planning to move out of our apartment to somewhere further from metro to save money.

This makes travel inefficient and I would have to look for alternatives to metro

Every 10 minutes and expand to white flint and Wheaton

During rush hours, it is essential to have frequent trains. Imagine the working parents who earn hourly wages. They may miss the train, and have to wait for 30 minutes before the next one; consequently, it may lead to loss of wages.

You have literally one job, run more trains

I usually dont take the Red line in this direction so it would not affect me.

Limiting the 30-min service reduction to one line and only certain stations might be more doable than Proposal 1.

No because this infers Grosvenor is closed

This could significantly delay my commute to work

I dont ride red line.

Not frequent enough

N/A

Too infrequent

For Metro to be convenient for commuting, I would need to see more frequent headways than 15 minutes.

Insufficient red line service.

I dont really take the red line.

I get in at Twinbrook 30 minutes is too long between trains and would make my work commute very difficult.

Those stations seem less busy

really difficult getting out to shady grove without the more frequent trains

Seems to provide acceptable service level to densest stations

30 mins is not frequent enough

Main corridor for workday commute.

I don't ride the red line.

Yes, I only travel from Grosvenor to DC so this would not affect me.

Proposal to implement Red Line turnbacks

This plan would overwhelm parking at Grovesnor Strathmore as people who would use White Flint and the other stations would travel to Grovesnor to assure 15 minute service and then get in their cars to drive home increasing traffic on Rockville Pike and Montrose Road to get to 270. .

I would have to drive to work instead.

The answers to Metro's problems are not to reduce service and make it less valuable.

I would prefer more frequent trips, but if this is the only way to have service then I prefer this proposal over closing my station, Grosvenor.

No. You already tried this around 2018, and it was horrible for those of us living at the end of the red line.

prefer every 15 minutes to White Flint, then 30 minutes between White Flint and Shady Grove

Many people live near Grosvenor-Strathmore and ride the metro daily. I use it everyday to get to work. This would not be a great option.

Too long between trains.

Every 15 minutes is reasonable service

People were already stacked on top of one another on busy red line segments when the trains were every 4-6 minutes and sometimes would not fit on a train. The overcrowding that would result from 15 minute intervals would make the system unusable by people with disabilities.

I dont use the red line

More people have moved out of the city to find affordable housing. that means needing access to the Red line to get to work in DC. Having to plan half hour to an hour extra means it would be easier to drive to work which will completely negate what WMATA wants to do by saving money. It will cut ridership even more.

I don't use the red line

I dont travel here, but this is unacceptable.

I dont use the lines that would have 30 minute arrivals, so Im less averse to this plan, but I favor more frequent service with more limited hours at night or on weekends.

That schedule would not enable me to commute to work; I would have to drive.

you need a budget for salaries of over 100 worthless positions you have just because youre afraid of letting some of the double and triple managers and not for the stations. Your construction crews have people managing managers that dont do anything.

30 minutes is too long between trains

Better than previous option, but I still think this will drive people away from trains and onto roads. Thirty minutes is a long time to wait for a train.

This covers, Im sure, the majority of riders needs.

While this would work for me personally, it would cripple outer service along the Red Line and means a lot of people would drive into downtown instead.

The red line works best when they run from Glenmont to Shady Grove with no turn back.

30 minute wait is too long for commuters who rely on Metro to get to work every day. Every 5 minutes as before the pandemic is appropriate.

15 minutes is too long to wait!

I don't take trains after they switch to 30 min arrivals (in normal times) because they are often late, on top of being too delayed.

Again interval is too long, trains will become very crowded.

This plan does not work because of the 15 minute intervals. I anticipate working from the office again by 2022 and I need to be able to get back home after work in time to pick up my son from after school care. 15 minutes is too long for me to rely on metro to get me back on time.

I commute via East Falls Church. It would be difficult to park at the other stations which are not convenient to my house

It sounds terrible for those customers - having lived in that region before, it already felt like trains were slow.

I seldom ride the red line.

I live between Grosvenor and Medical Center, so this would not affect me.

Again, trains leaving on the hour and half hour would allow me to better plan my trip and hopefully not spend one hour a day on the platform.

Shady grove needs to be 15 minutes

I do not use the red line very often and not for business.

Again if rush hour trains were implemented so travelers safely then rain at this speed during no. Rush hour it should be fine

I do not take the red line to get to and from work.

Does not impact me.

If I am going to a special event (ex. - Capitals hockey game) from Shady Grove Metro, this could create unsafe crowds.

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| Proposal to implement Red Line turnbacks |
| As long as station hours remain the same. Waiting longer for a train is OK I guess. |
| Im on the silver line |
| Proposal will not adequately serve customers during rush hour times. Anticipate overcrowded trains, alienated customer base, and double commute times. |
| Headways are too long to ensure reliability of service. I would rather drive a car if thats the case, especially if I have an appointment. |
| My stop is Grosvenor Strathmore. |
| My daughter is disabled and needs to ride from Rockville to Medical Center Mon - Fri. It is very upsetting for her to have to wait too long for the train. |
| As someone who boards on the metro at Twinbrook station, a 30 minutes interval seems too long. |
| 15 min intervals please if possible during morning and evening hours used to be called rush hours |
| I rarely take the red line outside of downtown, so this proposal would not have an affect on my typical Metro usage. |
| I do not use this part of the Metro system |
| Dont ride red line |
| I dont use that section of the metro lines at all.... So this doesnt impact me one way or another. |
| The stations past grosvenor are so busy too! Even busier I would say. The red line is the busiest line and to cut down the frequency of the trains would cause huge commuter turmoil |
| I dont take the Red Line. |
| see response to previous question |
| Once every 20 minutes |
| Need more frequent train access from Rockville |
| Reducing service hours is better than eliminating service in some locations. |
| I don't head up that way on the red line incredibly often but this sounds like delays will be inevitable and I will be waiting 45 min for a redline train in the city like I have numerous times in the past. |
| Still worried about not enough red line trains during rush hour to meet my commuting needs. |
| Such a drastic reduction in service at forest Glen would require me to terminate parking and train usage w wmata |
| Inconvenient. I suppose people will cope. Bad for our region. |
| Every 15 minutes is far too long between trains during rush hour. |
| I live in silver spring so I depend on the metro getting into DC and need it more frequently. |
| I do not normally ride the Red Line. |
| For environmental reasons and to reduce traffic congestions, WMATA should make Metro train riding more user-friendly. The best way to do this is to run trains more frequently. The frequency of train arrivals should thus be *increased*, not decreased at Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen. European cities encourage their residents to use their mass transit by running more trains. Trains in London, Paris, Berlin, Munich, Rome, Brussels, and Madrid arrive every few minutes. WMATA should do the same for residents of the Washington DC area. |
| Too much time elapses between trains |
| Waiting longer between trains is not as big a deal as having service hours cut or stations closed. People will just have to change their commute a bit. |
| Need more frequent stops/times |
| These are unacceptably long headways for a major transit system |
| Too long between trains even at 15 minutes, and risk of significant overcrowding on trains going to limited stations such that waits could always be in excess of 30 minutes for a train |
| 30 minutes is too long. Wait time should be 15 minutes max. |
| I do not use red line |
| N/A to me |
| Dont really use that line/stations. |
| * this would work ONLY IF trains at Silver Spring are every 15 minutes |

Proposal to implement Red Line turnbacks

To get to Georgetown University Hospital you need to travel from Shady Grove to DuPont Circle to reach the complimentary services. For cancer patients and the elderly this service needs to be there and more accessible to make ends meet.

My station is Grosvenor, and as I mentioned in my prior comment, it's necessary to have more frequent trains to account for the unexpected variations in people's day to day schedules.

My office will return to work by then.

30minutes between trains is far too long

Too long to wait

Whenever Ive had to go to work over the weekends (I take the red line from Dupont Circle to Medical Centre) I feel Ive spent a lot of time waiting for the metro and thus wasting a lot of time on my commute. I worry having the metro running on the same schedule over the week as well would deter people (including me) from taking public transport to work. By January 2022 were likely to have some normalcy with many returning back to work with vaccine distribution likely being complete by then

Wait too long during commuting times

After Covid ends, consider restoring service to current levels. This is a temporary situation.

See previous comments.

Should be more frequent during rush hour.

This would only add to a growing frustration with the red line. Its a popular line because it follows major hubs of residential areas within the city. If the red line were to change like this, Id consider moving off the red line area and likely decrease my metro ridership in general

I use near-in Red line stations.

Every 15 mins is ok. Anything less frequent than that renders Metro useless.

I use Glenmont station, so this would increase my wait times. But it's tolerable.

I'm not a frequent user of red line

Dont ride at the ends of the red line.

The Red Line should be running every five minutes at all stations at a minimum.

Close silver line stations instead of these changes.

This would be extreme harmful to most of the WMATA users in Maryland.

My trip is fromGrosvenor station to New York Ave so this would work for me.

This would not work during rush hour in Jan 2022

I do not use the red line

You will lose more riders by forcing them to take crowded trains when the virus will obviously still be circulating.

I do not ever use the red line.

This sounds great to me - it would have little to no effect on my daily commute.

I pretty much never take the Red Line.

the 30 minutes works for me, but the 15 minutes wouldn't work during peak hours

A lot of people commute from those stations and trains get very crowded.

While I am not impacted by this option, I would imagine those that live past Silver Spring would be negatively impacted. The current housing trends indicate that people with less income have moved further out of DC for cheaper housing. Limiting train services would put additional strains on low-income households who rely on public transportation.

The frequency of red-line trains is integral to my livelihood. I prefer more frequently if possible.

This plan does not allow for the tight window between federal tours of duty, and those using Metro to catch commuter rail trains, e.g. VRE and MARC. Those trains already have very limited schedules. Missing a train when the next would not arrive for 15 minutes, would mean missing a commuter train, ad potentially disrupting a commute by 45 minutes or more. This is incompatible with those who live in the suburbs and need to pick children up from daycares, which already barely accommodate a full days work in the city plus commute.

15 minutes between rides is too spaced out.

Proposal to implement Red Line turnbacks

This change would pose a tremendous inconvenience borne mostly by people without cars, who work outside of their own neighborhoods. This is classist: people who can afford cars will use them to get to work and do chores promptly, while those who rely on public transport will be left with sluggish service. Frankly, this proposal is a disaster for the environment and class equity in DC. Do better.

I live near the Noma metro stop, it is the main station I use. Many people use the redline to get to union station for bussing and trains. Also, the red line is what connects metro station and gallery place.

I expect we will be close to normal in person by then , even if more distanced and with masks. so reducing frequency then is going to cause congestion

This would work for me provided that Grosvenor-Strathmore station remains open and operational.

Waits are too long on the red line even in the inner section

This is a section of the rail I rarely use.

This sounds like a terrible idea, though I don't use the red line. It sounds like the beginning of a death spiral.

If cuts are necessary, this seems sensible given ridership needs in the core Metro area compared to stations that are farther away from downtown.

Need to go to work and maintain social distancing

I am not a daily metro rider.

I do not take the red line to/from work.

It would potentially add 30 minutes to my commute home

I may reverse commute to Rockville. Too infrequent

This should be done based on the community need and use of the station. I am not sure why these stations were selected. 2020 should be taken into account but not used as reasoning to pull back on service.

Less than ideal, but definitely better than the 30 minute option. Still, in rush hour, this is too long between trains.

Trains arriving only every 30 mins would lead to more crowded train cars. This isn't what we want as we recover from COVID.

Should be more frequent.

Trains would be too packed. Unfair to have to wait so long for a train too.

Going to be too crowded in silver spring

I dont often have to use the red line, but I do think this sounds like a more reasonable solution than every 30 minutes for all other lines.

Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC.

I live in Rockville and ride form Twinbrook, so NO.

This would not impact me.

N/A because I rarely ride the red line.

I dont travel this section of Metrorail.

I commute from white flint or twinbrook.

I do not rely on the red line and do not live near these stations to properly provide feedback

30 minutes too long at my station . Run all trains to Glenmount

15 minutes between trains at gallery place is wayyy to long to wait, especially during rush hour.

No reduction in service. Full stop.

This timing also seems too infrequent for rush hour use.

While alternating trains ending at Grosvenor might work, the 15 minute interval is far too great.

I do not use the red line for my needs

I dont need to use the red line, except occasionally downtown, so this wouldnt affect me.

As a Glenmont station rider my commute to GalleryPI-Chinatown is already long enough. Missing a train and having to wait 30 minutes for the next is not acceptable

When I return to work in the city, Ill be coming from White Flint. The time between trains makes them close to worthless for commuting. also, by closing Grosvenor-strathmore, commuters will shift to White Flint. I expect that the parking garage will be overwhelmed. It just doesnt have the capacity to handle commuters for both stations. I see the proposed WMATA cuts as a bargaining ploy to get more federal funding. I hope it works because the proposed cuts are disastrous, destructive and unacceptable.

I dont use the red line.

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| Proposal to implement Red Line turnbacks |
| I only rarely ride the Red Line. |
| I use Grosvenor so I hope this would not be affected |
| Never ride the red line that far north |
| I work and use grosvenor every day |
| 30 minute headways are far too infrequent to make Metrorail a viable form of transportation |
| I do not take the red line. |
| When the pandemic is over I plan on returning to the Metro for my daily commute, with 10 rides per week. This proposal would inconvenience that plan, which is the main reason I chose to move close to grovener strathmore station for work a few years ago. |
| Grosvenor station services too wide an area to be taken out of service. |
| The trains have always been full during rush hour going out to Shady Grove. Even with diminished ridership, more trains are needed than the plan above. |
| There will not be enough trains. |
| During regular (non-COVID) times, red line trains are so packed even as far out as Brookland/CUA and even when spaced out every 4 minutes that it can take waiting for multiple trains before you can even fit in one. Trains every 15 minutes would introduce too much uncertainty in the time it takes to commute to work, because missing one would mean waiting another 15 30 minutes (or more) until you can get on a train. |
| Trains need to arrive at least every 15 minutes if not more frequently to all stations. |
| This is not ideal, but is better than the last proposal about reducing frequency of ridership along the whole line. It would inconvenience me living near Forest Glen, but I think it would have the least disruptions. I would hope it would return to usual frequency once ridership is back up |
| Again, delaying departure times would only delay my arrival needs during peak rush hour times. If it is off-rush, dont care because I would be at a more leisure schedule and could allow for the extra travel time. Work days, this would be immensely difficult and stressful and Id revert to driving to work instead of metro service. |
| Same comment as earlier. The issue already is that metro takes significantly longer than driving due to the wait times between modes of transport. This will only make it worse. |
| Trains arriving every 15 minutes would make for very crowded trains and delayed arrival. |
| Rarely use the Red line. |
| I do not ever use these stations. |
| How will you prevent overcrowding with the less frequent trains? |
| 15 minutes is still a long time to wait |
| rush-hour is the same for everyone, so making some trains stop every 30 minutes and others every 15 minutes is useless |
| 30 minutes between trains is not enough for customers beyond Grosvenor-Strathmore. |
| I don't use the red line |
| 15 mins between trains will mean that in the morning I wont be able to get on a train. They will be too full by the time they get to my station. |
| I mostly use the orange line but 30 minutes between trains could cause an hour wait if a train is full. |
| Not sure why Red Line is getting all the attention. I do not generally ride the red line. |
| This would be devastating to the ability to get around for medical appointments and other purposes. It's totally irresponsible. |
| I dont ride Red Line much, so it wouldnt affect me on a regular basis |
| Ill reiterate, at Union Station, if the wait between trains is longer than 5 minutes, the platforms overcrowd and become very unsafe - especially if we are still expected to social distance at some capacity in 2022. 15 minute intervals is NOT acceptable during rush hour. |
| No, this would not work - I live closest to one of the stations that would receive service only every 30 minutes. Service once every 30 minutes is absolutely unacceptable and too long to wait for a train. |
| I only use Orange to DC - baseball games.. support the Nats! |
| I dont use the Red Line often. |
| I take the red line regularly but these stops would not affect my commute. |
| This means from Shady Grove to Medical Center it takes 30 min and may reach 45 min wait to synchronize with Grovener |
| Again, I think trains would need to run more frequently (more like every 5 minutes) during peak times on the red line. |
| I am unsure how often I will be using the red line, but if it is a frequent mode of transportation for me, this proposal would NOT work. |

Proposal to implement Red Line turnbacks

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| The Grosvenor station and the 46 bus are very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station! |
| Grosvenor Strathmore is critical to my public transit needs since that is the station I am located at. |
| We travel primarily between silver spring and downtown |
| Again, I am at least comforted that every station would continue to get service, but I need to get on at the ends of the red line. So it's bad for me. |
| Much too complicated. Metro is an essential part of a persons work day and ability to travel for non work. You will also be pushing huge numbers of people to drive to stations rather than walk there with this kind of weird plan. It will not work. |
| Unacceptable. Half metro salaries instead. |
| I use Shady Grove. The thirty minute wait would not work for me. |
| seriously disadvantages low income riders who come in from the suburbs |
| I reverse commute to white flint and this would be a huge headache |
| I dont use those stops, but just because I dont, doesnt mean it wouldnt be detrimental to other commuters. |
| Trains should be more frequent like every 10 minutes on all other stations. |
| Run the trains to the end of the line. |
| The every-other-train proposal is fine, but 15 minute headway's are not |
| I don't ride the red line |
| I dont ride the redline that far out. |
| I don't use the red line regularly, so this would be fine for me. |
| As before, these wait times seem way to long for any traveler to use the METRO reliably. |
| This is even worse than the previous plan. |
| I am fine with this however, the trains get very busy and crowded at Grosvenor and can create a packed situation. |
| Not feasible for rush hour. |
| Even every 15m is insufficient |
| This makes more sense than proposal 1 as ridership seems to go down on outer stations but still trains every 15 minutes is infeasible. It would be faster then to use Uber. |
| This would make it impossible to travel to/from work in a timely manner. |
| Although this is not good for those affected, it would not affect me. |
| I think running every 15 minutes during rush hour would back up commute times and lead to severely overcrowded trains |
| Really punishes the riders who live further out in Montgomery County -- and who may not be able to afford to drive or live closer in. |
| If this makes sense due to decreased ridership, that is one thing. Personally, my office is at white flint so this would Impact my company's use of metro (400 people on Executive Blvd) |
| As long as I know the schedule, I can accommodate my time to coordinate |
| 30 min between train is bad service. |
| It doesnt directly affect me but I know many people who live in Montgomery County who use the Red Line -- and this would be devastating. You are setting the system up to fail when things start to re-open. |
| To be fair this would only have a minimum impact on me. |
| Jan 2022 ridership will be vastly different than pandemic ridership. This plan wont work for daily commuters like myself. |
| Same answer as before. I would be concerned about excessive packing in of riders if there are fewer trains. |
| These headways are unacceptable. They contradict the concept of rapid transit. It is not just the speed of the rolling stock but the headways which need to be short. |
| I rarely use the Red Line, so this wouldnt affect me. However, I cant imagine Red Line riders accepting this. |
| This is too long between trains! |
| The overcrowded metro cars would push people further away from Metro. Other major metropolitan areas in major countries are doing the opposite and here in Washington DC we are opting for the absolutely ridiculous option. |
| This plan could work, but it would make my morning and evening commutes via the red line much harder. |

Proposal to implement Red Line turnbacks

With the increase in people moving to the suburbs, this will make those trains more crowded and create more delays. Currently living in DC and working in Rockville would make an already long commute unbearably long.

Keep the pre pandemic service frequency and level.

I dont understand why the red line receives preferential treatment?

The timing of this would need to coincide with other lines. For example, if Im someone that commutes to Farragut North from Navy Yard, I typically take the green line to Chinatown and transfer to the red line. But if I have to wait 29 minutes for a green line and then another 15 for a red line, during rush hour, that is not a viable option for me to get to work. Especially when considering crowds and breakdowns or delays.

It suits my needs.

like, not enough trains

when I need to get around town to make appointments I can't always make life match to train schedules. 15 min waits during the daytime are too much, too long

Cutting service right as we all start using Metro again is stupid. Full stop.

I live at Forest Glen and the Silver Spring switchback was very disruptive to me, and caused me to drive more. A similar plan would cause me drive to work

I plan to commute from Shady Grove into DC. This would be a disaster.

I do not use those red line stations.

If this time increases, I would stop using metro to commute to work which on the aggregate will cause net revenue to fall greater than the reduction of costs. But you all dont really care and I would be incredibly surprised if anyone reads this.

The areas where you want to reduce service are being developed expressly because of their proximity to metro stations. This change would create ridiculously crowded trains and discourage the continued development. Rush hour would mean even 8 car trains would require passengers to be shoulder to shoulder. You would be creating more discouragement from using the system.

This is not an efficient schedule for me.

Yes it is better than closing the station.

This doesnt affect me personally, but reduces access to and disenfranchises many communities.

I will drive. I want an urban subway system, nt regional rail.

As stated, we have a business on the Orange line with over 50 Metro commuters and growing. I am unsure how this would impact some of our Metro commuters.

Again, one cannot rely on metro apps for exact times. If my commute becomes an hour and 1 minutes, I will opt not to come into work and remain working from home. Also, it is unsafe for women to be waiting on platforms alone 30 minutes.

I plan to move out of the city to the end of the red line and would continue to take the metro into work. The reason I dont want to live by a MARC station instead is because the times are not convenient. Many people live in these outer areas and need to get from Glenmont/Wheaton/ forest glen not only into DC but into and out of Silver Spring for work

Trains running at 15 minutes could be very crowded at peak times (especially during the parts of the Red Lines between NOMA and Dupont Circle).

Primarily use orange/blue/silver. Not sure about the impact of red line schedule changes.

30 minutes will cause overcrowding

Yes, but I might take the bus instead sometimes, if timing is better

I am ok with this because this doesnt affect my travel to work.

Every 15 minutes is still too much time between trains.

I travel on the Red Line between Grosvenor-Strathmore and Silver Spring stations every weekday, so this would not affect me.

Even at every 15 minutes, knowing that offices will be open and knowing how overwhelmed tracks got when trains were running at every 3-4 minutes, I think it would be incredibly difficult to even find room on a train to get to work with this plan, once trains get to downtown DC (i.e. Dupont Circle, Farragut North, Metro Center, etc.)

limited service at those stops is ok; but 15 min between trains is far too long

Unacceptable. Many commuters live in these areas.

By January we will be post covid and ridership back to normal. The proposal would be wholly inadequate. In normal times, even trains every 5 minutes were full at rush hour. The proposal is simply ridiculous.

Proposal to implement Red Line turnbacks

Id be interested to see the makeup of the commuters who use the redline at the stops that have been proposed to have trains arrive every 30 minutes. How do they compare to other commuters?

30 minutes is to long to wait. Also bad timing as MoCo is trying to move traffic off highway and onto metro

You can serve all the white people in Bethesda but not the POC out in Rockville?!

I could live with this since the train wont be full necessarily by the time it arrived at my station

In-district trains need to be 5-10 minutes; out of district does not.

Trains would be too crowded to enter at Cleveland Park.

This is a good idea if it is temporary until the system recovers financially.

Every 15,30 minutes is poor service for a major city metro system.

I live and work on the red line. I depend upon easy travel to-and-from work as I often have to travel between work and home multiple times per day. Waiting for upwards of 15 minutes would not be congruent with my work.

Other than the increase in wait times between trains downtown, which is not acceptable, this would not otherwise affect my commute.

Fine. The further out people go the less people on each train.

This proposal screws all of us that live at the northern ends of the train routes and also the lower SES folks that live to the north.

might prove unworkable

This will negatively impact citizens as we return to normal after the pandemic.

The Red line is always crowded -- dont short change us!!!

As I answered in previous question, 15 minutes between trains is not sufficient for handling Red Line commuter traffic during rush hour. Would result in massive crowding.

Increase frequency at all other stations to 5 minutes instead of 15.

Every 15 minutes? Come on. Needs to be 10 max during high traffic times

alot of people have devended on the metro from White Flint to Shady Grove for commuting into D.C. and other places along the line. While ridership may be down right now due to the Pandemic, I would expect ridership to pick up once things start to get back to normal. That is unless the Trains would arrive every 30 minutes at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen. If thats the case then I would expect that commuters who changed to driving due to the pandemic would continue to drive as the times. would not be sufficient for making meetings on time unless they increased their commute time.

This would make my commute impossible and would force overcrowding on trains and platforms during peak hours.

Wheaton and Glenmont riders pay more than any other commuter using Metrorail service and have longer commutes than any other riders in the system.

I need the East Falls Church station to DC & Airports.

Need more trains at Shady Grive & after 9:00 pm.

I would like to have a schedule of the times when the trains would run between Grosvenor and Shady Grove, so that I would not have to wait up to 30 minutes.

Dont normally ride the red line.

i rely on the red line running every ~5 mins during rush hour, especially since train arrival times arent always accurate or if theres delays

I pick up the train at Shady Grove from Frederick

I am switches commuted once Covid is over from orange line to red line and I'm not sure how this will affect my commute.

I typically get on Metro at Shady Grove

I use Rockville much. This would affect my commute.

This would make it difficult to use the further stations - I have regular drs appointments at the Wheaton stop

This just makes Metro such an unappealing choice for getting places, we will end up using other options which is really sad - our family loves Metro and up to four of us rode it daily for work and school prior to the pandemic. We have four children and have been car-free since 2012 thanks to Metro - we use it to get to where we need to go on the weekdays and on the weekends we use it to go to the fun places we want to go. These cuts in service will make it so much less of an option - already on weekends it was frustrating to wait so long for the red line trains.

i dont go to Maryland often so it would not affect me;however I suppose it would be unfair to only comment on Virginia service which I am most interested in

You propose to bypass the most busy and important stations. Again, trains will be overcrowded and unhealthy.

| |
|---|
| Proposal to implement Red Line turnbacks |
| This would only work if arrival times were adjusted for rush hour. |
| I am fortunate to live and work inside that zone. But I don't approve of the disproportionate burden on people living further out, who pay more and often earn less. |
| I take the train from White Flint so this would not work. I could try to take it from Grovesnor but even before this change it was impossible to get a parking spot in the Grovesnor garage. |
| Its unfortunate for people who live further out, but the trains are definitely more crowded within the city. |
| We need more frequent service at rush hour |
| although I dont use the further out stations every day- this plan would mean crowding to the extent we may not be able to board at the closer stations. |
| It is imperative that the metro stop at Grovsnor!! |
| I rarely ride the red line in that area. |
| 15 minutes is still too long to wait for a train. I take the red line to go to work every day. |
| Not ideal but workable |
| I rarely use the red line. |
| This would not impact me |
| Doesnt apply to me, but seems reasonable |
| Once again, this is systemically racist and oppressing to remove trains. |
| My commute into the office in DC is normally 1 hour door-to-door using Metro and walking. With this plan, my commute could easily extend up to 90 minutes or longer, especially if I just miss a Red line train at Forest Glen station and have to wait 30 minutes for the next one. |
| Having trains come only every 30 minutes will be a serious inconvenience and will also make rush hour commuting difficult since trains will be more full. While not ideal, I understand this type of adjustment may be necessary and is a reasonable approach to continue much needed service at the Grosvenor-Strathmore Station. |
| I take the red line where the higher headways would be. So this could be adequate during non-rush periods. |
| This wouldn't be ideal but it would be liveable for me, as someone who lives in Silver Spring |
| It seems much more equitable to keep more stations open with longer wait times than to close stations. |
| I say yes, but only because I do not utilize the red line trains for my commute. |
| That is still too long to wait, but it is better than the other proposal |
| I do not ride the red line. However, I can imagine how this can have a negative impact on commuters |
| This would likely not affect my daily commute as I take the green and blue/orange/silver lines to my office downtown. |
| I would leave work at White Flint Station, and I was planning to use it. |
| 30 minuts is too much time for people being at metro station!!! |
| I dont ride there anyway, so no opinion |
| Service should remain more frequent (i.e. the same as it is now). |
| In commute to work daily and need more frequent trains |
| Think this would cause a lot of congestion during rush hour. Youre not good at differentiating trains on the same line, and this assumes youre actually able to run a time table, which youve proven over the last ten years is beyond your technical competence |
| Same comment on running trains more frequently than every 15 mins if needed |
| As long as faster service at Red line stations are more frequent, this is fine |
| 15 minutes during rush hour would leave the platforms packed and dangerous. |
| It would be too hard to catch a train every 30 minutes at White Flint. What would happen when there are breakdowns or unexpected interruptions that cause the train to arrive already jam packed once it reaches the station? This would result in potentially having to wait an additional 30 minutes for the next train or ditch the station and seek out other options such as Uber or Lyft. |
| The option is irreparable to the others and provides the best accommodation to riders. |
| I do not ride the red line frequently |
| I don't use the red line |
| Prefer additional trains during rush hours |

Proposal to implement Red Line turnbacks

The trains between Grosvenor and Silver Spring are a great addition, but the time between trains is still too long.

I do not ride the red line daily.

This would make the trains dangerously crowded.

I dont use the red line regularly.

Sometimes I take the red line from Grosvenor-Strathmore up to Rockville Station to get to work, if I dont take the bus. That would be much more difficult if trains were running only 30 minutes (so less likely Id opt for train over Ride On bus).

thats fine, i could go there on the c4.

I rarely use the red line right now.

Shady grove is major hub for commuters. 30min between trains is way too long. Would need to leave earlier and if you miss a train by a few minutes you will be waiting too long and will be late for work. snd trains will be too full. Commuting to SG takes a long time already and this could add another hour. Wouldn't be worth taking the metro and would just drive. This defeats the purpose of the metro in reducing traffic into NCR.

Greater frequency is required.

This seems highly inefficient. You will lose customers and revenue and you already incurred the fixed costs!!!

The trains are not frequent enough for ridership for daily commuting that is expecting to pick up again this fall.

Many riders come from the metro stations you included. It would impact their ability to come to work

We use Grosvenor, so the above in N/A to us.

I used to commute in from Shady Grove and trains every 30 minutes will mean that by the time you leave SG the train is FULL

The proposed changes will not work for my schedule. I believe this should go back to the previously utilized schedule again, every 30minutes is not feasible for all riders.

we are on yellow blue lines

I can foresee problems for commuters coming from or going to Shady Grove

Every 15 minutes is bleak if I am to return to work and my child to school, both of which activities hinge on the red line or bus routes.

Please see my earlier comments on any changes to the schedule would be economically disastrous to Virginians as we all rely on the metro for our essential transportation needs.

This works for me because I do not use these stations often.

The red line doesn't impact my ridership, as I usually take yellow or blue.

Sometimes we had to wait almost you 1hour and half for. Train is should be 15min

It would be important for real time arrivals to be available in the WMATA app so that passengers could time their station arrival accordingly.

This works for me because I use the Red Line infrequently vs. my daily use of Orange/Silver Lines.

Frequency problem

Please see my previous comments.

I was under the impression that wmata was not using gGrosvenor-Strathmore or Silver Spring as a turning around point anymore??

I rarely take the Red Line, this doesnt impact me much.

This may work during the pandemic, but once we start returning to work places, this is not frequent enough

I don't use those stops on the red lines of this would not affect me. But I still have concerns about the extended wait through rush-hour's

Trains should come as often as possible

Somewhat inconvenient, but it would at least maintain the ability to get to all stations at all times of day. Need to make sure trains dont overfill and prevent people from boarding.

This forces white flint riders to drive to strathmore-

Use the Rockville Metro station to go to work and if the train is missed, it makes a significant increase in my arriving at work on time and for medical appointments. I depend on Metro to get around.

Having trains on the red line (one of the most frequently used lines for commuting) arrive so infrequently would completely alter the lives of do many in DC and would make the entire train essentially defunct.

But I dont travel to-from those stations much anyways.

Peak ridership headways were 5-8 minutes downtown and even then the trains were packed. I think anything less often would make it really congested (and difficult for workers to rely on!)

Proposal to implement Red Line turnbacks

Again, every 30minutes is terrible and disenfranchises those that most depend on a public option for travel, especially with high home costs etc in the DMV. 30min intervals should be removed from all points of discussion.

Too long of a wait time to meet my commuting needs, especially if Im in a rush or the trains are full.

This is still too infrequent on the Red Line

This would cause too much disruption of my rest. I propose trains every 15 minutes to get to a hub like fort totten then every half hour from there so its really 15 minutes to get a green line train then 15 minutes to get a red line train for example from the hub. Have trains go back and forth from single line end to hub and some go the full route to make it every 15 minutes to some train everywhere.

Yes, except the reduced frequency of train arrivals (15 mins. in my case)

It happens I live at Silver Spring and work downtown so this wouldn't affect me.

these stops are not applicable to my present situation (my own expected travel needs) but I believe they are vital stations and should be adequately serviced

As long as trains never run late. Why not.

Wait period is too long and would impact my decision to use metro.

Two trains every hour at Rockville and Shady Grove? No way.

Yes, I live in DC proper and don't use the Metro to go outside of Silver Spring/Grosvenor. Waiting 15 minutes between between red line trains is fine for me.

Need more frequent trains at Grosvenor.

I dont take the Red line.

When this current schedule went into effect pre-covid, it caused jammed trains into DC as all the seats were gone from the Shady Grove to White Flint passengers. Made them happy, Im sure.

The frequency is too low for rush hours.

30 minute wait times would cause me to switch to driving to work

If you need this schedule I will have to find a way to make it work. But I am concerned about platform crowding

I don't live in Maryland and don't use the Red Line.

I no longer live where the Red Line is my primary transport, but if I still lived there this would make me quite angry, and would be very inconvenient. Have you tried to get on a Red Line train at rush hour?

again, same as the last question. the red line is the busiest normally, but with people returning to the office space starting maybe as early as the end of this year, is hard to predict how the impact would be for next years commute.

I only use the red line in the heart of the city so this works for me.

Might take a bit longer than usual but I need the metro to work and survive! I would never make it to work if I had to drive to another station if Grosvenor was closed.

Trains would get too crowded

There needs to be increased service during weekday rush hour periods. This city needs Metro!

This effectively strands people at the end of the lines and causes significantly more strain on lines closer to the city that don't have the infrastructure to support those commuters

I purposefully live walking distance from the Twinbrook metro, at 30 minute intervals I would likely not be able to find space during rush hour service

Not sure I understand the difference with the previous option - I think this may be even more time restrictive and therefore, less beneficial to a workforce getting back to the office

frequency is too low

Not workable M-F during rush hour

Understandable given rail infrastructure and uncertainties cited in previous text box. If Moco and Metro bus service continues, plus taxis, ridesharing, and instant car rentals remain in service, there would be sufficient alternatives for travelers.

No I depend on the metro for commute. I already walk 10-15 minute to the metro station for grosvenor Strathmore station. The next nearest station is white flint. Which does not make sense for me to walk there.

Needs to be more frequent during rush hour

The closing of Grosvenor station would be a disaster for those of us (many, many) dependent on service. We moved to Grosvenor apartments because of the service!

This is better than option 1

Proposal to implement Red Line turnbacks

Again, I hope demand for metro will increase with more widespread vaccine rollouts.

I only use the far ends of the Red Line rarely and even then only with significant buffer time. This would work fine for me.

Not a fan of such infrequent train service, so I would most likely take buses instead whenever possible.

The purpose of public transportation is to get the public, those who live outside the city limits, to get off the highways and use it. But eliminating regular, timely trains at the outer most stations, you are doing the opposite and forcing more people to give up on public transportation entirely and to use their cars afterall.

As long as the DC lines are running frequently, this doesnt affect me.

See previous comment.

I have a disability that curtails my walking; the other stations won't work for me.

Trains were often too crowded by the time they hit Medical Center after the Grosvenor turn around ended

Although it would work for me, this seems unfair to residents who live at the stops only getting a train every half hour

From Grosvenor I need to get to work downtown DC or Northern Virginia. Train frequency is critical as my work schedule and location vary from day to day.

rarely take the Red Line, though I do on occasion.

Do not currently take the Red Line.

Dont provide sub- and ex-urban metro services until vehicle ticket reciprocity is implemented.

Don't use the red line very often

the redline is my main method of commuting- every 15 minutes is the time too big of a gap. if the train were consistent every day this wouldn't pose an issue , but inconsistency would mean that i wouldn't know when the train is coming-and if i miss it by a minute i would be at the risk of being much later to work

As I mentioned in a previous answer, without schedule that's tailored to the rush hour needs, a lot of people will accumulate on the platform and that won't be safe for multiple reasons.

Missing that single train only coming every 30 minutes would have a serious impact on my commute and I worry about how crowded those trains would be.

Its a little unfair- I dont ride the red line.

Depends upon what hours trains were running.

Not happy about the service level of 15 minutes on the rest of the line

Grosvenor/Strathmore is highly used metro with great parking. Ridership will come back to normal when land media under control. Do NOT close Grosvenor:Strathmore.

30 minutes is too long of a gap at Shady Grove.

I wish trains would go to the end of the line before turning back.

I'm not usually on the red line

Why does the Agency continue to impact the residents this way. Reduce the. Lost in management and eliminate duplicative administrative functions.

Prefer more frequent, Takoma to DC.

The 15 minute gap between trains would not be feasible due to overcrowding during rush hour. However, my travel needs rarely require me to travel to stations outside of Grosvenor-Silver Spring, so the every other train proposal would not affect me.

Please see previous comment.

I do not plan to use the Red line in 2022.

if i take the red line, i am usually not going to the outer stations.

Every 30 minutes will not work when I am back commuting.

This proposal would leave countless commuters in Gaithersburg, Glenmont, and Washington Grove without a frequent transit option, and would be disastrous. These areas need Metrorail service that is frequent and fast in order to continue current economic growth.

I get on the train at Grosvenor

Thirty minutes for a train to arrive is much too long

Commute will be hindered for those who live near these areas.

I dont use the red line

I need to access occasionally the red line but I live on the Orange and Silver line

This would make stations and trains more crowded, less safe in the pandemic

Proposal to implement Red Line turnbacks

It would certainly be inconvenient, but it might be doable? Frequent trains are the whole point of metro utility. It should be faster than other options for the cost of sharing the space with others

I am not impacted

This used to be how the red line was and seems a reasonable proposal.

do not use this line

If the my wait time increases by a half hour to an hour, I will opt out of using Metro.

I use Grosvenor metro station, so this works for me.

I get on at Rockville for my commute. Having trains arrive every 30 minutes would add a significant time to my commute, where I would most likely stop using the service. Also, with trains arriving at that frequency during rush hour, theres a significant chance Id miss a train due to the crowd waiting to get on.

would not affect me -- I dont use the Red Line to commute.

My main metro station fits within the stations that'll get trains every 15 minutes, so this does work for me.

For commuters (MARC), every 30 minutes at the MARC stations (Rockville, for example) simply doesnt coordinate well with the metro rail schedule.

People who have longer commutes from White Flint will have trouble with this. The residential and commercial build-up especially near white flint will hinder peoples availability of metro.

Doesnt work for rush hour.

This would not impact me as I live at the Grosvenor Station at really only take the train to head south. However, I worry this would make getting to work and downtown hard for people that live farther out. It also would make businesses north of my stop less attractive.

Yes, but only as a temporary cost-cutting measure.

Trains every 15 minutes during rush hour is too infrequent if ridership goes back to pre-pandemic levels.

While every 15 minutes would be tough during rush hour, given potential crowding on the platforms, I would make this work for me.

No problem with me

Too long a wait will make the trains too full to board

Would prefer more frequent Red Line trains

A problem as I reside on the green line but work in white Flint

I work on the yellow line, and my clients are on the blue and orange lines. So the red line only impacts my personal life.

Such a long wait will drive away many riders..

A 15 minute wait time is unacceptable. 30 minutes is aggregious.

I dont travel on the red line but this sounds not great...needs to be more frequent

This would extent my work commute by 45 minutes to an hour. Driving would be faster than taking metro which defeats the purpose of public transportation

Again, all trains would be incredibly packed by the time they reached widely used stations at Grosvenor and Bethesda.

Shortening the route is fine but 15 minutes between trains at rush-hour makes no sense.

The red line gets me from Metro Center to Gallery Place when I commute daily. I could manage reduced service, although during extreme weather, it wouldnt be my preference. Also, it would be an issue traveling to Capitol Hill for work when that is necessary first thing. Not sure how much this would adversely affect either commute.

The schedule works as long as the train is on time or the app can provide accurate status of coming trains.

I rarely use the Red Line so I dont feel qualified to weigh in here.

Dropping these suburban stations in 2022, when the pandemic is likely over, will hurt your ability to grow ridership in the future - these places are growing and becoming more transit-focused. They are your next generation of riders.

This would be fine with me as long as its not during rush hour. During rush hour trains should arrive with more frequency.

I commute to Rockville and used to experience this every other train situation. I was constantly late to work and considered purchasing a car because of it

I use these stations for long haul trips. This would build an extra 1 hr into my commute time.

I do not use the red line

This would not affect my personal travel plans greatly

30 minutes is too long an interval at the Metro stations listed

Proposal to implement Red Line turnbacks

This is a wide time gap between trains, and would not work during rush hour when many people are relying on trains. Trains need to arrive every 2 to 3 minutes as previously done, not every 15 minutes! If I miss a train or two because it is packed, I'm late to work!

By 2022 I will probably be going into the office. Trains every 15 minutes is not great for commuting.

Are you attempting to reduce Ridership? Late trains would make 45 minutes arrival leading to decreased ridership for SURE. a step backward for 30 min

I'm at Grosvenor-Strathmore

I do not take the RL regularly, so I have no comment on this proposal.

I live in Virginia; these stops don't affect me.

If you have to make a connection, it would make the travel time very long. The system would not be a viable transportation option.

Yes, but only because I don't use those stations.

I don't take the red line.

Can't imagine waiting 30 minutes will cause ppl to want to take metro more

Gaps too large.

The arrival times are too long and far between.

Too much still up in the air in regard to the pandemic and if people are back in their offices by then. Shady Grove is a huge station with lots of riders. A 30-minute wait could contribute to crowded trains during rush hours.

I do not use the Red Line. This is fine.

This couldn't possibly meet the needs of the most populous county in the state of Maryland. Shame on you for even suggesting this.

Getting to DC from Montgomery County in 30 minutes is ideal. Please keep the red line equal on all fronts.

I need the Shady Grove Train and I this schedule would increase my commute time and most likely force me to drive rather than take train so I can have more flexibility.

Again, the more you cut commute time the more you cut trains and the ability for people to arrive on time the last ridership you will be this is a self-fulfilling decline prophecy that will hurt you guys in the end and cause an absolute shut down the metro since that's hurting everyone across the city relies on you and again especially people of color and people in low income areas

I don't take the red line.

Would this option be re-evaluated if the pandemic affect lessened?

This proposal would work well for my commuting pattern, and the delay would impact only the furthest Red Line stations.

I'm okay with this and I live nearest the White Flint station. No biggie.

I live in Virginia and don't use the Red line very often.

If this proposal involves no DC-bound trains from Grosvenor-Strathmore, not acceptable

Don't use those stops

I use Grosvenor-Strathmore so as long as that stop is preserved, this works for me.

PLEAAAAAAAAAASSSSSSSEEEEEEE Keep Grosvenor-Strathmore open.

I often use Forest Glen and Wheaton. I understand less frequency but once every half hour is designed to make trains too crowded and commutes impossible. Perhaps if you spent money on the train lines you have instead of building new ones that you can't afford to run. Please hire smarter people.

I do not live on the Red Line.

I don't use the red line, so I probably shouldn't weigh in here.

We are by Navy or Cleveland park. We use the metro a lot.

Trains should arrive every 15 min max during rush hour

Metro was designed to support suburban commuters, this is not supporting them.

I live in Wheaton, and this would be awful for my commute. Would prefer that trains ran every 15 min on the whole line.

Same comment for proposal 1 is valid here

This is not sufficient for the increasing ridership demands in 2022 once the pandemic ends, more offices open up again and people who have been teleworking remotely for 2020 and 2021 due to COVID go back into the office. Additionally, once events open back up to the public with fans/attendance, ridership will increase and the demand for metro will be back to normal levels again, especially during peak hours.

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| Proposal to implement Red Line turnbacks |
| The trains at the ends would get so backed up that once the train gets to Bethesda, Friendship Heights, Tenleytown, etc. there would be no room. |
| People in the suburbs need to reach the city !!! |
| This would preclude using metro for commuting purposes as well as for non-vehicle transportation options. Consequently, I would have to use my vehicle daily for work and also for travel to DC/VA. I would no longer use metro. |
| As stated before, enter system at Shady Grove. Could be an issue if, especially during inclement/cold weather, the timeframe slips more toward 35 to 40 minutes (or longer) due to scheduling issues. |
| 15 minute waits during rush hour and subsequent crowding would be unsustainable. I would drive instead. |
| I ride from NOMA to Rockville every day, even during the pandemic and cutting times to this would force me to miss my bus more times than not! This is all about making money not about the service for the people of the DMV |
| i do not use the red line much, but this seems like a confusing proposal and would make traveling more difficult |
| I'm not on the red line so I don't think it would impact me personally. |
| I sometimes split living between Wheaton and Tysons corner. Waiting for 10 minutes or more would make me late to work. |
| This is too long between trains. |
| It's not ideal if that's your station being skipped but creating an "express train" option and bypassing stations that don't get a lot of entry on certain days is preferable to waiting on huge delays with every single station. |
| The metro is very important for to commute to work every day, without it would be really hard coming to work. I believe the train station in east falls church helps many people travel to work and to other places too. |
| Riders pay for service to Shady Grove per mile. We just fixed the turn around. Crowded trains and long waits in stations will be less tolerated going forward. Ridership will come back if service levels remain tolerable. Do not undo the good work done. |
| I do not use the red line. |
| This would be disastrous. |
| Again, trains running every fifteen minutes on the red line is not a good option. Varied service for stations beyond Grosvenor-Strathmore and Silver Spring wouldnt impact my commute, but I imagine this would be a problem for other people. |
| Central part of the line would be 15 minute intervals which would be acceptable to me if the schedule was known in advance |
| I want frequent train service and to easily be able to see my family in Silver spring! Invest in public transit!!!!!!!!!!!!!! |
| See previous comment. People have jobs and have to get to them, and waiting every 30 minutes should not be a solution. Additionally, this would cause over-crowding on the trains when they do arrive since so many people are waiting. |
| Trains need to arrive every 10-15 minutes, especially for those who rely on this transportation to get to work on time |
| Works for me but tough for folks at affected stations of 30 minute wait time, especially if we are returning to offices. |
| See previous comments. |
| Timing trains to arrive every 30 minutes completely destroys the ability of the community to rely on public transportation to get somewhere by a certain time. It will push more cars onto the roads. |
| More trains per hour would be necessary. |
| Platforms and trains could get very crowded at rush hour and during tourist season, |
| too infrequent for many people |
| There are lots of residents along the Red Line who depend on Metro that cannot afford a cab or Uber. |
| Have trains arrive every 10 minutes at all other stations on the red line. If you cut too much ridership will decline further. |
| I do not use the red line hardly at all. |
| As long as trains are arriving every 15 minutes for all other stations, besides the one with 30 minute arrivals, this would work. |
| Assuming some normal return to work, which could easily happen after mass vaccination this is not enough service |
| Not sure what the purpose of this change is without knowing current (pre-Covid) frequency of trains along the Red Line |
| I know from last experience living on both ends of the red line that this would feel inconvenient but is completely manageable so I think it is a reasonable proposal |

| Proposal to implement Red Line turnbacks |
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| Yes, I do not take the Red Line. |
| I live at the Grosvenor stop |
| Im concerned that the low frequency of service would result in further erosion of use of the system. My understanding is that frequent, timely service encourages more people to use the service, and thats what I want to see. |
| I rarely use the red line so this would not affect me. |
| I need to get between Takoma Park and Metro Center, so this proposal takes away half of the trains I could ride. (Also, even 15 minutes apart is too far during rush hour.) |
| trains will be far too crowded with that long of a wait between trains |
| I use the Metrorail explicitly to get to work at Tenleytown. When the station was closed at the start of CO-VID. When I got off work at 6, I wouldnt get home until 7:50p due to how long the 46 can take to pass. I may end up moving if I had to deal with this everyday. |
| I do not travel this line so it does not apply to me |
| Quicker to drive |
| This would significantly harm my commute time. |
| Every 15 minutes at all other Red Line stations besides the ones lifted would be better than 30 minutes. |
| Every 15 mins during rush hour is just too long to wait for a train and if you miss one, you are very late to work. |
| These are unacceptable cuts to service. Implementing these cuts will force me to seek alternative transportation options. |
| I would prefer more frequent service. Im retired, so Im not in need of extra service during rush hours. |
| Way too little service to make it worth riding. |
| The time between these is far too long and it will cause the trains to be overcrowded. |
| Same comment as before. Works for me as I'm at Takoma, but it would reduce access for many users at other stops. |
| As long as Grosvenor strathmore station remains open |
| Same as before. Might as well use MARC if Metro switches from rapid transit service to operating on a timetable, which 30min headways would require. |
| You are shutting everyone north of bethesda those are the people that need metro the most to get in the city. |
| I would prefer of course to have more frequent trains by 2022 a on the assumption that work will resume in the office full time by fall 2021. But to save money, this is a good proposal. |
| They should arrive as consistently as before the pandemic. |
| Why would trains run 30 between some stations and 15 minutes for others. |
| 30 is a long time... |
| I don't ride to the stations being impacted by later trains but this plan does not work as trains need to run more frequently. |
| Keep the times similar to before the pandemic |
| Express trains on current lines is a great idea. I think it should be done for every train line at all the high traffic stops. |
| 30 minute intervals during rush hour just doesnt work. This is a weekend schedule, and not conducive to commuting - is that what you want Metro to be? |
| I thought this was the way the service currently works. |
| A lot of people live this these areas you want to reduce service. Rent is getting more expensive inside the beltway and people are moving to the suburbs. These people still have to get to work. They still matter. |
| Rarely go to end of Red line, so don't really care one way or another. |
| I and many rely on the metro rail to come in a shortly timely manner. As stated we need to get to work on time. And with a pandemic the longer you wait the more people arrive and less social distancing. |
| I don't use red line much |
| Doesn't seem fair |
| Im sure this will be a negative for the people living near the affected stops. |
| I dont use the Red Line. |
| Way too long a wait to make metro a viable travel option. |

Proposal to implement Red Line turnbacks

Again, crowded trains would mean those of us downline would not be able to get on the first or perhaps even second passing train with this plan causing immense delays in getting to and from the office. With a full workday and responsibilities to pick up and drop off children, there is only so much wiggle time in a day where one can wait around for trains before compromising either the ability to work a full day or to reach a school/daycare before closing time.

Consistency in waiting time will help.

Again, having 15 minute service on the Red line servicing the stations I use to get between work and home would make it possible for me to use Metro to get to work. Anything less frequent would be very challenging given that my schedule at work isn't fixed enough to guarantee arriving in time for a twice hourly train.

This is not acceptable for the number of commuters at G-S. Hardly any passengers board at the next stop, Medical Center, during rush hour or non-rush hour. It makes no sense that stop would have more frequent service.

This would work for me, but there was a lot of opposition from the outer MD suburbs for these requests in the past

I use White Flint station and 30 minutes is too long. I have to add half an hour to my trip each way.

I live in an apartment building near Rockville metro with many disabled residents and most residents will use metro to get to and from work.

This would, quite honestly, make my work commute miserable.

Reducing service anywhere harms riders everywhere.

Would affect lots of Maryland commuters and add considerably to congestion which will worsen when people with no metro accessibility get back on the road, would not recommend

Fifteen minutes is too long especially those who have a long commute

This is the way it was and it makes a lot of sense given how much the trains clear out at Grosvenor

Please keep our station

Again, I think the trains would be way too crowded by the time they reach my station at Twinbrook. Once people start taking trains again during normal commute times, by the time the train reaches Twinbrook from Shady Grove (only two stops), often every seat is already taken and that is when trains come every 10 minutes.

This would not meet my needs since I frequently use Glenmont.

This is a joke, right?

I don't live at an affected stop, but I know that frequency drives ridership and worry about the ability of Metro to attract passengers who have other options if frequency is reduced to once every 30 mins.

I live closest to the Grosvenor station. It is imperative to keep steady service at Grosvenor. I would suspect the decrease in ridership has lots to do with inefficiency of service and service breakdowns. The pandemic will dissipate in time. We NEED the Metro.

Because I enter/exit At Grosvenor this works for me

My commute to work relies on the red line, and such infrequent trains will make it impossible to commute on a timely basis.

This is the same issue- turnbacks make commuting from a further station much more difficult.

I don't use the Red Line on a regular basis so this would have no impact on me.

Great plan

This proposal is not applicable to me because I ride the Orange Line.

When DC returns to normal after the pandemic, 30 minute windows would be terrible and the metro cars would be overly crowded. This would make it impossible to use the metro for those who live in the suburbs. This is also a form of discrimination to those who live outside of DC. 30 minute windows for trains is 100% not manageable.

I think red line trains would be too crowded.

the 30 and 15 min is still too long but alternating trains makes sense.

See my last comment. The red line trains are already sometimes too crowded to get on. Reducing the number of them would make them even more crowded. Plus, the time between trains would be longer. This would make it difficult for me to get to work and to pick up my kids on time and I would have to find alternative transportation.

I use Strathmore

I work off the Twinbrook metro and this would make it harder for me to be on time to work and to get to appointments after work

Unclear why this is being proposed.

Since I get off at the Grosvenor station this would work for me.

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| Proposal to implement Red Line turnbacks |
| I am fortunate to live and work more centrally than those two stations. |
| I believe all stations on the Redline should have trains every 15 minutes. |
| Forest Glen gets far less traffic. |
| I do not commute on the Red Line, but this will impact others. |
| No guarantee it will be every 30 minutes, so people will just stop taking it if alternatives exist. |
| Before you finally eliminated the Grosvenor turn-back, the red line trains were so packed BEFORE the Grosvenor station that Grosvenor riders would only board trains starting with them. The red line past Silver Spring may be different, but past Grosvenor is INCREDIBLY busy and always would pack a train. Why not have the train go from Shady Grove with every other train turning back at Silver Spring instead of shortening both sides?? |
| While the read line portion of travel would be better, the connections still would be hard to manage. |
| The population outside of the Grosvenor Metro is huge. We need the metro to stop more frequently at stations beyond Grosvenor. |
| No-again trains every 8-10 mins would work. |
| Low frequencies (and large headways) will not facilitate using metrorail. |
| Grosvenor has parking!!!! and is the end of the line after certain hours. There are thousands of homes as well as Strathmore Music Center where commuting by way of Metro is necessary. also w/ NIH closed this is too far from Twinbrook down Rockville Pike. This is Not a Good idea it will also hurt property values in an already challenging RE Market! |
| This is ok, but not ideal. Trains are supposed to be faster than busses. That's why we spend more. If I want to go slow I'll just go for the free transfer on the bus. Which means you need more bus service. And that increases traffic. |
| I do not use these stops, however, this added complexity is not customer-centric. It would result in increased messaging, signage, and overall passenger confusion. |
| This would not work if in office work starts up again |
| 30 min wait is egregious |
| It contradicts Montgomery county's cluster strategy around these stations that was done to invent metro use. |
| Office is at White Flint station |
| not applicable to me since at this time, i would not be using the Red line for my daily commute |
| My station is Reston town center and this is not applicable to me |
| Every other station? Huge inconvenience for anyone who lives closer to the stations not mentioned. |
| This would force me to drive rather than wait that long for a train which is much more likely to be overcrowded. I dont think Ill ever be comfortable in crowds again, even with the vaccine. Also, with more riders returning to the rails I suspect that the cleanliness of the trains will begin to suffer again and with fewer trains and more riders I dont see how theyll have time and space to keep them clean. |
| I seldom use the red line, but if I was a regular rider I would not be happy. |
| I dont take the red line anywhere (except the zoo, but thats been closed). |
| Red line trains coming only every 15 minutes would be pretty brutal, but workable. I think it is the right tradeoff to serve the ends of the line less frequently. |
| 30 minutes is a long time to wait for an "unscheduled" train. With delays that are inevitable, this option is not safe or sustainable. |
| This plan will work well for commuters living in the city who are less likely to have cars than those in the suburbs. |
| No, I will be commuting from twinbrook. 30 minutes is too infrequent. |
| I do not rely on red line for commuting purposes |
| Need more frequent options |
| This is not preferred but would be better than shutting down the station altogether. |
| Those stations on the red line need the service the most. Don't cut arrival times. How can you possibly waste tens of billions of taxpayer dollars while simultaneously cutting service to areas the developed largely because of the availability of Metro? You will decimate those areas. Why not cut service to the still-developing areas around the silver line? |
| Interesting, but I'd be curious if you're extending headways for those who might be commuting more than those within the 15 min zone |
| Topanga time between trains. 30 min have to wait? |
| This is closer to possible, but obviously screws people living beyond Silver Spring. I would NEVER use the train to go further north on either end of the Red Line. |

Proposal to implement Red Line turnbacks

I live in Takoma Park, so yes it would work for me personally but the framing of this question is misleading. We are not all entirely selfish. We share this world with other people and we are able to act with concern for others. So in my opinion this plan is terrible: bad for the climate emergency and bad for low-income families.

Every 20 mins is better

I never go past Silver Spring at one end and rarely go past Strathmore at the other end.

are you trying to cancel yourselves if so please keep up the great work

I dont use the red line often.

This is an unacceptable suggestion. The frequency of WMATAs metro rail system has been bad enough during normal weekdays (before the pandemic), worsening this by cutting it further will push more and more people away from using transit in DC. This approach has led to failure in many places over the world: Reduce the service and you will reduce the passengers, because if they cannot count on the system to run when they need it, they will not even use it at times they could because they have switched to other modes instead.

I dont use the Red line.

Shady Grove is my point of entry into the system. This proposal would discourage me from using the system as it would no longer be efficient or a wise use of time/dollars.

I think this will be horrible for Red Line riders, post-covid, but I dont take the Red Line.

Without knowing the implications for transfer wait times at Metro Center or Gallery Place, it is hard to know if this would work for us. If wait times for the trains to which we would transfer would be substantial, this might not work for us and we might, unfortunately, choose to drive instead.

N/A since I live in Virginia.

I do not frequent those stations, so won't be directly affected.

I used the Tacoma station

need to be less minutes

Not a frequent route for me, but 30min between trains is a significant length of time, especially during rush hour.

I live in Virginia so this does not impact me.

I dont travel on the red line for work so I dont think this would affect me. I commute on the blue and yellow lines.

Same comment as before--this plan works only if real-time info on trains arrival times at each station is easy to access (before one arrives at the station).

This would not work at all. The train would be incredibly overcrowded at those stations.

I live on the red line in the area that would be directly impacted by this. I dont own a car, so metro is the only way I can go to work, get groceries, visit restaurants and venues, see friends and family. Such a proposal would force me to use other transit besides the metro.

I do not ride the red line so this would not effect me, but I view the reduction in service as unacceptable.

As more and more development takes place in the White Flint and Pike and Rose area, there will be more need (post COVID) for frequent transportation to shopping and restaurants.

This wouldnt work for somebody taking Amtrak from Rockville or Union Station.

I rarely use Metrorail servicing those stations.

Better than proposal 1

Not ideal, but workable.

That is unrealistic during peak travel times. The trains are full during rich hour. This would create more crowding and actually increase the spread of disease

Does this proposal mean that if I board the red line train that is in the 15 minute mark, I won't be able to get off on one of those stations? So I would need to board the correct red line train? This seems unnecessarily confusing.

I would not be upset at fewer trains at the end of the line. But please dont cut service to that few trains downtown and during the week!

I don't take the red line.

Again, this is dependent on the status of my office, and if we are in person.

It is a huge inconvenience on any day that I miss the train I need to get to work on time. But if no other option is possible I will have to plan on being at the train station 45 minutes ahead of when I want to catch a train. That would mean I would catch the train before I normally would, but if I was delayed getting there, then I would catch the train that I used to catch and still make it to work on time.

I seldom use the Red Line, so I am not affected by this change.

| Proposal to implement Red Line turnbacks |
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| Would trains be packed? |
| See my response to the previous question. The same concerns hold: would people be willing to wait potentially 30 minutes to catch a train? I live at Grosvenor, so this would not be an issue for me since I could plan to catch the train that terminates at the Grosvenor Station. |
| 15 minute intervals are not enough for redline trains during rush hour, especially at the Van Ness, Cleveland Park, Woodley Park, Dupont, and Farragut North stations. |
| I don |
| During rush hour this would be dangerous. |
| All trains every 15 mins |
| Wheaton is near by a mall which may have people who work at retail or fast food jobs that may need to get there faster. |
| This plan would not work if you close the grosvenor station. Please don't close grosvenor! |
| Dont use red line |
| I dont live in an area where I would take the red line often |
| 30 minutes seems long |
| I rarely use the red line. |
| You are alienating ridership in Montgomery County, Maryland in favor of those of us who can afford to live closer to the city. Many lower-income people totally depend on Metro for their daily needs. This proposal is absurd. |
| I realize that decreased ridership should result in decreased funding and schedules should be changed. |
| I ride the redline frequently, stopping at many of the stations. Waiting 30 minutes would be a problem. I do not have a car and am only able to live without a car because I have access to frequent rides on public transportation, esp. metro trains. |
| This need would likely meet my personal need as Im at a terminal station, however I expect this means commuters would simply try to park closer in than the satellite lots and greatly increase demand (but not capacity) at the new end of regular service lines. If youre looking to reduce road congestion for traffic into the bottleneck areas this would be counter productive. |
| I could just plan for a longer ride. |
| I dont ride the Red line very often. |
| Efficient, still not ideal |
| Too soon to know what Jan 2022 will bring. Hope to be back in metro. If so rush hour willNeed more trains at grosvenor. |
| Will have very negative effects on commuters! |
| No. It will just lead to mire overcrowding on the trains I ride and lead people to stop using metro, which won't help the budget problems at all. Or DC traffic. |
| Thats how it used to be on the rod line. Sounds doable. |
| Metro should be seeking to expand to the areas that are further out of downtown DC, not reducing its service to those places. |
| Currently use orange and silver lines |
| I do not use the red line. |
| I never travel between these stations |
| Effective service needs to be equally provided to all stations on a line. |
| I usually get off at Grosvenor going north so reduced service north wouldn't affect me very much |
| Need to have shorter Rush Hour service frequency. |
| I am planning being back in the office by then. This would make it less likely for me to use metro and metro bus, and I would drive instead. |
| I get on at Grosvenor so would get more service. As I said on last answer, it depends on levels of ridership. Rush hour will certainly need more attention. |
| trains should arrive more frequently than every 15 minutes. |
| I hardly ever take the Red Line (even in pre-pandemic times), and so changes to this metro line wont have a direct impact on my life. |
| Rush hour more request or when there are sporting events |
| 30 mins in rush hour is not enough! |
| I would now have to take a bus to SS instead of walking to,Forest Glen because I won't use metro,if I have to wait 30minutes for a train and if I have to take A bus to SS I would use my car instead |

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| Proposal to implement Red Line turnbacks |
| It would be annoying, but I rarely use the red line |
| Again, need schedule and need to be assured trains during rush hour can hold the capacity waiting. Can NOT spend 30 minutes waiting for the next train. |
| I do not ride the red line between those stations |
| 30 minutes between trains is too long. It would cause crowding at stations that would alternate stations. |
| We need regular service at the Grosvenor station. This is important to property value and work/school communte |
| I dont use the red line. |
| This will significantly add to any commute. Would there even be space on trains for the amount of people that would need to commute in January 2022 and beyond. The assumption is that kids will be back in school and vaccines will have been made available to everyone. Work will not be 100% remote. |
| This sounds confusing and it sounds like there is lots of opportunity for error. Especially for those who run on a tight schedule. |
| Sub-optimal, but workable with some hardship. Daily commute would be significantly lengthened. |
| dont ride red line much |
| I don't use the red line with high frequency |
| I commute to work, so every 15 mins would mean the trains are extremely crowded during rush hour. |
| I always thought it was a good idea for every other train, especially at rush hour, to go between Grosvenor and the rest of the line. This gives people who live closer-in an actual chance to get onto rush-hour trains and even get a seat, and people who live further out but cannot stand or are uncomfortable standing for the entire trip the opportunity to get off the train at Grosvenor and get a seat on the next train., |
| Needs to be more often during rush hour. |
| Every 15 minutes feels not frequent enough during rush hour, but the general concept of having every other train only service Grosvenor-to-Silver Spring seems fine. |
| Better than the previous alternative. But transit works best with every 15 minute service or better everywhere. Metro should avoid all cuts thanks to the new federal emergency funding of \$30.5 billion nationwide. Any other shortfall should be met by the states of VA, MD, DC and local jurisdictions. Post-pandemic, with increased telecommuting might allow for shift of some peak hour rail and bus service to off peak, evening and weekend which would help workers who dont have 9 to 5 office and help car free and car light households. |
| I am concerned that if I had to wait 30 minutes for the next train, it would delay me substantially |
| It just seems like the people who cant afford to live in the city are being hurt by this and our local economy also benefits from people to be able to travel into and out of the city. How can we help make this happen? |
| The potential for a 15-minute wait time in each direction to/from home is not a viable alternative when I can ride my bicycle in approximately 26 minutes in each direction (no uncertainty of arrival time). |
| Fifteen minute headways are already a dealbreaker on weekends. Longer than that, and I will never use this under any circumstance. |
| This option is infeasible for all workers, and will create congestion at 30-min stations that are not large enough to support that capacity (Twinbrook, White flint etc) |
| If 15 minutes is as low as it gets, then this works. Would still prefer under 15 minutes if possible. |
| No, I dont have a regular schedule |
| Trains should be more than every 15 minutes on the red line, especially at peak hours. |
| There will be too much overcrowding. |
| I use the red line to get to work. I feel like it should be more frequent during rush hour. Cutting back on red line service would not make my commute impossible but it could make it more lengthy. |
| I dont typically ride the Red line, but again, 30 minutes between arrivals does not work for my transit needs as I cant depend on service being there when I need it. |
| Doesnt affect me living in Herndon |
| With all options, the only serious hardship would be to close the Grosvenor station. Our living here was based on proximity to the station. |
| I dont use the red line, I use the orange or silver lines from NOVA. Those are my priority lines, and closing East Falls Church would be terrible for me. |
| That would make arranging travel much more complicated. And not allow the easy flow of public transportation. |
| Why are you shortchanging Grosvenor? How would concerts at Strathmore be served? Huge developments with high density have been approved and built based on the Grosvenor METRO station!!! The traffic would be unbearableâ€”gridlock. |
| Expand and increase the Red Line, not the other way around! |

Proposal to implement Red Line turnbacks

For people that live furthest it will be a 30 minutes wait to get a train!! Way too much.

Isn't traffic lighter on Fridays and maybe Mondays, due to people taking long weekends? Can that be factored into arrival frequency?

I no longer live or work on the red line. But I used to live in Takoma so every 15min would be better than 30min, but still not ideal.

These changes will add time to my daily commute. Adding an extra 2 hours per day to my already long commute to the office.

We live in the twinbrook area and that wait is too long during peak times.

Trains need to run at least every five minutes during rush hours.

My stop for work is on the redline and worry such a change would increase my commute time from AdC to Bethesda.

Even a 15-minute interval between Red Line trains between Grosvenor and Silver Spring is too long on busy workdays. It would make for difficulties planning my workdays, given that I also depend on MetroBus to arrive at the Greenbelt Metro Station.

I use metro very infrequently and (so far) only for travel between home (on Westpark Drive between International Drive and Park Run Drive in Tysons) and the airport, so the schedule proposed here should not impact me at all.

I need more stops at Wheaton.

While this would not affect me personally, it is absolutely absurd that people paying a full fare (and a more expensive one at that if they are traveling more than a few stations, given they are at the ends of the lines!) only get half the service. If you institute turnbacks, people boarding at those stations should get a fare discount.

Every 15 minutes isn't ideal, but we could try to make it work.

We've had schedules like this before.

Inwiukenbeginna d end my commute at Grosvenor Lane. I feel the extended time for the stations north would be untenable

I only really travel from Grosvenor-Strathmore into DC and back.

This is a terrible idea.

I get on and off at Grosvenor so this would work for me.

Same answer as the last proposal. I don't see how this would encourage anyone outside of Grosvenor/Strathmore-Silver Spring to take metro at all. I'd probably have to switch to driving into the office.

Why not just shut down trains and let people take the bus. The schedules seem to be much better, plus it doesn't do much for ridership when it's cheaper and more time efficient to drive your car than take metro.

I don't use the red line

Not great for those in the burbs, but wouldn't affect me much

I hardly take the red line, no applicable

Same as previous page. These delays will further hurt metro riders and cause less people to use metro to commute.

This does not work for me or the many riders who get on the trains at Glenmont and Wheaton. Would consider taking an alternative to Metro to get to DC

Not relevant to the majority of my travel plans.

I live in Glenmont and am a frequent metro rider

Ridiculous. You will be receiving federal funds to resume service so do it.

This is too long between trains

I rarely take the Red Line between any of these stations.

I don't usually take the Red Line unless I am heading to Union.

I board the train at Shady Grove or Glenmont. This would make my commute quite difficult, adding up to 30 min if I just missed the train. My commute is already 1 hr 40 min as it is.

This would be a nightmare. The entire DC area would grind to a halt. The roads are already overcrowded with many people taking Metrorail to get to work. No one would be able to reliably get to work if trains ran this far apart. I know no one is taking the trains right now due to COVID but they are going to send us all back before 2022. The trains were always packed. I often ended up having to stand for the entire commute. It already takes me an hour and a half to get to work at Union Station from Shady Grove including driving to the station and parking. It would take up to two hours if this schedule were implemented. That is 4 hours of commuting each day. This proposal would destroy people's lives.

Don't use the redline that far up

Every 15 mins during rush hour is still way too long!

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| Proposal to implement Red Line turnbacks |
| I rarely take the red line, but the 30 minute wait isn't ideal in more normal times. |
| Would still work for me. |
| Every 30 minutes is not frequent enough. More service means more riders and long term stability of the metrorail--its not that complicated. |
| It was like this for years, so going back to it is not a big deal. |
| better not less service |
| I work at Twinbrook, and less frequent trains would possibly make me late for work. |
| I prefer more frequent service, especially during rush hour |
| NO, Shady Grove needs trains every 15 min for rush hour, the trains are packed by the time they arrive to Grovesnor. |
| Every 30 minutes at Shady Grove? No way. |
| This is reasonable for my purposes. |
| Same as above. I only travel as far as the Grosvenor Train station. My concern would be available parking as most of the people who travel from White Flint & Twinbrook would park at Grosvenor. |
| It is great you are introducing new trains from Grosvenor again. It worked really well in the past for all those entering trains from Grosvenor to Metro Center . When you stippled that it became impossible at times to enter trains as they were too packed. |
| Not really using this directions usually. |
| If the Metro is to serve as commuter alternative from the DC area, all trains need to be every 20 minutes. |
| I rely on the Cleveland Park station. Im unclear from the way this proposal is worded what the arrival frequency would be at Cleveland Park, but I need trains there every 15 minutes. |
| 30 minutes is a long time to add to a trip. I think Having 15 minutes between trains is too long, so 30 minutes is really bad. I think all you will do is make more people choose to drive rather than take Metro. |
| 15 minutes is too long to wait. The trains will be too crowded once people go back to work downtown. |
| my commute currently is Bethesda-White Flint. With this plan, if I just miss a train I could practically get to work just as fast walking as waiting for the next train! |
| I ride the Red Line very rarely, Im not sure this would affect me much at all |
| Too infrequent |
| I ride the red line from rockville; 30 min between trains is too long to be useful. |
| Trains could be extraordinarily crowded. |
| With spacing between people, we need more trains and buses, not less. |
| I love the Red Line. Keep it open |
| The extended wait time continues to be problematic, especially since I live in an area solely serviced by the Red Line and have no other station options. |
| Need more frequent service on Red Line at White Flint station. |
| This plan eliminates an important population of workers who may or may not have access to other transportation to get to and from work. For those with access to autos, there will be a preference to drive if metro travel is not sufficiently timely. This will increase traffic issues in the 270 corridor and pollution. |
| The outer red line stations get very crowded during rush hour so more frequency is needed please for when we get back to regular commuting. Also the time of every 30 minutes disadvantages suburb riders who will have to plan extra time. Might as well drive if the trains are so infrequent! |
| I ride a metro bus to shady grove and if the bus happens to be late to arrive, then the potential 30 minute delay plus delays from the increased wait time on other lines for transfers would require me to leave for work up to an hour earlier |
| As before, I need trains to arrive more often than every 15 minutes. Previously, they were very crowded and they came every few minutes. |
| It would work for my family in DC but would be tough on employees vomiting to work from suburbs. |
| Dont ride the red line, so it doesnt really affect me |
| Time between trains is not acceptable. it should be every few minutes |
| Dont use those lines |
| Fifteen minutes still feels too long to wait for a work day train but its more manageable than 30 minutes. |
| This would be sufficient for my planned travel needs. |
| I dont generally ride the Red line, so I do not want to muddle the data. |

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| Proposal to implement Red Line turnbacks |
| I dont generally use those stations on the red line, so it wouldnt impact me |
| I do not ride the Red Line, but 30 minutes is far too long between trains. |
| I frequently need to travel from the stations being excluded, and this would drastically impact my travel plans to exclude Shady Grove - Grosvenor. |
| Leave the train system as is, at the usual frequency. |
| I dont travel this route, so will defer to Red Line users. |
| See prior comment. As long as the Grosvenor station operates this woul work for me. I think thus could make it difficult for passengers at 3-minute stations. |
| Dont give up on downtown dmv. |
| Good idea. |
| During Rush Hour the trains are always full even, 5 minutes between trains is not enough, how would you cram the number of people who take public transit into 1 train for every 3 normally? You would have to run only 8 car trains as well |
| Two few trains. I go often to the Twinbrook station. |
| The cut to service on the red line, and elimination of Grosvenor-Strathmore would be a severe inconvenience and increase daily commutes |
| I dont use the Red line. |
| Makes me less likely to take the metro |
| I connect from Orange line to Red line at Metro center. I only care about thoughtful planning during the morning commute. Send more trains in the am commute and fewer in the evenings when time is not of the essence. Thank you |
| I rarely use the Red line. |
| The wait times are too long - especially for school children |
| It doesn't affect me now but could if I have work, etc., there. |
| Being late to work because you can't get into a jam packed wagon will force people to stop using wmata |
| Same as above. Metro is supposed to be RAPID transit. This is not. |
| There is lots of high density building going on at White Flint, Twinbrook, Rockville and Shady Grove stations and there should be more frequent service at those locations like there is at Grosvenor etc. |
| Again, all service cuts are bad. We should expand bus service and rail service on all six lines, run trains more frequently, and extend hours. If we were able to use emojis on this survey, I would do several clown emojis in these comments. |
| See my previous comment. |
| Just kill me now. Okay, more seriously, I wouldnt use metro. Id take the bus, buy an electric bike, or switch jobs. |
| I dont travel to these stations, but I imagine people who do would not welcome these changes. |
| This would make my commute from ft. Totten to Rockville incredibly inconvenient |
| As a regular rider from Grosvenor, this level of service would make driving to work a much better option.! |
| It's not ideal since many places of work will reopen before then but if there must be a reduction in service, this seems manageable. |
| This proposed measure would not impact my MetroRail travel at all as I rarely take the red line and never as far north as Silver Spring. |
| I live at the Wheaton station and this proposal would mean that it would take a very long time to get a train. Metro is discriminating against those who live farther out. The only other alternative would be to transfer to a bus and take at least 30 minutes longer to get home. I think every train should to to every station. |
| I stress the importance of keeping the station open and keeping the trains frequent. The pandemic will lessen as people become vaccinated and we develop herd immunity. The only reason the station has low ridership is bc of the pandemic. But the pandemic won't last forever. |
| I do not rely on the red line. |
| Have my doubts that every 15 minutes is frequent enough at rush hour |
| For the least busy stations it might work, but for the busiest ones 15 minute waits are way too long. More "popular" red line stations will get busy and the trains will be packed. |
| 15 minutes between trains is way too long. Can barely get a seat as it is during rush hour. |
| Every 30 min is unacceptable. Trains will overcrowd even more than pre-pandemic levels. |
| Since I use stations further out on the Red Line, this doesnt work for me unless there is cheaper parking in Silver Spring. I used to sometimes use the Silver Spring station, but now its too hard to find parking there that isnt too expensive. Its cheaper for me to drive into the District than park and ride Metro. |

Proposal to implement Red Line turnbacks

This change is not applicable to me.

While I recognize that ridership is down due to COVID-19, public faith in WMATA has been sub-zero for several years now. The Back 2 Good campaign was a clear indication of this. If WMATA is ever going to gain and more importantly maintain public trust again, it must stop looking for ways to cut service and offer MORE options to residents. DC is the most gentrified city in the country and the influx of new residents demands that MORE transportation options are available. If WMATA does not fulfill its role as the public transportation options, you will continue to see ridership decline as more residents buy and use their cars to move around. This damages the environment and increases traffic on the roads. Trains arriving every 30 minutes i.e. TWICE AN HOUR is unconscionable. Not only does this explicitly prevent any social distancing for COVID-19, it sends a clear message that folks looking to move around should pursue other more efficient options. No other major city in the country is running trains on its rail system TWICE AN HOUR. This is the capital of the US and the system is an embarrassment. Trains need to run at least four times an hour and ideally every ten minutes.

The rush hours frequency of the above should be increased by 100 percent

Grosvenor Station MUST be open

This would work so long as there was a well publicized schedule. In other words, riders would know that at White Flint (for example) trains would arrive at 10 minutes past the hour and 40 minutes past the hour. This would be a set schedule. Riders would not have to check the website every day to see when the next arrival was expected. Without some certainty in the schedule a 30 minute wait between trains would not be acceptable.

I use silver spring station but am currently unemployed- depending on where I work this may or may not work for me personally

Works for genetel times, but not rush hour (7am to 9am and 5 to 7 pm)

People who live at the further edges of the Red Line (Shady Grove, Rockville, Twinbrook, White Flint, Forest Glen, Wheaton, Glenmont) would be severely impacted by this proposal.

Frequency can not accommodate ridership, which would be expected to return to pre- pandemic ridership. Don't you dare use 2020 data to predict anything that except when a global pandemic shuts everything. Ridership should be expected to return with additional capacity for tourism.

I dont use the red line frequently enough for this to affect me.

More trains needed to avoid crowds.

I dont live along the Red Line.

I dont use the Red Line

More frequent trains!

I only use grosvenor-strathmore

Please see my previous response, where I talk about the fact that missing my train even once can mean I get in trouble at work.

15 minutes is too much time betwwen trains, especially on workdays.

If you miss one train you will have to wait an hour for the next train. For those who have to commute from farther out (and likely can't afford the inner home prices close to the city) it becomes completely ineffective as a metro system.

I don't see what improvement this has over option 1. Nothing is faster, and even worse for those above silver spring.

I am not affected by the Red Line.

I often used the metro to get from downtown metro center to dupont. Metro is so quick compared to downtown traffic. But not if there are 15 minute wait times for a train.

I dont need to go beyond Shady Grove or Silver Spring

This change would not affect my commute.

This would be an acceptable wait for me but I think it would not encourage people to use metro. You need new riders and returning riders. Make it convenient for the future.

It would be difficult during rush hour

It is a problem for the trains to come so infrequently. Ridership will be way up after the pandemic.

Depending on what is selected, youll need to make it clear why only the Red Line is getting impacted in this way.

I rode the metro for a decade under this schedule (when I lived in Wheaton) and it was fine, if not ideal. If metro needs to save money, Id rather trains come less frequently than not at all at certain stations.

as long as the schedule is regular (for example: 8:15, 8:30, 8:45) and punctual.

I live in NoMa and travel to Bethesda for work

Proposal to implement Red Line turnbacks

Trains need to arrive at a more regular frequency during rush hour, especially if you are still charging peak fares. The trains will be too crowded at the stations especially those in the middle of the line so is there a guarantee that people could even get on? Imagine waiting 15 or 30 minutes for a train only for it to be too crowded to get on.

I live at Rockville. This would be horrendous

the train would be overly crowded

I very rarely take the Red Line beyond Grosvenor or Silver Spring.

I do not ride the Red Line.

Again, assuming that metro trains will operate without any downtime, this will still cause a significant level of traffic inside the metro carts with a lot of people. Penn station's trains are more frequent, and it's not even a metro station!

The pattern is not too concerning but frequency of trains is too low.

I dont normally ride the red line so it wouldnt be a problem, but Im not the best judge because of that.

Same as before a delay in the train would be a disaster and if ridership is back to pre-pandemic levels the system would be massicly overcrowded.

Much too infrequent service. Far too congested platforms. Would opt for other means of transport.

It would work for me because I live and work within DC limits, but I know it will be frustrating and cause overcrowding for those who live in MD and commute via metro.

I dont currently use the red line for much of anything right now.

Red line trains during peak hours need to arrive every 3 minutes (or less!). 15 is absurd.

Too long for this to work for anyone. It will lead to much more car traffic and accidents. Make the rail system clean, convenient, and you will get your ridership back. (Plus the end of pandemic/ vaccines) will help this too. Look ahead, not behind.

The 2 closest stations to my home are Forest Glen and Wheaton. The above would make my commute much longer. I expect the trains would be too crowded to serve all who need service.

To get to any of the stops not serviced as frequently, my travel plans would have to change majorly, as I would either be arriving extremely early or late, instead of having the flexibility to arrive in a timely manner that metro offers now.

While this would personally work for me, I dont think it is a good idea during rush hours.

This decision should not be made now given the current pandemic circumstances.

This would affect me personallyâ€”these are already underserved communities!!

The wait for the train becomes longer than just driving into the city. Why wait and then still have to ride the metro?

I work at US NRC. Limiting train times would impact the work force at this location and the business operations. Having platforms build up because of reduced operations is also a safety issue. The operations, if limited, should be modified for normal business commutes for personnel safety at this location.

Again, every 30 minutes during rush hour is stupid times. If you are going to go down this route then you need to have very specific times when the trains will leave and you need to publish the schedule and stick to it. At that point you are less of a subway and more of a train line...

I regularly use the Red Line, and this would make traveling to Shady Grove and Glenmont very difficult.

Again, 30 minute waits during rush hours is too long.

I dont use the red line.

Need more service / stops @ Grosvenor

We dont use the red line so this one does next affect us. We just need Easy Falls Church to stay open.

The time allotment between trains would stay the same as the previous proposal, how would this be a better solution ?

This seems to favor the stations that are central for most commuters. I am personally not reliant on any of the stations mentioned here. 15 minutes still feels like a long wait but I recognize we have to make sacrifices. 30 minutes is too long.

Every 30 minutes is totally unacceptable. Thatnow not frequent enough and completely cripples the city public transportation option. It should run even more regularly to allow people a safe and efficient way to travel to and from the city!!

Again I think that there it too much potential for overcrowding.

This one wouldnt affect me.

This is going backwards. The Grossvenor/Silver Spring turnaround was unfair and inefficient before and it would be now as well.

Proposal to implement Red Line turnbacks

This would make the commute unbearable.

That wouldnt impact my family, but 30 minutes between trains would be intolerable for passengers using the limited-used stations. Also, I would think that the trains would be packed between Shady Grove and White Flint, making it difficult to get onto a train in the closer in stations. The same would be true for the stops on the eastern side of the Red Line.

This schedule, given my current residence, would not be frequent enough - so I would abandon metro ridership.

At this time, I dont take the red line at those stations, and as such, dont feel my opinion should be counted here

unacceptable wait times. Makes metro much less attractive for regular use.

Not enough trains at stations with parking

Train coming every 30 mins is absolutely ridiculous. It should come every 5 mins

I don't often use this line

Many active duty military personnel have chosen to live along the Red Line due to guidance in their military orders. They may not be at a stop that allows them to commute during that time. Within most units, managers cannot provide parking passes for all, or even half, of military personnel.

This route does not apply as I will be travelling from the opposite direction from the Virginia side.

It used to be every other train operated from Grosvenor . Good idea.

There are a large number of residents in the Grosvenor and Silver Spring area who commute into DC for work during rush hour and will resume ridership after the Covid pandemic has been resolved with mass vaccinations.

Metro should plan for more frequent arrivals as more people are immunized and return to work.

Will there be adequate room on the trains to accommodate ridership?

I work near Twinbrook and (before the pandemic) commuted every day via metro. A train every 30 minutes will cause very crowded trains, and I could foresee trains being so crowded that you cannot get hour causing a wait for another train which would mean up to 1 hour waiting.

We just finally got the same service levels on the outlying stations of the red line (which we pay extra for) right before the pandemic and it would be a shame to lose it

I do not use the red line. However this could really eff over red line riders

I think k every 15 minutes it's too long specially in rush hour

I dont take the Red line often so wont apply to me

This would be inconvenient on occasion, but not as challenging for my every day commute.

I am currently not relying much on the red line but if I did, this would have a negative effect on my dependence on public transport.

This is probably not fair to those who live further out for financial reasons (affordability of housing) and again, this is only okay if Metro is open 5 a.m. to 12:30 a.m.

I use Grosvenor station to go to the Howard University everyday so Grosvenor station should be open.

This was system in place before Pandemic. Excellent because gave riders inbound between Grosvenor and DC opportunity to have seat.

completely undoable

I do not ride Red line so this would not affect me.

If riders can get on at these stops and proceed onto the city, this could be manageable.

Because I live in Silver Spring, this plan would work for me -- given that Silver Spring would once again become a turnback station.

Fine assuming trains will have capacity for all passengers waiting at stations

As long as it arrives every 15 minutes at Eisenhower! Thats what I need.

Reasonable approach to maximize convenience for the majority of riders.

Times would still be extended for the stops I needed

My daughter uses the metro to get to Montgomery College in Rockville and this would be devastating if the line closed at Grosvenor.

I frequently use Grosvenor so this plan works for me. Weekdays should be a bit more frequent than every 15 minutes but still this is better than every 30 minutes.

I use the orange line now, but may have to use the red line next year.

15 minute interval is too long

Definitely better for commuting than every 30 minutes, although obviously not ideal.

Proposal to implement Red Line turnbacks

Living past these areas on the Red Line and frequently using it for shorter, intra-suburban trip purposes, this sort of service would absolutely not work. Halving the frequencies in this peripheral area, if necessary, is understandable, but anything less than every 15 minute service is unacceptable and loses the essential turn up and go quality that rapid transit should entail, especially when the regions off-infrequent bus routes are built around the ability to then make a dependable Metrorail connection.

Rarely, if ever, ride the Red Line.

Everyday I take the Green line train, and I witness many customers without masks and also when they exit the station, they turn sideways and move through the gates without paying. If metro needs additional money , why do they allow this to happen? The supervisors in the booths and the metro police witness this happening. This is an inconvenience to those riders who do the right thing!

Thirty (30) minutes is a long time to wait for a train during rush hour, and over crowding could make hardships if one had to wait for the next train.

I do not ride the red line with any regularity so this proposal does not apply to my metro travel needs.

I dont typically use the red line.

This is slightly better than the other proposal, because I use the Grosvenor Metro. But still not great. Changes should not be made to the Red Line, the most utilized of Metros lines.

Seems okay. Since the bulk of the longer wait periods occurs along a consistent segment of track, it seems more logical and easier for me to remember.

I am assuming there are less people, so this makes sense

Grosvenor station needs to go often to downtown DC

Would be a problem for people who May commute to and from work.

Just need the service!!!

I take the red line train a lot

I wont travel to those locations on a normal basis.

More service during rush hour

Getting to work would take even longer during weekday rush hours and rush hour travel times are already too long. Driving would become more of an option which would crowd the roads further.

That is not fair to service people less further outside the center hub in dc. Those individuals live out there due to the high cost of living in dc and still needs a reliable means to get into the city. Spacing out those trains could make it difficult for those individuals to get to work

Reducing service on the Red Line will seem to have deep implications for Wilson HS & Deal MS.

Waiting 15 minutes between trains is not acceptable during rush hour. It will not work and trains will be packed.

This puts people who live outside the city at a disadvantage. Hundreds of thousands of people commute into the city at work. You can only plan so far ahead. That would be 6 trains between 6am-9am. Everyone wouldn't fit, people would have to start using other forms of transportation to commute. If anything, rush hour trains need to be where they were before the pandemic started, if not better.

I do not ride the Red line as part of my daily commute, so this would not have a major impact on my usage.

Not a frequent red line user

During work rush hour this is too much time.

Not a great situation, but we use the Grovesnor-Strathmore station, so would be unaffected by this outcome.

I can deal with this because I live in Silver Spring.

This should be a last resort if no federal funds arrive and ridership stays low.

This proposal would work best on weekends and after rush hour. It would not work during rush hour Monday thru Friday.

15 minutes is still too long to wait and will increase car usage, a detriment to the environment.

How would one change trains from red to orange for example which is typical for those living in Arlington and working in DC or vice versa

This works for me because I dont take the Red Line

A lot of people rely on the red line. Please keep as many trains possible running on the red line

Trains should arrive every 15 minutes at all stations on the Red Line.

I won't be using that section of the red line.

This might work at non rush hour times, but would be terrible at rush hour.

Proposal to implement Red Line turnbacks

Because we have a terrible crisis as our environment becomes worse and worse which leads to illness and other problems, we MUST have more trains , more frequently with service for longer hours. We must enable people to have services provided by metro to get more cars off of our over-crowded streets.

Again, 30 minutes is too long between trains.

You milked away at taxpayer money and fates for YEARS. You all are expensive! And inconvenient! It takes me almost 2 hours round-trip to go 4 miles on you! And costs me \$10!! Where is all that money now, when times are slim?

This is massively inconvenient for commuters who live in those suburbs and depend on metro access.

I rarely take the red line that far out, usually only transferring briefly within the major transfer stations downtown. My major concern would be overcrowding in the Chinatown station if too many people are waiting for a specific train. This was an issue pre-pandemic without long headways.

See comment to previous question

Same reason as previously. This would be fine nights and weekends but rush hour needs to remain unchanged.

Assumes this mean no service at all at the other metro stations between silver spring and grovesnor. Question is confusing because it later says "all other stations on the red line" so it's unclear if this includes stations between silver spring and grosvenor. If this isn't part of your current process, I suggest doing cognitive interviews before your surveys go out.

Its not good to not have the flexibility and SAFETY as a woman waiting for a train with Grovsener being skipped to every other.

no comment.

First morning train at Rockville no later than 5:30

I live near the Grosvenor-Strathmore station and do not have any other transportation to different lines. This would greatly lengthen an already long commute into the city, which I have to make daily for work

Go to Paris - every 4 minutes anytime. Go to Moscow, Russia - every minute. 30 min interval is unacceptable plan

That does not sound like a feasible option without creating backlogs on the tracks.

Grosvenor is my destination station and has good parking. This works.

Same comments as first proposal.

30 minutes to far too long wot wait for a train. I see 15 minutes as a compromise, but not 30.

Trains need to be more frequent between grosvenor and silver spring. Every 10 min minimum, 6 trains per hour.

The redline trains to the outer burbs are essential to reducing car traffic. Reductions in metro service will be a deterrent from riding and will increase car traffic

Less frequent to end of lines makes sense, but 30 minutes is too long to depend on service

You should not close the other stations either. Just because a station has low ridership doesnt mean someone doesnt use it.

This would not impact me personally but I think its unconscionable to cut service to poorer areas who are more likely to rely on public transport. Again we need to be making long term investments in sustainable transport for this city this is the opposite!!

This will ensure that every single train is jam packed like sardines. Trains will be so crowded that people won't be able to get on and have to wait 15-30 minutes for the next one. You'd have to allot an extra hour into your commute just to make sure you are late for work due to the metro. It's like the people making these recommendations have never actually ridden the metro themselves

Lots of people, including myself, live in Rockville and need to get to work every day and 30 minutes is way too far apart.

We need to be increasing public transportation options and encouraging more people to use it as a strong measure against climate change

Unsure of my travel needs in 2022. Seems like a bad plan but it depends on the number of people who go back to work.

When every other train was turned around at G/S and SS it made using Merto Rail mor efficient

Every 15 min is still not realistic. These trains will be extremely overcrowded.

Id have to better plan when I arrive at the station and it assumes that the trains are running on time. If they are not on time, a 15 minute wait could be 1/2 hr or more and that would not be ok.

I dont take the red line.

Thus would technically work fir me but the decreased frequency is undesirable.

See previous comment.

Proposal to implement Red Line turnbacks

This plan preserves the most frequent train schedule through the densest parts of the District and Northern Virginia, which is most important to me.

Acceptable option. We just need to plan our schedules.

Wheaton is an important stop for me

This would personally would likely serve as a inconvenience to me, as I work in Wheaton and live in Takoma.

This is not currently applicable to me, but putting myself in the shoes of someone who would use those stations to get to/from work, these would be awful. Massively increased waiting times would cause me to not use the metro service.

Again, I will not be able to afford the additional childcare costs associated with the delays in trains. How can you expect someone to pay for an additional 30 hours of day care?

See previous comment - 15 minutes is too long during rush hour. 10 minutes tops, preferably 8 minutes.

Potentially but if there is no difference in the rush hour then the same comment I had on the first question applies. You need to have reliable rush hour service to make your entire system feasible.

Every fifteen minutes is still too long a wait for many stations during rush hour and will create a lot of morning work delays, but it would be better than thirty minute delays.

I generally do not ride on the red line, so this has minimal impact to me

Decreasing service on the Red Line will have the most impact on my regular commutes. A decrease of some kind is understandable, but changing to every 15 minutes is too much of a decrease and will add a significant burden. Also, once public transportation drops below a certain level of service, it is difficult to keep riders or get riders back. I am concerned this level of decrease makes the Metro too infrequent to be convenient, and will cause more riders to leave or fail to return.

The plan seems to be fare considering the lost in revenue

Trains should be arriving more often at all stops

Again, this is absurd. This would make Metro a daily hell, as trains are already crowded at rush hour with service three times more frequent than this.

It was like this before and was unacceptable then.

Green line is my main concern, use of red/blue/silver/etc is more of a weekend occurrence.

Same comment as previous question - you would lose commuters from Shady Grove, and there is substantial new residential housing planned at Grosvenor/Strathmore, and White Flint.

This would be an absolute deal-breaker for me. I rely on this train to take me: To and from work, to and from friends, to and from meals on the other side of town. If this happened, why would I ever take the train. I'm going to buy a car, I'm going to ride my bike, I'm going to take an UBER/LYFT. - I'm probably going to move. This is the only benefit of living in DC Proper.

Dont use that line

There are a lot of people using these station's

Just make sure the parking at Grosvenor or the next metro stop is adequate.

The wording of this is confusing. I don't understand how trains will arrive every 30 minutes at the surrounding stations but every 15 minutes at Grosvenor. Further, I don't understand how this differs from Option 1 for Grosvenor Station. It's still saying trains would arrive every 15 minutes at Grosvenor station. The difference in options 1 and 2 is unclear.

This would work for my personal usage as I rarely go beyond those stations on the Red Line, but I imagine it would be non-ideal for others.

It is a shame but I understand. Recommendation that would increase social and tourist ridership is to create a new tunnel access for L'Enfant Plaza at corner of 7th and E, SW or 7th and Frontage Road (on the east side of the street.) Reason for recommendation is that currently the three L'Enfant Plaza exits are further away from the Wharf and do not obviously place tourists in line of sight of the shortest pathway to the center of the Wharf (on 7th and Maine, SW). The new tunnel access would take about 5 minutes off the walking commute which is huge. The new tunnel would enable people to walk to and from the wharf in about 4 minutes. I recognize building a new tunnel entrance at a Station that already has 3 access points seems wasteful but it is not. With all the savings for closing 22 Stations it could be in the budget. The new access tunnel would be the Wharf Exit. It would end up paying for itself. Wharf parking is super expensive and SW population has become revitalized and more residents use it for commuting to work. I would think that the Wharf contractors would be more than happy to partner with the City and provide cost effective materials, resources, and workers. Love this City! It is a shame that the Wharf remains an under utilized asset. The Wharf was intended by L'Enfant to be the entrance to the city and connected to the National Mall. Hope this finds you all well. Please, please share this with the highest levels even if it seems unrealistic and hair brain. One never knows :)

I will not take Metro at all under these stupid times. 1/2 hour? You are pretty incompetent if you call that running railway. Walking will be faster!

Proposal to implement Red Line turnbacks

A return to turn-backs at Grosvenor is a welcome step. When trains are crowded, it provides the ability to get off and board an empty train. But having to wait 30/15 minutes for a 20 minute ride is no acceptable.

See my last comment

Too long a wait to make this viable.

This is only ok if you provide 8 car trains for anything arriving.

Whether this would work or not is largely dependent on how common telework is in 2022.

I don't use the Red Line so this has no impact on me.

This is too long to wait for a daily commute

I do not ride on the routes listed

It would work during non-rush hours, but during the morning rush, when ridership should be increasing significantly before January 2022, trains arriving every 15 minutes would result in trains being impossibly crowded.

Its better if it ran every 10 minutes.

DO NOT TURN BACK AT SILVER SPRING.

I take train from Twinbrook, this will not work. even 15 min frequency during the rush hour is not low.

Terrible idea!

Time spans are too long for people who fully depend on the metro for work, getting to school, doctors appointments

No additional comment.

Please do not close any Metro subway stations on the Orange or Silver lines.

This would discourage me to take metro and instead drive or taxi. Might as well close system down.

We need our late night weekend hours back

This would make it totally impractical for people living in these areas to go to work in downtown dc

It would work for me because I would use the Takoma stop, but for those living beyond the Silver Spring stop, this defeats the purpose of having a Metro system that reaches into the suburbs to discourage automobile traffic.

See last comment regarding time between red line trains.

No me afectarÃ-a porque yo uso la parada de Bethesda

This plan means I would rarely use Metro and would be forced to seek other transport services. Frequency of service is one of the keys to rider use. Infrequency significantly deters ridership.

I think trains should arrive every 15 minutes on the Red Line.

Yes but could imagine this resulting in crowding on peak hour trains from those stations or more defecting to driving

I do not use the Red line very often

Trains need to run more frequently so there is less congestion on the roads. People will start driving if they think they will be stranded at a station for more than 30 mins if trains are full, break down, etc.

Even though this is not my line, I know so many people who rely on Red line trains, and this would be extremely inconvenient.

I have a friend who lives near the Twinbrook station. She still works, and commutes (before pandemic) to Pentagon, and takes a bus from there. I am sure this would impact her commute very negatively, if/when they return to the office.

I do not ride the Red Line currently, so this proposal does not affect me.

Much depends on what the usual Metro use is between Grosvenor and Shady Grove

I have no need to take the red line on a regular basis.

This plan had worked well in the past, which helped to alleviate the crowded platform at Grosvenor-Strathmore station.

I do not depend on Metrorail to get to work. I am commenting as an occasional rider.

I do not take the red line.

I dont use the Red Line in Maryland much but these frequencies are terrible and will lead to greater loss in Metro use.

Proposal to implement Red Line turnbacks

Prior to the pandemic, service changes on the Red Line caused significant crowding on trains during rush hours. By all credible estimates, the pandemic will have subsided and Metro ridership should recover by January 2022. Further service cuts would only exacerbate pre-pandemic issues for commuters.

I don't ride the red line to those stations so it would not impact me directly, however this degradation in rail service is going to harm a number of transit users and will lead to additional cars on the roads, which DOES impact me. I am opposed to this proposal.

Same as previous -- a 30-minute wait would potentially quadruple my (rush hour) commute time (from the current 6-7 minutes between trains) and lead me to explore alternative commuting options.

Horrible, there should be more train frequency, not less. The trains are always packed once they get to Grosvenor. That was the case pre COVID and will be worse with this plan.

I don't use the red line that frequently.

I use the Grosvenor Strathmore station and it is a busy one (pre-pandemic). Also, it is close to the Beltway and I-270, with a newly-expanded garage (which was sorely needed by the way), so the station will become busy again. I think trains every 15 minutes is reasonable.

I am indifferent about the alternating train routes, however the time between trains will cause excess congestion

The closest Metro stop to me is at Grosvenor. So this works for me. But I don't think it would be the preference of people using Metro beyond Grosvenor and Silver Spring.

Better than the more draconian plan.

I would use the Friendship Heights, Van Ness, or Tenleytown stations, so this would not impact me.

This is a very severe service cut that will make rush hour worse and will make it harder to take children.

Low confidence that metro would be able to maintain a schedule. The chances of missing a train and having to wait 30+ minutes on the platform until the next one is completely unreasonable.

I am not very familiar with the red line, however it seems like once people can come back to work in DC traveling from the suburbs will be nearly impossible.

Ridership would decrease if passengers knew they had to wait 30 minutes for the train to leave the station and therefore would find alternate means of commuting. This plan is disastrous.

Need to have a higher frequency than every fifteen minutes during rush hour

I don't usually take the red line, but when I do, I take it to either Bethesda or Silver Spring so this would not effect me.

I live on the portion of the redline that would be impacted by this proposal. 30 minute headways are not acceptable and will lead to reduced ridership. People like me who are lucky to have a choice will stay away from metro and work from home more. My understanding is that when metro eliminated the "Grosvenor" turn back and sent every train through to Shady Grove, ridership numbers increased.

See comments above in previous Question for the outer ends of the line. The portions with 30-minute headways MUST run on a PUBLISHED Memory-Pattern timetable.

UNACCEPTABLE !!!

While I don't regularly use those stations, I am further upstream (closer to DC) and infrequent stops at these sites means overloaded cars reaching the later stops, which potentially means we may have to wait till a later train arrives - effectively making our wait time 30 minutes. Without a way to plan for this consideration, which could occur very frequently, it would make commutes very long. I already felt the trains were inconsistent with timing before the pandemic, this slowed down schedule would make metro travel very very difficult.

Rarely use the red line so doesn't affect me

I rarely use the Red Line, but do so occasionally. Because of the pandemic, I am not now using Metro (and have not ridden in the past year). I have received the first of two shots and expect to resume normal activities after the second shot (and waiting period), which should be in early April. I expect that many other riders will return and expect the same service we were used to pre-pandemic.

This would not work for me. I work near White Flint and a 30 minute wait for a train would make my commute much harder.

It is hard to plan timeline with arriving on time as trains do not have correct schedule.

15 minutes between trains is too long. 10 minutes would be preferable.

Makes no sense to do this

The full schedule barely worked during rush during normal times, and I expect myself and many of my peers to be back in the office by next January. This is better than a weekend schedule on weekdays, but still would make metro service unusable for me.

Union Station would be overwhelmed with riders.

I don't use the Red line.

Proposal to implement Red Line turnbacks

Would not be often enough.

Every 30 minutes is too slow. When you were repairing tracks during the summer the connecting trains did not connect properly therefore the wait time was an hour if connecting train was missed. Your schedule didnt seem to take this under consideration. The commute was terrible.

Don't take Red line

Makes commute too long. Add waiting time for a ride on bus.

Same applies to previous answer

Extending the wait time would probably curtail my use of Red line.

That works. Most stations I use on RD are between those. Union Stn, Gallery Place, and Metro Center

Every 30 minutes is not often enough for people who rely on the trains.

Im not sure how this would impact return trips from other stations. And would this overload stations like Grosvenor-Strathmore? There is rarely enough parking as it is.

See prior comment. So what happens to all of the property owners and renters who already bought property near closed or degraded stations with reduced train times? They (and the property developers who built all that housing) will never forgive this kind of approach.

30-minute headway is ludicrous

30 minutes is too long. 15min is too long for a major corridor such as the red line

With this schedule, it is essential that the trains be on time.

Life will return to normal in 2022. This plan will result in severe back up riders on the platforms and there will not be enough room in subsequent for waiting passengers to load. It will creat massive back ups and no one will want to wait til the next train, which may also be full. This plan does not take into consideration rider experience or needs.

I have concerns about crowding at Metro Center and Union Station. They are crowded anyway, and if trains are arriving only every 15 minutes, I could be waiting for several trains to pass before I could get on one. It might end up being faster to walk and not take metro at all.

I live north of Silver Spring on the red line. This service cut is unacceptable. Southbound trains will be full by the time they reach Silver Spring.

I dont use red line much except going to/from NoMA.

This was done before - and it made no sense, it was great to see Metro stopped the practice. Now we are going back to every other train turning at Grosvenor. Meaning that commuters who go all the way to Shady Grove pay the same for less frequent service.

Again would prefer to just run more trains. Makes usage going out past silver spring fairly useless.

I use Wheaton metro station

Depends on ridership level, which may approach pre-pandemic levels with completion of vaccination program.

This is worse than the proposed frequency for second part of 2021, and by January 2022 it is very likely people will return to their activities pre-pandemic, therefore the need for public transportation increases, not decreases as your proposal implies.

This would force me to change my work hours, because it would require me to get to work much earlier than needed or get to work much later than required.

I am not a rider of the red line.

Those trains were already crowded at those stations, waiting for 30 minutes will not be acceptable. Consideration needs to be given to how many riders there will be especially during rush hour.

This would cause me no problems since Grosvenor-Strathmore is my neighborhood station

This would work for me but selfishly: I live/commute between Grovesnor-Strathmore and Silver Spring so I would be on the 15 minute plan. I dont know how that would work for outliers.

This is much better than Proposal 1, however overcrowding during rush hour commutes would still be a significant problem.

I live in Glenmont, and I find this as a bad thing for me. I have a tight schedule to go to work, and leaving Glenmont is unacceptable to the residents living in the Glenmont community.

It would definitely make life more difficult but I think could be doable

This is a stretch of the network that I rarely use, but I imagine it would cause great inconvenience to many others.

I don't use the red line.

I do not take the red line. I get on at Braddock Road and take the yellow line to LEnfant and then transfer to Capitol South.

Proposal to implement Red Line turnbacks

| |
|--|
| Although not applicable to me, this could increase travel times to Shady Grove, especially impacting students/faculty, staff at the University of Maryland Shady Grove |
| Again, a great number of Federal employees live in these outer suburbs and the potential to clog both the Grovesnor and Silver Spring stops with commuters waiting for the further reaching trains is high. I recommend having trains (perhaps 4-6 cars) running just between Grovesnor and Shady Grove, Silver Spring and Glenmont. With shorter runs, these trains could be flexible to accommodate the build up of commuters on the platforms. |
| This is fair. You should definitely consider more frequencies within city limits to allow those who transfer from other lines (Silver, Orange, Blue at Metro Center; Yellow and Green at Gallyr place) who need to get to popular places on the red line (Union Station, Cleveland Park, Etc) |
| I travel between Alexandria and Rockville weekly. This would be a huge problem if the red and yellow line schedules dont align to make connections possible without long delays. |
| Please see previous comments. |
| I do not take Red line trains for work. |
| Parking at Grosvenor is already impossible. This plan will not work unless garage space dramatically increases. Todays Rockville, Twinbrook, and White Flint commuters will take up even more spaces at Grosvenor. The same issue would occur in Silver Spring and would create further congestion on the roads. |
| I use the Grosvenor station |
| I live on the red line in the section served every 15 minutes, so this is better than the alternative. With that said, trains every 15 minutes during rush hour is not a good way to improve ridership next year. Most people with any flexibility in their work will choose to take another form of transport or work from home instead. |
| Not a problem. I neither live nor work on the red line. It is OK with me if you shut down the entire line. |
| Fine with me as I dont travel further than Grosvenor-Strathmore |
| As someone whose home station lies north of Silver Spring, this return to the Silver Spring turnaround would signal to me how little Metro cares about my community. While receiving half as a many trains as those living in the lower part of Montgomery County, we are still expected to pay far higher fares. So the part of Montgomery County that is among the hardest hit during the pandemic may now be expected to bear a higher burden as a result? Seems grossly inequitable. Meanwhile, reducing train services to Forest Glen (located near hospital facilities) during a pandemic seems like a strange plan. |
| This schedule would interfere with workers transferring to downtown Metro stations. |
| As in my previous comment, if ridership spikes because of mass vaccinations, waiting at these 30-minute stations will become extremely frustrating, especially as the train goes down the line and there is no capacity for more passengers to enter the train. |
| I live within the area where trains would arrive every 15min. |
| We need to educate the public on the benefits of mass transit |
| I do not ride the red line. |
| This makes it basically impossible to use the metro to get anywhere. If there are train delays and you have to use more than one metro line, it will result in having to wait 2+ hours just to get somewhere! |
| I do not take the red line to those destinations so cant make an assessment on this |
| Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station. |
| a 30 minute schedule makes metrorail unusable. Ill end up taking a taxi instead. |
| No, this will not work for me as a young person who is very much planning on using the metro as my primary source of transportation in 2022 because I do not have a car, nor can I afford to buy one. At that point, I largely expect to feel safe enough to go about the city, which includes going to work, going to dinner, fueling the local economy, etc. |
| While red line is not applicable to me, it seems absolutely bonkers to propose a 30 minute delay at some stations. See my previous comments. They apply here, as well. |
| No just no |
| I dont use the Red Line, so its not applicable to me. Of course, Im sure these changes would affect others. |
| The turnback adversely impacts Montgomery Countys plans for more transit oriented development. 15 minute headway are unacceptable. This plan will lead to further declines in ridership. |
| I already explained why I dont support 30-minute service from Shady Grove in response to Proposal 1. |
| Less than ideal for those stations further out. Again, leads to far more crowded trains, or potentially the loss of ridership, which is the opposite of what you need. |
| Stop lessening the time and the number of stops. |
| Thirty minutes is too long to have to wait for a train. |

Proposal to implement Red Line turnbacks

OK for me since I get off at Grosvenor. I wouldn't like it if my destination was Shady Grove or Rockville.

That's not going to be enough trains during rush hour. If I have to wait that long, I'm probably better off driving.

I may switch jobs and if I do, this plan won't work for me.

The red line is essential for work commuters and due to delays, switching lines, etc a 15 minute wait time is not conducive for work commuters.

same as previous response

Again, the timing is so long. This is a very big burden.

I don't normally travel to the outlying stations on the Red Line, but if I ever need to, it will be very hard to get there if trains are running only every 30 minutes.

100% unacceptable. As a rider who lives past Grosvenor 30 minute headways make for extra crowded trains, extra late everywhere, and potentially not seeing my kids before she goes to bed any day I have to work in the office.

If you miss a train you will be late for appointments.

Again, we are talking about the nation's capital metro system and not a suburban train line. Moreover, we should not discriminate against cities and towns within the DMV. Some essential workers live in these places and need the red line to work and get back home.

Does not impact my commute

I never use the stations listed and do not plan to use them with any regularity.

This is a terrible idea as so many stations on the red line are used for commuting and travel - DuPont Circle, Farragut North, Gallery Place, Union Station, etc.

Does this proposal make any adjustments for rush hour? Again, if there is a return to the office, trains every 15 minutes would likely be too crowded and too infrequent.

You are going backwards!!! We fought for ages to get all trains to go to Shady Grove. See my comments for the previous question. Also, the White Flint station NEEDS a kiss-and-ride lane. Why on earth have a station that is conveniently located to a major growth center and then cut it off at the knees by placing the garage 1/2 block away down a hill and not providing a drop-off lane?

I do not regularly travel outside Grosvenor-Strathmore and Silver Spring. This would impact those who do.

30 minute headways to/from my home station would be miserable.

A complete waste of your customer's time making them wait 30 minutes for a train during rush hour. It makes the Beltway look desirable.

I do not use the red line.

This is how it was before elimination of the turnbacks, and I thought it worked alright.

For me personally, it wouldn't impact me unless I move. That said, the only affordable housing is further out on the Red Line, so mid-lower income folks would be severely disadvantaged.

No, the services are too infrequent during rush hours.

If trains are reduced to every 30 minutes, you need to have a timetable and stick to it. That's a commuter rail.

See previous comment.

I personally don't use the outer red line stations very much, so this is OK.

This would be harder than pre-pandemic full service---coming from the Wheaton station---but it would probably be manageable.

Congress needs to subsidize the metro. This is an essential service and should be a main priority for our nation's capital. Not funding this service that thousands of Americans rely on to get to and from work is criminal.

No so good. Thinking of people who do not drive.

It isn't ideal, but it is moving in the right direction. I still think you will end up with overcrowded trains on the red line. You should get rid of the seats except the handicapped section on all trains. Then you could fit all those people in with long intervals between trains.

unacceptable to skip Grosvenor.

I think every 30 minutes during rush hour is too infrequent for these stops.

It's difficult to know which train stops which station. The trains need to stop every station.

I don't use the Red Line for my daily commute.

I think it will result in a total loss of revenue at the parking lot that was usually full when you turned around the trains at Grosvenor-Strathmore. This looks like good planning for shutting down the red line. Do you know the ending date for service on the Red Line.

Proposal to implement Red Line turnbacks

Again, 15 minutes wait time is a bit long. 10 minutes I think we can deal with.

This is not part of my regular travel

The stop closest to the VA and MedStar hospitals should stay open.

I work at the Twinbrook metro, and with this schedule, would need to buy a car and use that instead.

No it would take too long just to get to Bethesda from Shady Grove

I start my commute at Silver Spring, so this works, but remember - the areas listed (Shady Grove, Rockville, Twinbrook, etc) have experienced a huge housing/population boom in the COVID era and the trains would potentially be even more crowded.

Does this impact other lines? I don't particularly use those stations very often, but the every 15 minutes (even during peak periods) for the red line stations I DO use is annoying. 15 minutes is fine for non peak, but I don't like hearing that for peak

15 min between every train is still a little long. But keeping the frequency between Grosvenor-Strathmore and Silver Spring higher makes sense

It would make trains much more crowded and just because my station is within the train every 15 minute section doesn't mean I don't care about other riders.

Questions: Are these changes to be considered temporary or permanent? If life post-Covid-19 returns to closer to normal, will Metro and Metrobuses resume a more normal schedule?

N/A

As I understand this, Grosvenor-Strathmore would still run every 15 minutes. Since my husband and I both use metro daily (when not under COVID restrictions) this would work well for us. We live in this area due to the METRO at Grosvenor-Strathmore.

Does not really apply to me. I live on orange line

I live at Brookland - my comments for this proposal are the same as my comments for the last proposal.

I don't use the red line.

Trains will run too infrequently and people in the suburbs who need to get into DC will drive instead, keeping your ridership low.

I am a current health sciences student that relies on the metro for morning, daytime and evening hours to get to and from school and various clinical rotation sites in the DC metro area. Having the metro run less frequently directly impedes my ability to access essential medical educational activities.

I live in Bethesda and am generally heading into DC

The gaps should be every 20 minutes for the end stations and every 10 minutes everywhere else.

This isn't ideal, and further negatively affects the people in northern Montgomery County. It took a lot to get this process changed, it would be a HUGE step backward.

As noted on Proposal #1, run the service like a regional rail service.

I personally would originate most of my travel from Grosvenor going into the District. I would anticipate that would increase the demand on parking at Grosvenor, though, which might be inconvenient.

I get on at Grosvenor with end point of Foggy Bottom or Dupont Circle (and walk)

Having trains every 30 minutes for Forest Glen, where I get off, is too long.

There is no metro parking at Silver Spring so I use Forest Glen (I live near both stations) and I have loved having all trains go the full line in the past.

30 minute intervals would compromise work schedules.

I am a rare user of the red line

Doesn't sound so great for commuting by public transportation.

I'm fine with the limitation for the further out spots, but 15 minutes is not enough for rush hour

Might be a better way to make things work. The ends do seem to be important for the morning commute. But perhaps phasing in as people forget about covid would be good.

I use the red line only sparingly and generally late at night when I can afford to wait around a bit.

I recognize that Silver Spring-Grosvenor contains the bulk of Red Line stops, but again, only providing 1 train every 30 minutes to Shady Grove, etc will make it so that people using those stops can't rely on Metro to serve their transportation needs. Even 15-minute trains at the core of the Red line is still not that frequent.

Same reason as previous question. The every other train aspect would not impact my commute but to have a train only every 15 min during rush hour is a horrible idea.

We need to increase the reliability of metro, not decrease it to improve service for riders

Proposal to implement Red Line turnbacks

This will result in overcrowding and extremely long waits for transfers. It will increase travel time by at least 20-30 minutes. Assuming fares will also rise, reduced service will be a double penalty for riders and further reduce ridership.

If that happens, I won't be taking classes at Maryland

I live nearest a Red Line station, but I don't commute on the Red Line so I hesitate to answer "this would be ok for me for my non-commute needs."

Union Station needs much better service than that!

I only ride the red line downtown so this option is not a problem at all for me.

This is not ideal, but it is feasible. It gives people at and below Grosvenor a better chance of getting a seat during peak hours.

again, not enough time at these stations. These metro stops shouldn't be any different than any other metro stop, in terms of timing.

Again, I think this would increase crowding on trains.

Please don't reinstate trains stopping at Grosvenor. It was so much easier (for me, at least) when trains went all the way through.

Same comment as before consider rush hours and weekends. During rush hours it should be every 3 mins.

I thought Metro had come to the realization that providing more frequent service between Grosvenor-Silver Spring was a relic of the past. More and more people are being pushed out. Metro needs to serve the 21st Century, not 1960.

I think that would be fine, although I don't want to know how crowded those every half hour stations would be.

Again, better than nothing. Would be a bit irritating but still doesn't deprive customers of access at the outer edges of the WMATA map.

Potential negative impact to commuters.

Grosvenor-Strathmore is my primary station

If one missed the train due to bus delays, etc. it would be way too long during rush hour to make the next train and be at work on time. Additionally, the trains would likely be too crowded to be able to get on

15 min should be the longest that busy working people need to wait for a train at any station within the system

30 minutes between trains is long period. 15 minutes would work better.

Why are you acting like the virus will still be here? The Federal Government has purchased 600 million vaccines!

I'm guessing you'll still expect to increase fares. I hope to never use Metro again if it's possible for me to continue working remotely. What you're proposing is costing me my personal time. Time = money. A pandemic year is not the norm, these plans are not meant to ease the burden of working people's lives, but to make public transit a poor option for getting to/from work! Maybe you should be cutting the pay and benefits of people making these decisions.

30 MINUTES!!!!!! YOU'RE CRAZY!!!!!!

The long wait between trains could create problems for the commuters requiring to meet appointments or work related travel,

Need more frequent service to commute to work

30 mins between trains beyond Grosvenor is too long.

Part of my commute is on the red line (Chinatown, Judiciary and Union Station) and though it is only two stops it was very crowded pre-pandemic. If trains run every 15 minutes not only would it significantly slow my commute, it's possible I wouldn't get on the train because of space issues. The first bullet point would not affect me (every 30 minutes from those stations).

Trains from north of Strathmore will be close to full by the time they reach Strathmore. Use more cars for each train to accommodate passengers.

This seems like a good compromise to keep all stations open

No. Many people at the Grosvenor-Strathmore metro commute for work. This would mean people would have to leave an hour or more early just to arrive at work on time. The amount of people on each train would be astronomical. Plus, there are so many musicians who rely on this line and station to attend practices and shows at the Strathmore.

Better than the last proposal but still not really great.

Es mucho tiempo entre uno y otro metro, ya no resultaria conveniente viajar en metro y preferia utilizar uber o lyft

Every 30 minutes?! Not frequent enough

Again, I would implement this option now, with the phase in of normal service beginning in January 2022, consistent with the return in ridership.

This is a good idea! The very ends of the Red line don't need to be serviced as often

Proposal to implement Red Line turnbacks

I do not understand the reason for leaving Virginia without access to the metro. This will have a negative impact in persons, lives, business, recreational activities, entertainment and real state.

Wash DC is a major world city. We need a world class subway system. trains already run late. Times between trains are too long. 30/60 minutes adds lots of time to a trip. I live near grosvenor station and would be adversely affected.

get home late

See my prior comment re rush hour schedules.

This could potentially double my commute time and also make it difficult for my fellow commuters

I dont ride the red line frequently. However, if this proposal is actually implemented, its critical that Metro operate those trains on a strict clockface schedule. Meaning that if the trains are supposed to arrive every 15 minutes, they are scheduled every 15 minutes. Not the platooning that Metro often does, where the advertised headway is every ten minutes, but the reality is two trains 3 minutes apart, and then a 17 minute wait. Sticking to a clockface schedule is critical. If the train will leave my station every 30 minutes, then it should leave at the exact same time each hour so riders can plan. e.g. a train will leave at 9:07 and 9:37, then 10:07 and 10:37, etc. If you want to turn metro into a regular railroad, then you MUST run a schedule, adhere to it, and communicate that to riders.

same comments as previous answer. my stop on the red line is Fort Totten

I don't take the red line to and from work.

Too long between trains

Do not cut service on the red line. It is already overcrowded. It would be good to reinstate trains that run Grosvenor to Silver Spring only. Only objection is to trains every 15 minutes. Needs to be more frequent during rush hour. By January 2022, most people will be back to regular commutes.

This disproportionately adversely affects lower income workers who have to live further away and commute to jobs in the city. Cutting train services will only force these commuters to drive instead in order to accommodate less flexibility with start times in service industry jobs. That will overall decrease Metro ridership and cost more in environmental, road, and transportation costs.

I do not often take the red line.

I use the Grovesnor Strathmore station for commuting downtown and rarely use it to go further uptown.

Youre further marginalizing people who cant afford to live closer to the center of DC by reducing their access to public transportation. You phrase this as best serving a busy area! but in reality youre making life more difficult for people who cant afford to live in more expensive areas. I cant believe this wont be challenged as discriminatory.

Dont live in those areas---dont care

I travel via Grosvenor station, as do many of those that live in the area. I would not take the metro at all if this station was closed.

I say yes because I dont typically use the Red Line.

I work in Rockville and commute from Alexandria. My commute time would be crazy long!

When the ridership goes back up when in-person work resumes, this would cause VERY FULL trains which also doesnt help with social distances which will likely need to continue after more people have been vaccinated.

Why the people using the service and paying higher ticket price should suffer -- 30 mins service instead of 3min or 6mins is not viable option. This is the longest train line connecting with DC and this proposal is not good at all for people like me using it from Rockville.

Nice, but would it save enough money as making all stops 30 minutes? What about parking at Grosvenor--will it be overwhelmed?

Young people use the metro to get to holy cross high school, Georgetown prep, or jobs in Bethesda and DC- having to wait in the morning is difficult and inconvenient.

I don't understand how this differs than proposal 1 for red line travel

This would work for me now, because I use Grosvenor-Strathmore. HOWEVER, I am planning to move in 2022 and will be closer to White Flint and Twinbrook. At that point it would not work. If I miss a train at the half-hour point, Id be waiting an additional half hour.

None

It would be in incident to wait thirty minutes for a train from Rockville to get into the city

Since Grosvenor-Strathmore is my local station, and my job is in downtown DC, this change would not affect me and therefore be okay with my work-related travel needs.

This could work for me. I dont know about the wisdom of this though. Everyone would drive to grosvenor metro and the parking would be wasted at all those northern stations.

Proposal to implement Red Line turnbacks

Maybe. Since I get on the train at Grosvenor station, and if forced to return to my office in person, and given the options so far presented. This proposal may work for me. Too many unknowns at this point.

This proposal only works if metro publishes train arrival times for every station like MARC does. If ridership goes way up post pandemic metro must be prepared to increase train frequency or lengthen trains.

I live in Silver Spring, so this works for me. 15 minutes is not too long of a wait. If I lived further out, though, I'd be disappointed.

It is also acceptable one!

For the same reasons I expressed before. Longer waiting times means crowded trains and missed connections to buses mean longer standing times which is difficult for me and others.

Train arrival every 30 minutes at any station is potentially disruptive to commuting schedules.

Just shorten the rush hour time

My travel is between Dupont and Takoma so the difference doesn't matter but the intervals do

This would not be convenient as the metro is the only way of travel that I have.

I am not a regular Red Line rider, so this would have minimal impact on me. I would be able to work my schedule around this for my infrequent use of the Red Line.

Every 15 minutes is better because I take the Wheaton/Glenmont line and would need it more frequently.

No impact on me

I do not use this route often

If schedule is strict: train every 15 min, it is ok

It will cause a crowd and traffic. And with COVID do we need the long delays??

Note that ride the Red line infrequently.

I do not take the Red line much right now, but I have in the past. The speed of the red line was always a great benefit of living close to it. It might have been helpful to include a Metro map here.

The trains are already at capacity during rush hour and these changes will make it even worse. It's a safety issue as people will be trying to pack themselves into trains.

People who have moved further north of Bethesda to more affordable housing rely on the Metro north of Grosvenor-Strathmore. M-F they will need trains running every 15 min like the rest of the Red line.

Turning half of the trains around at Grosvenor (and I assume Silver Spring) is a horrible idea. There are large amounts of housing (and more being built) near all of the following stations (White Flint, Twin Brook, Rockville and Shady Grove). Additionally, many commuters drive to those stations to park and catch the train. This change has the impact of 30 minute waits at all those stations which will increase platform crowding. Finally, considering the Grosvenor station was closed for months during the pandemic (I assume due to lack of commuters), I don't understand the logic behind using it as a turnaround.

I take the silver line

This proposal seems good since most of the passengers on the Red Line would still maintain acceptable service levels while still saving considerable money for metro.

I don't use these stations so it wouldn't impact me

Absolutely not!! Grosvenor-Strathmore must remain open with the same service it has now. Non-negotiable.

Could make it work but we'd definitely create work time loss

No trains during week day rush need to be more frequent than 15 minutes; weekend can be less frequent

During peak hours, train should arrive at least every 10 minutes.

I don't take any of those trains so it's not applicable to me. I'm only thinking of the viability for my daughter who's planning to move to Twinbrook.

Really eats up smart trip fare to go out there from Arlington VA

As long as Grosvenor-Strathmore metro remains open time changes are acceptable.

Again - headways should not exceed 15 minutes at any stations.

If this were to happen, I would use the Grosvenor station to the exclusion of Wheaton.

every 20 minutes would be a more tolerable interval

Proposal to implement Red Line turnbacks

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| My local train station is Grosvenor, and it is quite busy when people are commuting in normal times (pre-pandemic). Once we return to a sense of normalcy, this schedule would work to bypass lesser used stations such as these. |
| Yes. This is feasible for someone who exclusively uses the red line to move around within the city only. |
| This proposal does not affect my regular travel patterns. |
| 15min headways are still long. If this includes rush hour, its unworkable. |
| Absolutely not acceptable to have trains running every 30 minutes. |
| Will there be a strict schedule, so if my train only comes every 30 minutes I can count on it being at a specific time? Getting to work on time will be quite challenging. |
| Thirty minute intervals are too large and will lead to crowded platforms and trains. |
| I do not take the red line often, so I do not have thoughts on this proposal. But in general, 15-30 minute headways during rush hour is not acceptable for a functioning subway system. You might as well just shut the whole thing down. People will only ride it if they are desperate. |
| I don't want to spend all my time commuting. Cut your workers pay like we all have had to do.....!!! |
| I have considered purchasing a home near one of those metro stops. I would no longer evaluate that, nor would I take metro to visit friends at those stops. I would use other transportation-likely driving myself or ride share. |
| Trains will be over crowded during rush hour |
| Again this would negatively affect my travel to and from work. |
| With the extended wait times, Im concerned about how crowded trains might be. |
| This issue with trains every thirty mins on the redline is reliability. It is hard to plan a daily commute when they train doesnt arrive at the same time everyday. |
| Not great but I agree in prioritizing more frequent service in central stations |
| I very seldom, if ever, go to these stations. Thus, I have no idea how many people would be affected by this plan. I am thinking only for myself here. |
| I solely rely on Metro to and from work to Washington DC and to travel to Twinbrook and White Flint for shopping etc. This definitely will cause extreme difficulties to me. |
| Would cut down on my use to Rockville. |
| The frequency will be too low and trains will be crowded |
| Only works for me because I don't live by those stations. This is just going to contribute to more cars on the road. |
| Predictability is my largest concern, so having a schedule I can depend on is best. I also use a tracking app (i.e. DC Metro) so can plan accordingly. |
| My closest metro station is Grosvenor-Strassmore so this would work for me |
| It is important to understand the interoperability of so many of Metrorails lines - functioning similarly to a balloon, squeezing one portion will undoubtedly pressure the others leading to more problems with the other trains. As such, slowing the Red Line at the terminus points as this proposal does will harm the Orange/Silver line which I rely upon for my work transportation. |
| As someone who lives closest to Forest Glen, this would prevent me from taking Metro to work in Tenleytown. I'd need to look for ride alternatives. |
| I travel to and from Forest Glen or Wheaton. A half hour between trains is a long time to wait. The rush hour trains are already pretty full as it is. Remember we will have rush hour again - it's already ramping up. |
| 30 minutes is not frequent enough. Even 20 minutes is a hardship in very cold, rainy, snowy, icy weather, but 20 would be better than 30. I think that people in a big city need to get where they are going. Better trains should be max 18 minutes apart. |
| I ride the red line infrequently so it does not impact my commute |
| In the mornings and rush hour metro is packed, reducing time will make it even more difficult. Meaning more traffic on the roads, school buses need to take more time to school, more cars driving |
| I am retired. |
| This also provides reasonable service while enabling Metro to reduce operating costs. |
| I do not work or live on the red line |
| Trains are too far apart to function as anything other than novel traveling. Will greatly minimize usage. |
| I am not a frequent Red Line rider. |
| The commute to work for many people with the current schedule is often 45 minutes to an hour. This would make it closer to 1.5 - 2 hours |

Proposal to implement Red Line turnbacks

I don't live on the red line and rarely travel to these extreme ends, but I think 30 minutes is a completely unacceptable gap between trains at ANY time of day or week.

Most of my likely travel is Yellow, Blue, Orange and Silver (Virginia)

Would work, but is not optimal.

Why should I pay twice as much for less service if I use a station that is designated as 30-minute? The train needs to be arriving every 15 minutes on the entire Red Line.

I live right by Grosvenor-Strathmore. The metro will no longer be accessible to me. Trips will take much longer as I will have to take a bus and then the metro.

Im not on or near the red line.

I am not living along Red line. This question is not applicable to me.

I don't use Metro to commute, but this schedule might discourage me from taking Metro on weekday trips. I anticipate that Chinatown and Metro Center will have surges of crowdedness, perhaps dangerously so.

I don't tend to use the affected stops but every 30 minutes is too much of a gap for a subway

Not equitable to those who rely on regular service from those station.

My current commute is on the Silver and green lines. I only take the red line when needed to travel to a specific location.

I probably would not be affected by this plan since I ride mainly within DC's borders.

I live near Tenleytown and basically take the Metro between Friendship Heights and Gallery Place. But I assume it will affect other people negatively who go downtown but live in Maryland negatively

This would work, but the only way I see to ensure the population continuously chooses Metrorail is for consistent service that makes it more enticing than taking a car. The less frequently trains run, the more people will just drop metro entirely.

More people live outside of the beltway than in it. Again, would just not use metro

every 30 minutes? really? Uber would be faster and cheaper.

15 minute headways are too long for redline service.

Probably won't work well for commuters from Shady Grove or Wheaton, though.

There needs to be a prioritization of more trains during rush hour, because the likely outcome if (Metrorail Proposal 2) adopted would be in the long run a push for current riders to adopt new methods of transportation, i.e. personal vehicles and thus further lowering ridership for Metro as a whole.

I grew up on the Red Line; it is very busy so it makes sense to run trains more often from Grosvenor to SS. However, even the 15-minute headways are extremely long and more reminiscent of a regional rail system.

How will this dovetail into our new green energy plan to reduce carbon emissions if we reduce mass transit? Are all other major cities following this plan?

At this point, I'm working from home as my employer has shut down our DC office because of the COVID-19 pandemic. Once life gets back to normal (when the pandemic is over), whenever that is, employees in my office are likely to be expected to go into the office again, so while a schedule like this may work now (i.e., in 2021 while the pandemic is still going on), it's not likely to work once the pandemic is over and other workers like me go back to working in the office.

same

I do not currently live on the red line but this would disincentivize my ever looking for a permanent residence along this line.

15 minutes is too long for all other stations. However, I do not mind the 30 minute wait at Shady Grove, etc.

Again, this is scaling things back to the point where ridership will plummet. People count on public transit in an urban space to have short lead times and frequent trains to allow for ease and convenience of movement. Scaling back like this is anathema to a system as major as Metrorail.

I don't use these stations often so I am not as impacted by their changes but understand it may impact others.

Same answer as previous question: So, commuting from Rockville to Farragut North, I could potentially have to wait half an hour for a train on any given day, depending on a hiccup in traffic or my children's morning routine. That's awful.

Trains should go to Shady Grove during the midday, evenings and weekends unless track work is done beyond Grosvenor.

Trains will be too crowded.

This would be great for me as I get on and off at Grosvenor. Pre-pandemic you stopped the originating at Grosvenor and it was not great and the trains were packed at rush hour.

Proposal to implement Red Line turnbacks

Meaning - I live at the Grosvenor station, so you are servicing that station. But to have trains only every 15 minutes is concerning during morning rush hour. Isn't it true that rush hour has more dense crowds as so many converge on the stations between 7:30 and 9 am? Whereas the evenings experience customer density more spread out from 3:30 to 7 pm? as peoples leaving times are less predictable?

20/10 minute intervals are more acceptable.

I am not currently dependent on the red line. This may change as 2022 approaches as I may be working a new job or be living in a new neighborhood.

I seldom ride between those stations

Not a redline user

The 15 minute arrive time within the city makes a cross-town commute much slower than biking... I would probably opt to bike unless the weather was horrible and I was forced to take Metro.

I rely heavily on the red line to shady Grove from Grosvenor. Please keep plan as is.

Arrival times are too slow

Again, easier to plan for reduced service compared to no service to a particular location.

Im a Glenmont user and I would be unhappy but okay with this. Im concerned about this service cut in some of the more populated affected stations, such as Rockville.

Because I use metro to get around due a disability

This wouldn't impact where I am coming from.

I don't use the outer stations, so this is not a problem for me.

This would be unfortunate for people who rely on the metro stations with cut service, but with some planning on the part of commuters, it would probably be ok. Though, I would suspect some people who were previously red-line metro riders would stop riding metro due to the inconvenience.

I think this would fit most people's needs

Need to utilize Grosvenor metro

This sounds like a very good plan!

The red line is heavily used by commuters especially those how live in the city.

Dont take red line

I live in Frederick Maryland and it is convenient for me to drive to Glenmont and end up at McPherson station. That is a 4 hour roundtrip commute. The 30 plus minute wait times would be quite too much as it would probably increase my overall commute time by 2 hours or more.

having to get kids to school on time and then get to place of work will mean spending about an hour or more just to ride metro. this is unacceptable!

Will there be a schedule similar to bus services. This will allow for better planning when to arrive at station.

It would add additional time to my commute if I have to commute to the office in Virginia Square.

I rarely ride Red line.

BIZZAIRRE SCHEDULE - USE TWO CAR TRAINS ON EVERY TEN MINUTE SCHEDULE.

This would lead to more crowding on the trains running at those intervals, especially during rush times

Dangerous overcrowding in an environment where use of masks cannot be controlled and will probably still be necessary. Also note that you havent specified how many cars in these trains.

frequency too low for the red line leg of my commute between union station and gallery place

At this level of service, Metro would not be a viable means of transportation. Also, as noted above, the proposal calls for closing my stop, Grosvenor. If metro closes Grosvenor, I will have to sell my house.

WILL BE GOING BACK TO THE OFFICE (DC) STARTING FALL

While I would not really like the reduction in service, I would understand it, and 15 minutes between trains is bearable, provided you increase the number of trains to prevent overcrowding (if and when it occurs).

I do not use the Red Line routinely

Same comment as first option.

Proposal to implement Red Line turnbacks

This proposal pushes commuters using more distant Red Line stations to drive to stations with fewer parking options. Due to Red Line, it pushes me as a commuter back to driving every day, rather than using Metrorail and risking an extra 30 minutes on my commute. As offices start to re-open and road traffic drives commuters back to public transportation, this is a problem waiting to happen. Why should I continue to pay a premium for a longer Metrorail trip?

In the rapid change environment of Govt consulting, the 30m option is the difference between taking the metro, and taking an Uber- and asking my work to pay my commuting benefit to my metro card, or reimbursement of my ride share expenses.

Slightly better because it provides an option to get to metro stations in MD.

That is far too long a wait time.

Id prefer to see trains every 10 min everywhere in the downtown core during rush hour. every 30 min isnt practical for commuting.

Since my commute is on the red line, I dont see how this differs from the first proposal. Same answer. This seems like things used to be on the red line with the grosvenor-silver spring thing, just less frequent. Same comments to Proposal #1 apply for me.

I do not use the Red Line often.

See my answers to proposal 1.

I rarely if ever use the mentioned stations.

Same answer. Missing a train would add 15 extra minutes to my commute.

The city should use its budget surplus to ensure that riders have equitable transit. By reducing train arrival times in areas that at predominantly low income and people who commute into DC for essential jobs and tend to be lower income the transit system is contributing to inequity.

More frequent service needed during rush hour.

A large number of people drive to Glenmont and Wheaton to get on a train. Trains need to operate every 10 minutes at least. 30 minute waiting time might work out for weekend service but absolutely not during the week.

This works for me especially when using metro coming and going to work where I travel from Grosvenor-Strathmore to Silver Spring.

A previous study showed that increasing frequency between the full length of the Red Line increased overall ridership, because people were willing to wait for the Red Line and less likely to take a car to their destination. This is also crucial if WMATA wants to increase ridership from the suburbs to the District and decrease overall car pollution in the area. Please re-review your own studies and independent analyses before making a policy choice like this.

This works for me because Grosvenor is my station but I would probably be upset if I needed to go further north.

Highly inconvenient when I need to get to The Bethesda station and back to E. Falls Church Metro round trip.

Assuming I am able to return to DC and work in-person by then, 30 minutes is far, far too long a window to work during the work week. Trains would be far too crowded, and any delay could cost another half hour.

Unacceptable wait times, especially difficult in bad weather conditions and for seniors and those with physical disabilities.

It is critical that we increase opportunities for public transportation rather than decrease.

While this penalizes the city somewhat less, I fail to see how it enables a return to normal ridership levels.

I do not take the red line often - only on the weekend and for special events. I dont think this plan will inconvenience me personally, but Im not sure what the weekend ridership will look like.

30 minutes to wait for a train, especially at rush hour seems quite long and could cause trains to become over-crowded leading to more delays as people would force their way onto already crowded trains.

Too infrequent to maintain ridership levels

I use red line trains to get to work and back to work (8-9 am; 5-sh); and occasionally for leisure activities (after hours happy hour, access to downtown events in nights and weekends). this schedule would work for me

Dont know why you stopped grosvenor turn-arounds in the first place

I dont take the red line so I dont know how this would impact me.

When there are separate trains to Grosvenor-Strathmore, they are half full, and the ones to Shady Grove are overcrowded.

30 min is too long a wait for those living and commuting from the suburbs.

I dont use the Red line.

Proposal to implement Red Line turnbacks

I usually part at Forest Glen and take the Red Line downtown to various locations. I finish work at 9:30 to 10 pm. Waiting at Silver Spring -- an exposed platform -- an additional 15 minutes late in the evening would significantly delay and impair my return home.

Many of us now have made three fundamental life changes over the past couple years. These life changes essentially allow WMATA to go forward with the proposed service reductions for the following reasons and because of the following life changes:1.) We moved from far out suburbs such as Springfield to Arlington so that we could be walking distance from high traffic Metrorail stations such as Courthouse and Rosslyn.2.) Our income is derived from SSDI partly because we are incapable of getting the good jobs barely reamining after our occupations were outsourced, automated, or otherwise eliminated altogether.3.) We now reside in Section 8 apartments which are walking distance from the aforementioned high traffic subway stations.

I approach this from a commuters perspective & it would be an inconvenience for those customers. I do not commute via the red line so it does not apply to me at this time.

I am not a regular rider of red line

I rarely take the red line, but at times I do.

Very rarely do I use the metro to go that far out.

I live in Arlington Va. do not use the redline that often.

This was not a concern when I began commuting in 2018 (before the elimination of the Grosvenor turn back) but the frequency at that time was still one train every 16 minutes, rather than every 30

I rarely ride the red line, so this wouldnt affect me.

See above.

We regularly use Metro to go to concerts, galleries, and museums in DC from Grosvenor and reducing metro service from this station would be much more inconvenient

See previous comment. Long since gave up taking the whole U of Red Line from Silver Spring to Mont Comm College when I attended, to my favored auto repair near Rockville, to Rockville for courts, etc. Used J buses.

If the crush of ridership would be eased with this schedule, that would be a good idea.

Do not use Red line for commuting, so largely will not be affected

I havent ridden the Red line to outer stations in years so this one wouldnt affect me.

I commute between Shady Grove and Braddock road. If train frequency were reduced to every 30 minutes, I would drive instead of taking the metro.

If the schedule is available to the public and maintained. I would not wait 30 minutes in a tight area with multiple people- probably unable to maintain CDC guildlines.

same thoughts as for proposal one

I dont think this will work for extended family that use the Wheaton Station.

We do not general travel beyond Grosvenor toward Shady Grove

I rarely use the red line

Shady grove is an important option for those commuting through the dmv. This is one of the more valuable options to commuters. Perhaps a "bullet" train with 1/3 of the other stops as an option.

I get on at Rockville and this schedule would be prohibitive to using the red lien to commute into DC once we return to work.

This is fair and works for my schedule. As mentioned, this changes my margin or error and forces me to be more responsible.

I live in Cleveland Park

This would work for me, but I also never travel to those places. I hope you put emphasis on people who live and work there's responses.

I board at either Twinbrook or White Flint. Trains every 30 minutes is totally unacceptable.

Again frequency is why we ride.

I take the red line to White Flint. This plan sounds terrible and would disrupt my work commute.

If by every other train you are implying that the return of the trains that STOP at Grosvenor would be brought back and alternating trains would travel all the way to shady grove every 30 minutes that would be wonderful. While many ignore that the train will offload at Grosvenor the alternating schedule would hopefully deter riders from hopping on a train that doesnt go all the way to their destination leaving them on the platform waiting for an additional 15 minutes or more

I dont take the red line outside of DC.

I need more frequent rides.

Proposal to implement Red Line turnbacks

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| Living by the Grosvenor Strathmore stop, I do rely on the metro to go north as well as into DC, and I wonder whether this plan would exacerbate inequity for lower income individuals |
| It is more important for me to have accessibility to other stations from Grosvenor/strathmore station, but comparatively less important to get to other stations quickly |
| I don't use the red line so this does not apply to me. |
| Keep current schedule |
| Demasiado tardados requererua de mucho tiempo adicional |
| This will drive more people to Grosvenor from White Flint, as the stations are close together and both have parking. This will lead to crowding at Grosvenor, as well as crowding on the few trains that leave north of there. Before the turn back at Grosvenor the trains running north of there were consistently packed and SRO by White Flint. Also, for people who need to be downtown at a certain time having two trains an hour is really not reliable.. |
| I don't use Red line as much; but this would work for our needs. |
| I use Grosvenor-strathmore so would not be able to get to work on time |
| I travel mostly the Red line and mostly between Grosvenor and Silver Spring |
| As long as Grosvenor station is open. |
| No me afecta |
| Way too long of a wait. If I missed a train or a train was operating off schedule (which is 90% of the time) I would have to wait a half hour. At that point I would just drive to get to where I was going. |
| Whenever they open Montgomery College again, I use Metro to commute to the campus. Again, I would have to plan for a far longer commute. This is very inconvenient. |
| I'm okay, that no stations are completely closed |
| There needs to be more extensive and faster service. |
| Would have to monitor ridership and ensure if there is a need to social distance that enough trains are running to not overcrowd. |
| Again, once life is back to normal and the pandemic is over, which should be by the end of 2021, I will be commuting downtown again. Trains arriving every 15 minutes (let alone every 30 minutes) would be very disruptive and make my commute much more difficult. |
| I don't take these lines. |
| The rate of covid infections is dropping rapidly and it is already apparent people are emerging from their homes and headed to restaurants, etc. All the experts expect everyone to be vaccinated by May and a return to normal pretty soon so cutting metro service to every 15 -30 mins will cause chaos on working people and the economy. I have back issues and can't stand on trains which will happen if there are fewer trains as they will be overcrowded. |
| There is a reason that this format was changed so that all trains complete the entire red line route. Fewer trains servicing Wheaton and Glenmont means that those trains will be more crowded when they arrive in Silver Spring. Trains every 30 minutes also make Metro a less desirable means of getting into DC for folks in Wheaton/Glenmont, which results in reduced ridership, as it can add a significant amount of time to the trip and requires allowing significantly more travel time for any given trip. |
| too long a time between trains. might as well drive. |
| don't use red line in MD |
| I ride the orange/silver line |
| I never use those specific stations, so the lower frequency at the ends of the line doesn't affect me. But the 15 min frequency in the middle is too infrequent for me. So I would be less likely to use metro at all. |
| I don't use the red line, so of course this works. |
| I personally don't need to travel past Silver Spring or Grosvenor very often. |
| I don't ride the red line often, but it's usually to go to Shady Grove or Rockville to visit friends or see a show, and I'd be less likely to ride Metro if I knew I might end up waiting half an hour outside after dark. |
| No Opinion. Only use silver, orange, blue, and yellow lines. |
| This is WAY out of line |
| I suppose this will work however, there is added hardship. We need the metro and I suppose most people will say that this will work even though everyone will need to adjust their schedules and expectations. |

Proposal to implement Red Line turnbacks

This will still be a problem. Fewer trains during rush hour will lead to massive crowds of people waiting to board and not everyone will be able to board once the train arrives. This will create serious delays in our commutes. At crowded stations we already have to wait sometimes for the next train because the current train is too crowded. Fewer trains will be a disaster during rush hour.

This part of my pending commute would be from Metro Center to NoMa / Gallaudet University station.

As more apartments and other condensed living units are built near the stations at the end of line, there will be more and more need for frequent trains and if they are not available potentially cause crowding at other closer in stations.

I was used to this arrangement for years. It was inconvenient, but workable.

that's a very long wait for anyone using those stations

I am reliant on the red line to commute to work and need more frequent trains than every 15 minutes. While I don't object to a difference in trains running to the furthest stations, I would like more frequent trains at the middle stations (i.e. I am fine with the every other train proposal but on a more frequent basis).

No - this is even worse.. I don't think that trains on the red line be reliable

Imagine the massive decrease in service people will have outside of A11 B08. From 6 minutes to 30. A 24 minute increase. This will vastly decrease fare revenue. MARC will become a much more desired option for those in Rockville, while Silver Spring would still survive due to the 15-minute headways. Apart from that, all other stations would become utterly deserted and commuters will take buses/cars instead. A massive loss of fare revenue. Operate at 15-minutes through the entire length: this is the maximum headway time that commuters will tolerate.

No, I need service that goes to Union Station.

Could timing work out so that changing trains at Metro Center would not necessarily be another 15 min wait?

As soon as I am called back into work my travel needs will be exactly as they were in January 2020.

15 minute intervals, let alone 30 minute intervals, is way too long for red line service. during rush hour. As a daily commuter from and to Grosvenor,, when trains ran more than 5 minutes apart during rush hour they became very crowded.

Trains every 15 minutes isn't a reliable way to get to work.

Same comments as before. However Metro had just brought parity of service to the stops beyond Grosvenor - those users need to weigh in on this question more than I. However I will have a high school student who will be using metro to get to school next year -- I can't imagine they and their fellow students would be happy about having to wait 30 minutes for a train.

The every other train is interesting, but again its preferred to adjust the schedule to increase frequency during rush hour and have larger gaps during non-rush hours

This is unworkable. There has to be more trains during rush hour. The proposed cuts will further drive down ridership. This DC administration will be remembered for killing the Metro if this is allowed. Trains on all lines should run at a minimum every 10-15 minutes and more during rush hour. People will find other methods to commute.

Needed to keep times reasonable for those that need to switch to other trains at Metro Center and arrive at work on time given wait times for connecting trains

Not clear here: Are the departures the same? If so, the trains could be packed by the time they get to Grosvenor. Not good since covid may still require distance between people in January 2022.

I don't know the data but it seems that stations like Shady Grove as the last stop on the line would draw a lot of people who live even farther out where there are no stations, so only running trains every 30 minutes would not be often enough

the last station for me and my family is Grosvenor-Strathmore

I do not plan on using the red line consistently. This seems like a fine plan.

Again, I am lucky that would not impact my travel, but know a number of people that would impact negatively.

Personally I rarely travel outside the beltway on the Red Line.

While I do not know what my travel needs in January 2022 might be, I do know that having to wait 15 minutes between trains at any given time would greatly reduce my use of Metro, and I think other folks would say the same.

The Grosvenor-Strathmore stop should remain open with q15 minute stops because it supports a performing arts center as well as the community.

Would definitely need to be a set schedule that is adhered to

I am retired and do not use metro often so the changes would not unduly affect me

If this plan helps to save money for Metrorail then it is worth doing.

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| Proposal to implement Red Line turnbacks |
| This plan doesn't affect me or my commute at all |
| I volunteer for the Smithsonian museums and expect to do so in person in 2022, times are rush hour times. I walk to the subway at White Flint . Every half hour to White Flint, and from White Flint during rush hour was awful previously and will be worse as trains are only every half our. |
| This plan would make wait times longer and unpleasant, driving customer away from using the metro. With the 15-30 wait times between trains could cause crowding during rush hour and possible cause unsafe conditions on the platforms in the stations. |
| I am not sure if Grosvenor-Strathmore station will be serviced. |
| This is ideal as it used to be like that before they extended all trains to shady grove. |
| Its not applicable to me directly, but as someone who lives in the Phase 1-2 area of Silver Line, I can relate to their challenges. Youll lose riders, which WMATA cannot afford to do. |
| Many work commuters travel from these stops and to make people wait a half hour between trains will result in delays getting to work and home from work. In rush hour times, these trains are already packed. Making them only available every half hour will mean that there will be no room at all for riders to get on the trains - resulting in an hour or more wait for a Metro train - this is a formula for disaster! |
| Doesn't seem reasonable. |
| More frequency needed at stations central to dc. |
| This is NO DIFFERENT than proposal #1. Is this a reading comprehension test? It still says every 15 minutes for stations grosvenor through silver spring, 30 minutes everywhere else. It is inadequate unless your rates go down to \$2 per ride. Even then, service levels are ridiculously low, would increase commutes by 30 minutes AND riders would continue to be treated like cattle, jamming in each car. I rode standing on the train many times pre-covid with frequent trains...with people basically in my butt, back, stomach, and face. |
| This was the prior system and seemed to work well. |
| That would fit my needs, I can adapt to the schedule |
| this proposal only works for me since, I live off a red line stop that gets 15 minute service. |
| Time should be less for rush hour. |
| Whatever it takes to cover all the usual stops. |
| during rush hour times, the waiting times should be less than 15 minutes |
| This is unfortunate for those living that far out, but wont impact my likely travel needs in 2022. |
| Metro is a main transit in DMV. Cutting down time will cause inconvenience to everyone which will force people to drive and cause air pollution versus being eco-friendly |
| Important that everyone on the platform can fit onto the train |
| It is understandable to reduce schedule operation based on low ridership. However, Metro acknowledges and identified stations that have higher rider participation and made it a point to keep those stations run frequently because of that, which is fair. |
| This frequency of service is untenable. |
| Too slow |
| I dont go to the ends of the red line often. However, every 15 minutes is fine for the red line downtown. |
| Trains every 15 minutes is still unacceptable. Why so much reduction in service? |
| This is a similar comment to my response in the prior situation. The redline runs through many lower income parts of DC and serves as the main transportation for it. Alternating the lines poses the same problem as running every half hour. |
| Trains are packed even when they run back-to-back during rush hour--you wouldnt be able to get on the red line downtown during rush hour at all with them coming every 15 mins. |
| I catch the train at Shady Grove so this would greatly impact my travel to and from work. There are typically many individuals waiting for the train at Shady Grove in the morning with the rush hour schedule in place. Without that schedule, trains could be full each time they leave Shady Grove. |
| They should leave the red line route as they are. Many people use and rely upon all routes of the metro system. If they cut down on the number of stops people like me will have more difficulty getting to and from work |
| Red line lies at the heart of the metro system, why penalize those who live further out and a more likely to be more dependent on regular and reliable service |
| This would work for me for both work and non-work transportation needs |
| Way too confusing! |
| No uso estas l neas s lo la naranja y gris. |

Proposal to implement Red Line turnbacks

See previous answer with regard to trains every 15 minutes. Since I live near Silver Spring and Takoma stations the other aspect doesn't affect me as much but I'm sure it's not great for people living at either end of the red line.

This seems an extreme measure and very premature without knowing the status of COVID and the re-opening of businesses once everything is under control.

Same problem, too crowded and too much time spent commuting especially transferring to other lines

I use Metro to get to the courthouse in Rockville and every 30 minutes is not frequent enough

Trains would be overcrowded

I rarely ride between Grosvenor-Strathmore and Silver Spring, however trains coming every 15 minutes for the rest of the Red Line would mean absolute misery for those of us living from around Van Ness to Dupont. Trains will be too crowded. My two-stop commute means that I would choose a different mode of transportation.

My only comment is that it is already so far between Shady Grove and Grosvenor that less times going to SG would make it more difficult for people to come into DC from there. They wouldn't necessarily want to wait or drive to Grosvenor to catch a metro

My closest metro station is White Flint. During commute to and back from work, it would be too long to wait 30 minutes in between trains. Of course, if trains are actually on time, maybe this could be fine with careful planning (This is what I used to do when I lived and worked in NYC, but my past 5+ years of living in the DMV has taught me that metro rarely arrive according to the published schedule so I now don't even bother to look). I think for rush hour, it is very important to keep trains running every 15 minutes.

This adds potentially an hour to commute time for the far out redline stations.

I never use the red line to go to those locations anyway, so it is perfectly fine by me to reduce the frequency of the trains at those stops.

For what reason Metro train not stops at the Grosvenor-Strathmore Station?

I don't use those stations.

Every 30 minutes at Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen would create major problems for me and a lot of other people. Lousy idea.

It's wrong for people to pay for that type of service. It's poor customer service.

Seems most likely to best serve most Red line customers. For folks at Shady Grove, they also have the alternative of MARC to get into the District. I think there are similar options on the other side of the Red line as well.

This would seem to have the least impact based on other proposals. When I take the Red Line it is in the downtown core so this would work for my expected post pandemic use of Metro.

I live just north of the 15 minute schedule. I feel that I am penalized for living further away from the "center" even though I pay more for my trips downtown.

Between Rockville, Twinbrook, White Flint there are a lot of demand in normal time. Please consider January 2022 normal time other than Covid-19 time. You can't use Covid-19 data to decide what you will do in January 2022. People are not working and commuting on a daily basis during Covid-19. Of course the ridership is low. It will go back when everyone has to go back to work at least three or four days a week.

It's fine from my perspective to concentrate service on the center of the line, but we need service more frequently than every 15 minutes on weekdays.

I do not generally use those stations.

What's the data and equity impact this will have on black and poor communities? How has metro address the lack of infrastructure improvements at black brown communities station and bus routes while spending money to build/invest new "affluent" and white communities west of the river? Why are these cut not coming out of capital expenditures for new stations?

See previous comment.

The Red Line was a crowded nightmare before the Pandemic. Please do not make it worse.

Again more overcrowding. I take it that none of you in management actually catches or uses the metro on a regular basis, if at all, do you? If you missed a train, heading to work, would you want to have to wait for 30 min? SMH have some consideration and empathy.

Has anyone looked at the bus schedules to see how or if they will match the new proposed schedule? Also how is this related to Arlington budget these are Maryland stops.

I am considering moving out to MD along the red line and this could have a huge impact on my commute. But as of this time, I do not currently live in MD.

More trains and more options are needed for as many stations as possible for red line travel. Many commuters need consistent transit options to get from point A to point B

2022- people would be back to in person work. Ideally by 2022 service should be as close as possible to pre covid time

I rarely use the red line

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| Proposal to implement Red Line turnbacks |
| I think this would be fine for me, but what about rush hour? 15 minutes for a rush hour red line train sounds like a complete disaster. |
| personally i rarely use the red line so this would not affect me very much. |
| While this might work for me, I dont live or work near the outer stations that would be affected, so I would encourage you to listen to the concerns of primary stakeholders. |
| I dont ride the Red Line. |
| That is a return to the previous model of service that was provided for years and I found it to be acceptable because of my location, even though I frequently went to the White Flint station. Moving back from the relatively recent extension to not turn trains around a Grosvenor is not desirable but it highly preferable to dropping service to some stations completely. |
| I have used the Red line to get to appointments and would hope to do so again. |
| Not as good as option 1 |
| I do not live in the affected areas, so I do not understand the focus of these stations in both of the budget proposals so far. Nevertheless, the Washington metro should first and foremost be meeting the needs of Washingtonians. |
| I guess there has been an analysis. Why 30 minutes? |
| Same concern as before: very crowded rush hour trains, and increased delays when missing connections. |
| Holy crap! No!!!! You can't have trains running every 30 min from Rockville! This will destroy my commute and lead to insane overcrowding as at Rockville trains were already too full. If I miss a train I'd have to stand on the platform for a full half hour and be a half hour late?! Currently I can't afford to drive into DC, but if you do this I may have no other option than to figure that out... |
| Dont care about the red line. |
| I dont travel on the red line |
| The whole reason to park and ride was to save time and money no make the roads a little less congested. This will result in even fewer ppl using the metro and more traffic for our roads |
| It was not a good idea before the pandemic and is not even a good idea now, much less 2022. In situations like this...it might help to seek ideas outside the limitations of the U.S. concept of rail operations and ponder why Europe/Asia doesnt do this. Stop trying to discourage ridership. |
| I take the last stop, Glenmont, daily to work and could not wait an entire half hour for the next train to get to work downtown. |
| I personally would not be hurt by the proposal, but again, a possible wait of 15 minutes is a strong disincentive for taking Metro. |
| I live in DC, do not know suburban ridership. |
| Im a yellow blue line mostly. So red didnt affect me much. |
| I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies |
| It is fine to have trains turn back at Silver Spring and Glenmont, but the frequencies in the core need to be less than 10 min for it to be usable and to stem more ridership loss. |
| I dont take the Red Line so this works. |
| I am looking to move and will plan to stay within the boundaries of stations that have service every 15 minutes. I will not move into an area with 30-minute arrivals. |
| Most people commuting into DC live on the Red Line at these stops and this schedule would harm their ability to get to work on time, especially for shift workers. Decreased train service also negatively harms employees of Metro who would suffer job losses. |
| As noted, a 15-minute wait time during rush hour is simply not feasible for my daily commute to work. However, it may be a good idea to keep trains running more frequently at core stations and less frequently at outer stations (as described in this proposal), provided this does not lead to delays that cascade into the core of Metro. I would appreciate being able to review any data or surveys that would demonstrate that this risk has been mitigated. |
| you should encourage riders to use metro not force them to use uber and lyft to get to a metro station. Make wise choices that will ultimately increase ridership. You wasted so much money on the silver line for who? |
| I dont live or regularly commute to any of the affected stations, but reduced trips to the suburbs would dramatically hurt downtown businesses which survive on dollars spent by people who ride Metro to eat, drink, and shop downtown. Please do not do this. |
| The schedule does not allow for transfers to MARC Train Schedules |
| I would adjust train times so you have more running during rush hour. |

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| Proposal to implement Red Line turnbacks |
| As I dont generally ride this corridor, it wouldnt directly affect me. |
| It seems like a ton of riders get on in Rockville, making this exceptionally difficult for them. Plus those trains would be packed for riders closer to downtown. And 15 minutes between trains w/in the city is still way too big of a hap |
| This would overload trains at northern stations, and make boarding difficult at Stations from Medical Center heading into DC.. |
| I dont use the red line up that far, so this would not affect me. |
| I live on and use(d) the red line and I want to get around more next year. It would take forever. |
| Again, adequate consideration for transfer station timing would be appreciated in this scenario. |
| by reducing the frequency of trains to stations outside DC would then have the adverse effect of people opting to drive which will create traffic congestion for longer periods of the day and not to speak of wear and tear on the roads, accidents, etc. and DC residents end up paying the price through taxation. |
| How does this help anything? The issue is trains are already full when they arrive at Grosvenor. Reducing train operation at the ends of the line will exacerbate the problem. |
| i rarely use the red above silver spring or grosvenor but this will cause overcrowding further down the red. |
| Is this at all times of day? What about rush hour? People will be returning to office commutes in the future. 15 min between trains at that time will make the transfer hubs a nightmare of overcrowding. |
| If I am commuting to work on metro, I will be going to the Twinbrook metro station from Grosvenor and one train every 30 minutes is not frequent enough. My company may be requiring all employees to work in the office at that time. |
| I don't use that section of the Red Line. |
| This would mandate a change in my daily routine for getting to work. I can manage the change, but all riders may not be able to. |
| It's frustrating that red line commuters seem to be getting preferential treatment over other commuters. |
| The many people that would connect to the system from outside the immediate DC area would have much fewer options and wait times between modes of transportation would increase drastically. |
| See previous noteâ€” this might work on weekends but obviously could never work during rush hours |
| This frequency would be OK on the weekend, for all red line stations. But on weekdays I would rather have 15 minute frequency to Shady Grove |
| It hurts the city to delete train service, this would increase Emissions of residents are forced to drive more if you reduce train service. |
| This would typically be non-applicable for me because I mainly have not travelled that far on the Red Line (handful of times in the past 20-30 years) and I dont travel a lot on the Red Line (Metro Center, Union Station, Judiciary Square, and Farragut North are the stations I would travel to & from). |
| See previous comment on timing constraints and how such changes would negatively impact most riders. |
| I depend on Metrorail for my commute into the office. Any cuts in service would not be good and would discourage me from using the system. DC needs a robust public transportation system. |
| Yes, I seldom use the stations that are out-of-town |
| reducing some red line trains to only every 30 minutes would just move people to driving or ride share options. |
| There needs to be increased service during rush hour. Trains running every 15 minutes is not enough to satisfy demand once businesses start operating again. |
| This might be OK for people living in the city, but makes things harder for far out commuters and others. This again risks driving ridership down. |
| I do not use the red line. |
| This plan would reduce the appetite for commuting by metro and increase rush-hour traffic on the road. |
| Do not use Metrorail, only Metrobuses |
| Long wait times uncomfortable in very cold or very hot weather. |
| As long as the timing with bus routes is aligned |
| I am an essential work. I need bus early to go to work |
| I don't use the red line often. |
| Really don't understand what exactly this proposal is saying! Poor explanation. |
| I dont use the red line. |
| That would not accommodate the number of passengers during rush hour or increase in passengers due to new construction around Grosvenor and white flint |
| Foul weather and longer travel times negate benefits of Metrorail too much at 30 min intervals |

Proposal to implement Red Line turnbacks

I work night shift (10PM-6AM) on Capitol Hill. I take Silver Spring to Union Station at 9PM and I take the 6AM train from Union Station back to Silver Spring. The trains arriving 15 minutes for the Red Line is very accommodating for my schedule.

I dont mind extended arrival times, but please keep the Grosvenor-Strathmore stop.

Trains need to run more frequently between Grosvenor and Silver Spring.

I rely on Metro to commute from Twinbrook to Eisenhower Metro station. I would anticipate much greater crowding with that schedule, which means not always being able to get on a train. I would also anticipate longer commutes. My commute is already very long - about 80-90 minutes from door to door.

I dont live in this area, not sure what it would do in practical terms.

I do not have confidence in Metro sticking to these timetables; thus, I would not rely on the train and definitely would not use it if I needed to transfer trains. If Metro shows itself to be reliable with its timetables then I could make the every 15 mins work.

Reducing train service is not acceptable. Does the Metro Board even ride the Metro? This proposal is not worth considering for the Nations Capital.

Grosvenor does not get me near enough to where I live. Getting rid of alternating trains was the best improvement in my commute in years

I know if these trains get backed up they would influence my area so I would also want their lines to be more often but I currently do not use them.

Since I live at Grosvenor-Strathmore, this would be ok for me.

This will extend the commuting time from Shady Grove. Having to wait 30 minutes between trains is way too long. Trains should run no longer that 15 minutes apart (at the most) at all stations. Delays will on cause over crowded trains (especially during rush hour) because everyone will be forced to leave around the same time to make the earlier trains to make connecting buses/trains.

If social events increase, the long wait would probably increase my decision to take uber to events downtown.

This station must stay open.It serves monobloco the adjacent neighborhoods, but people off 270 and Potomac who park and ride. Pandemic ridership should not determine burger closing.

While I would prefer to have trains to run more frequently in rush hour, I can work with the 15 minute increments from and to Grosvenor Station

I dont use this line, but I imagine it would be bad for people who do.

Less than 15-minute service on the Red Line could reduce overall ridership.

I do not use Red line very often.

This would return DC to the collection of semi-isolated neighborhoods that existed before Metro arrived. We will lose the sense of DC as a single, unified city.

Depends on my return to work schedule.

Metro is very important to be on time wherever we go (work, Doctors appointments, etc) It has to run regularly as before Covid.

Im in town, so this wouldnt affect me. But on the rare occasions Im heading out into the suburbs, and for those who live out there, it would be a great inconvenience.

Try to reduce inconsistencies in servicing throughout the system. I dont believe varied wait times can be a good thing for predicting time to travel or predicting travel or arrival times....

Do you have any idea how much they have built up the communities around these stations? You are going to overcrowd the trains to levels where they are inoperable and too heavy to ride the tracks.

Although this works for me (I leave by Grosvenor-Strathmore), I think more weight should be given to answers from riders starting North of Grosvenor-Strathmore. 30 min waiting time may not be as acceptable for them

This entire plan would make it take forever to get around the city, especially when transferring stations. Ive ridden metro almost every day for 11 years and honestly love it. If I ever have to move I will miss it. But every time service dips, especially on weekends, I find myself starting to find alternatives because it takes too long and is too much of a hassle to bother.

If DC is serious about Vision Zero and reducing carbon emissions, Metrorail service needs to increase in frequency in order to move more people away from private vehicles. Metrorail has historically been a commuter service and 30 minute gaps would make relying on Metrorail rather precarious for commuters. If one train is missed, the commuter will be significantly late.

30 minute is a very long waiting time and trains will get constantly over-crowded leading to further delays

I have not used those stops in many years.

I would try to find alternatives to get downtown. This option is unacceptable.

Proposal to implement Red Line turnbacks

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| As I said in the previous comment, I do not have a car, I am disabled, I live far out on the red line, and I commute to work on metro. This would be terrible for my well-being. Do not do it |
| I believe this will make commutes very challenging for low wage workers who tend to live further away |
| Red line trains need to operate more frequently than every 15 minutes. |
| I commute from White Flint. Trains every 30 minutes would be an unacceptable transportation for me. I would find other solutions instead of taking metro to work. |
| As long as other lines are not affected |
| For example, ,any people commute from those station (Shady Grove, Rockville, Twinbrook WhiteFlint) to other red-line station including Medical center station for NIH and naval medical center. |
| I don't use the Red line, so this wouldn't affect me. |
| No |
| it should not be 30minute for the red 15 minutes going both way |
| Too many nearby residents living in building developments around Grosvenor Metro rely on the station for daily commuting needs. The corollary damage done to surrounding property values is a secondary concern yet notable. |
| That would work for me but I would understand if the people affected were upset. I am guessing that people who live at the ends of the line make less money and have decided to live at the end of the lines for less expensive housing. Thus this solution would fall more heavily on people who make less money. |
| This would not affect my commute and thus would be totally acceptable. (I assume we are supposed to be self-concerned here so that you get a strong polling of individual preferences, so I am not considering any other factors but my own experience.) |
| Again, the general idea is that this sounds like a bad idea due to likely overcrowding. I am a DC resident and I use the train and bus lines to get to work. I am lucky that I am only going to a downtown location to get to my office and not to the end of the line. If I have to wait a half hour in the hopes of getting a train that has enough room during rush hour to get to the end of the line, I probably wouldnt take metro. But this doesnt apply to me since I live in NE and only have to take the train about 7 stops. These restrictions will be a major problem if I compare it to the current plan (pre-covid) where there were already delays and crowded trains with arrival times of only 3-4 min between trains. |
| All reduction in service plans would create a death spiral for Metro train service. |
| This would crowd the cars because many people get on at the last stations (Shady Grove/Rockville, Glenmont/Wheaton)... Youd have twice the amount of people getting on the trains with a 30-min schedule and therefore it makes no sense if were still expected to socially distance |
| See previous comment. This is somehow an even worse idea than the previous, terrible proposal. |
| I live in Wheaton. There should be more trains running the entire length of each line. Please do not do this. We need to invest and encourage people to take the environmentally friendly transit option. WMATA is the only way we have to move large numbers of people in a green, equitable, and inclusive way. If it has better service more people will ride it. Thank you! |
| I dont travel between those stops |
| For the life of me, why are we talking about shutting down public transport in an environment where we are trying to revive the economy, clean the environment and mitigate climate change. This is one of the poorest public policy proposals Ive seen in years. We should absolutely not curtail Metro services once the economy starts opening up. |
| To have an effective means of transportation, trains must run at a minimum 15 minutes apart. |
| its okay, most can work with this option; its not ideal for workers on a time crunch but if its just a few stations on one line people can plan accordingly; but if Metros goal is to increase ridership, it needs to assure a schedule that gets people to/from work on time |
| It will make travel longer and more difficult. |
| Why is it that any time there is a budget shortfall, its only the riders who suffer? Why doesnt WMATA also make cuts to employee salaries, employee benefits, etc? |
| The red line is a very busy line and this would cause people living near those stations to drive in instead of riding the metro, reducing revenue further and causing you to propose further cuts to services that many rely on. |
| I do not use Red Line on a regular basis but the proposal seems to be reasonable to me. |
| I would like to keep the Grosvenor Station even if I have to wait more than 15 minutes. |
| I do not use this portion of the Red Line on a regular basis. |

Proposal to implement Red Line turnbacks

I live close to Grosvenor metro and I walk to metro daily going to white flint or medical Center is difficult. In addition I bought property near Grosvenor because of the proximity to metro. I paid premium price for my condo and will lose the value.

The train schedule is too infrequent and would lengthen my commute too much, taking time away from my family and work.

With work from home I do not travel regularly to white flint anymore

Not sure of the ridership between these two destinations. Guessing that it isn't a heavily used route for working people. I might be wrong.

It would inconvenience others but it would work for me since I use the Grosvenor/Strathmore metro most of the time.

Not during M-F peak commuting hours. Yes, for everything else.

Since I live and travel primarily in the district, this would not affect me

This is really inadequate. The COVID situation should be resolved by that time, so we will need more service again.

The 30 minute waits are too long

I don't live on the red line and typically don't use it so I'm not sure what that would do to people that live on the red line would have to do to make other arrangements.

since I do not use any of these stations regularly

This schedule can be conflicting at times. Also, scheduling adjustments for trains running a few moments ahead cause scheduling for your customers. Yet, scheduling for customers who utilize the system to get back and forth to work suffers for sometimes with little reasoning. The red line is a major hub and there needs to be more thought into the back-up plan.

I will most likely only use the red line downtown.

I do not ride the red line to the outer stations. The 15 minutes between other stations would likely discourage ridership and result in crowded trains and stations.

I am a poor African American female. I am 81 years old and I travel from Mount Rainier, Maryland to Vienna, Virginia to go to work 8 hours per day 5 days per week. I get up at 4:00 am to be on time for work. I have never owned an automobile. I totally depend on WMATA metro bus and train to go to work. I have to work full time until I am 107 years old or I am homeless. Please do not take away my METRO buses and trains. God bless all of the WMATA men and women who make it possible for me to get to work to earn a living. I have only me and God. If I do not work full-time all the days of my life I am homeless and without food.

This would not personally affect me, but would cause difficulties to people living on one end or another of the Red Line, and would cause people to abandon transit for commuting and accessing other areas in the region.

The wait time for trains to arrive every 30 minutes throughout the day, with the following exceptions listed is too long. Will trains be waiting at each station for 4-5 minutes and allowing passengers to board?

A frequency of anything less than every 15 minutes renders the train essentially useless for anyone who needs to get anywhere on any kind of schedule.

My commute terminates at Brookland station, so this would not affect my commute.

I don't use those stations

Every 15 minutes is too long to wait for a train during rush hour.

Any cuts to red line service are probably the least advisable. Perhaps other lines make more sense?

No reason to stop at Grosvenor. More residents and businesses are around White Flint and you should encourage this public transportation route. More importantly I take metro from White Flint daily to hospital which starts at 7 am. Cannot afford missing trains.

I am not impacted by any of the listed stations. However, any changes on the outskirts of the rail system make significant issues in the heart of the rail system which I rely on.

I don't ride the red line often, so this would impact me only in a limited way.

This would work better for me than the previous proposal. I would much prefer if rush hour trains were even more frequent.

We operate a 24 hour workforce for those without cars. The change to operating hours would cause a hardship for employees that work overnight hours.

I'm concerned that this schedule would disadvantage the lower socioeconomic bracket of our county...thus making them into 2nd class citizens.

Trains should arrive every 15 minutes at all the stations on the red line

This disenfranchises people who live outside of the District and commute for work or school. People should not be penalized for where they live.

Thirty minutes is excessive. It would mean I have to choose specific dates when I don't mind waiting.

I don't use this line, know too little to answer.

Proposal to implement Red Line turnbacks

For the Red Line, this looks more or less the same as Metrorail Proposal 1. Same comments: This plan *might* work for me. A lot depends on what happens with people returning to their workplaces. If a lot of people do go back to their workplaces and dont stagger commuting hours then the frequency will be too low to handle rush hours, especially if people remain hesitant to ride in crowded cars.

Intermittent schedules do not help! Make all frequency 15 minutes or better! For transit to be useful, it needs to be more frequent or the risk of missing a train and not getting to work on time is too great - 15 minutes is manageable, but 30 minutes is not!

Isn't this the same as the first one, just expressed differently? Again, more frequent trains would be required during commuting hours.

I think this would work because I don't have to go to most of the distant stations

DC-bound trains are packed for morning rush hour., esp. from the terminal stations (e.g. Shady Grove). The reverse is true in the evening. Is pandemic use really the best time to evaluate usage? Why 30-minute and 15-minute intervals? What are the benefits/costs of 20/10-minute intervals?

By Jan 2022 I expect people will be commuting to work again and will need more trains during rush hour. If Metro wants to encourage people to take the train rather than drive, cutting rush hour service is not the way to do it

Every 15 minutes is still insane.

For the same reasons I stated previously

Trains need to be a lot more frequent and hitting all the stops.

My concern with this proposal is that the metro should serve as a cost-effective and timely alternative to driving into the city and serve as a timely option for those without cars.

Same concern as previous: there would need to be a provision for additional trains for large events that end at a specific time (i.e., not a fair or festival, where people leave when they want, but huge concerns and sports events).

This appears to mean that Red line service within DC would be every 15 minutes with alternate trains turning back (at an intermediate point) or traveling to stations at extended ends of line.

Less frequent trains makes commuting by train less practical

I believe that all stops should be open and available.

30 minutes is too much time between trains

Im not sure b/c I do not know how crowded trains will be in the stations in DC during rush hour.

I suspect this plan would further curtail Metro ridership from northern areas of the redline and increase crowding all along the red line. Again overall transportation investments for new road space and parking would grow, defeating goals to decrease carbon emissions from transportation.

would be unfortunate for such a busy line (pre-COVID) would have such a cut back

As mentioned earlier, trains should arrive every 30 minutes on the red line trains, unless there is current ridership evidence to show that 15-minute service increments are warranted.

This basically makes the metro irrelevant

Again, it is hard to rely on the metro to get to work if some trains only come every 30 minutes.

I do not object to the proposal that every other train on the Red Line Operate between Grosvenor-Strathmore and Silver Spring. But the spacing should be every 20 minutes at Shady Grove, Rockville, Twinbrook White Flint, Glenmont, Wheaton and Forest Glen.

this is only about the red line. would other lines maintain current service levels?

This is a reasonable proposal.

I do not travel past Grosvenor-Strathmore so this plan would not negatively impact me.

As a person who lives in Wheaton, and has a daily 1 hour metro commute each way, I am constantly frustrated by the lack of service beyond Silver Spring. We are always bearing the brunt of Metros money woes - this station frequently has service cut and I am sick of it. I recognize that on weekends and off hours there is much fewer passengers going to these stations. But during normal rush hour, Wheaton station is just as heavily used as silver spring. Taking the metro into northern Virginia doesnt save me any time, but if it is going to potentially add an another hour a day to my commute I will at this point switch to driving.

Time changes are a much more reasonable and appropriate proposal than closing stations. People can adjust their schedules to the train schedule. If some peoples train stations close, they may not have a way to get to another station or it may add a significant cost burden to them. Many people choose where they live according to their train station, so I encourage you in the strongest manner to change train schedules and not close stations.

Proposal to implement Red Line turnbacks

Yes, as long as there is still service on the red line and prevents closures.

I do not generally access the stops beyond those endpoints, though I have occasionally travelled to White Flint for morning meetings. This would make metro an extremely unreliable choice for that trip if I had to potentially wait 30 minutes for a train out there.

I am a senior citizen I have Doctor appointments. I can not live my life to accommodate your schedule I can not afford Uber

I do not live on the Red Line and given the nature of how close the stations are together, I think this would be sufficient if I was traveling on the Red Line.

I need the more frequent arrivals every 8 minutes during the work week. With 15 minutes, if I miss a train, I'd be late.

If rider numbers return to normal by Jan 2022, then this would lead to massive overcrowding at many stations during weekday rush hours.

I don't understand this proposal. The writing is unclear.

This could have a substantial impact on my need to travel between job sites during the day.

I see no issues with the proposal, but admittedly, I am not a Red Line rider. WMATA should perform an analysis to see the percentage of ridership is getting off at Grosvenor-Strathmore and Silver Spring. Further, if staffing costs are the main driver of costs within the system, then routing every other train to a system or routing all trains to the system will not alleviate the problem. While it may speed service in some areas and require fewer trains, having the stations serviced at all will not decrease costs significantly.

Is not clear what the weekend evening hours will be

This was the way it was originally. It's my understanding that the change worked better. Why go back?

This is too similar to option one. Red line is busy and would get overcrowded

With only a single route on this line, the possibility of a breakdown anywhere on the Red Line would cause immeasurable problems throughout the Metro system. 30-minute waits would likely increase.

I do not regularly use the red line. Trains during rush hours would need to be more frequent.

Trains would be too crowded.

Most critical for me and our family to have the Grosvenor Station getting a train going into DC every 15 minutes, at a minimum.

This disregards the fact that many people choose their homes around access to transportation and rely on these stops to get to work. While not as offensively short sighted as the proposal to make every train this useless, it is still a blatant disregard of the needs of users in these areas and you know as well as I do that the savings that would actually be achieved by doing this would be a pittance.

Trains should stop at worst every 15 minutes in the city during the work day. Ideally it should be every 5 to 10 minutes.

I commute across the Grosvenor-Strathmore station, so this Proposal will likely be annoying for me.

I think having less access to metro lines outside of DC is really going to disproportionately harm Black and brown communities who have been pushed out by gentrification. It's going to have a racist impact, even if it's not in itself a racist policy. Please continue to value the time of people of color living on the outskirts of the city in the same way you do white people living in the city

Cutting service on the Redline would have a severe negative traffic impact on the 270 corridor and beyond and would adversely impact ridership.

As I said in the first question, 30 minutes is too long to have to wait if you missed the train at left right before you got there. If we want to build ridership on Mitchell we need to make it very convenient for people

I don't feel it is fair to those who ride from those stations, they are tax/rate payers like the rest of us. Those writers are paying the same distance costs for worse service.

This proposal addresses what I thought one big issue with proposal one would be, but people commuting in from MD suburbs might find morning commutes annoying with this proposal.

If that is consistent then I am sure that the trains will be too congested during the morning commute but will work the rest of the time.

This might make vehicular traffic worse in the District because people near the outlying stations would drive and try to park closer to downtown to have a more flexible schedule.

This kind of arrangement discourages use of metro. If I have to consult a timetable every time I want to attend a meeting or go to a restaurant out in Rockville, I just won't take metro - I'll drive. That reduces revenue for metro and increases greenhouse gas emissions. That doesn't make sense. People anywhere in the metro system need to be able to estimate on the fly how long it will take them to get from point A to point X, and this approach does not allow for that.

Over crowding on metro during rush hour

Having lived close to the Shady Grove station, this proposal does not meet the needs of riders living north of the Grosvenor Station. I do not support this proposal.

Proposal to implement Red Line turnbacks

I use the Red Line infrequently now to get to medical/business/shopping/entertainment destinations in DC/MD. It is inconvenient already. This change would make it impossible for me to use the Red Line â€” I would just drive.

This is less convenient for me, but better than shutting down the Grosvenor Strathmore station completely.

This would create a hardship for working people to wait up to 1/2 hour for a train and overpack the trains when they do arrive - social distancing will still be in practice for a long time to come and this is not the time to provide crowded trains.

My wife and I would still requires more frequent times during morning and afternoon rush hours.

Not frequent enough on weekdays

No issues with this.

I dont use the Red line

This seems similar to plan 1, unsure how it would be better for budget to not have trains running more frequently due to blue/orange line overlap.

I only use the red line infrequently, I live on the Orange Line.

Additional time mentioned above would be true in this case. Any appointment such as a scheduled dinner or theater would be difficult.

Again having long headways like this will cause people to use it less and to turn to ridersharing making the problem worse! Look at what the Europeans are doing and follow their example since they seem to do it better than we Americans do! If you need increased funding get it from Congress!

Same reasons-- Metro is the only way to get around-- hardly any taxi cabs left and I am terrified to use Uber.

Trains would arrive every 15 minutes at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.

As a resident of Glenmont, the extended wait would dramatically add to commute time and may push commuters to just drive. Maybe every 2 out of 3 trains go to the end.

You have to take in account that people must go work, and be on time. You know Metro always has problem, 30 minutes will create more late arrival to work or appointment for ridders.

I agree with anything that will keep open the Grosvenor=Strathmore Metro Station.

As long as the changes are temporary.

It seems unfair to people who live a few stops beyond Grosvenor to cut service completely. Metro is supposed to make the city more accessible for those who cannot afford to live in downtown condos and townhouses.

the metro is most important for people who dont have any other way to get to work or home and this plan would most impact those people who live further out.

I think this is what it used to be, right?

I dont ride red line regularly, but I know its generally a mess during pre-pandemic levels. How is this going to help anyone or bring riders back? If you dont get riders back, you will continued to bleed money. Thats how it works. Instead of trying to cut you services (the whole point of public transportation), you should be taking a look at your overhead. Im sure there are administrative and personnel costs that could be cut. I used to regularly see an abundance of metro workers sitting around. Ask yourself the hard questions: are all those workers needed? The answer is not to cut services.

This would be non-optimal, but would be workable for my planned commute. Would likely lead to over-crowding on trains if/when ridership approaches pre-pandemic levels.

Rush hour frequency needs to be greater than every 15 minutes.

This would not help Grosvenor clients who are on tight schedule for work.

I dont live on Red line.

Insufficient parking at Strathmore most of the day. At busy times (during weekdays especially I have to park elsewhere at white Flint, Twinbrook or rockville.

I would be able to plan accordingly.

While still difficult for commuting purposes, this solution would be much more manageable.

Since I live at Grosvenor, this works for me.

I rarely use the Red Line to these stations.

suburbanites deserve frequent trains too. we want to persuade them to use transit, not their cars

If trains are only coming every 15-30 minutes, some people may have to wait an hour to be able to get on a train which takes them to their end station. This is too much wasted time for riders. This is also a time frame that will not work during high ridership times because there will not be enough trains to accommodate the number of people who need to take the train (with or without social distancing).

Proposal to implement Red Line turnbacks

We dont use the red line.

If only every other train will operate between Grosvenor-Strathmore and Silver Spring, how do you maintain a 15 minute arrival schedule between these stations?

This is marginally better than Proposal 1, but still an omnishambles with respect to commuter needs.

This would be okay for most of the day, with the exception of rush hours. During rush, I would worry that trains would be overcrowded.

I am not sure about the impact from Strathmore to DC. I moved to this local area specifically as an Essential Employee to get to my DC (Capital Hill Job).

Every 30 minutes between Grosvenor and Wheaton would be a hardship.

15 minutes between trains would be difficult when I am back to commuting daily in Jan of 2022, this might lead me to switch to biking in more days.

I will be negatively affected with the closure of Grosvenor-Strathmore

I dont use the red line often on that end so this wouldnt impact me much. However, we may see crowd surges at some of the transfer stations I use more frequently downtown.

Shortening the red line every other train is a hardship for commuters. Every train should do full red line.

This is simply not enough service for the me and the people who rely on these Metro stations to get to work, go to the grocery store, visit family, or any number of essential activities.

While this would not directly affect my commute, I think it would be a real burden for those who live north of Grosvenor and would lead to more people commuting by car and further declines in ridership

Again, making trains run less frequent will result in crowding, which is bad for health! U need to ensure that people feel safe taking metro again, and noone will feel safe after this pandemic if they r packed in like sardines into a train, considering there is still a lot to learn about covid-19, new strains and how effective vaccines are. We r the capital of top country in the world and our metro system is comparable to 3rd world! Please work with congress and do all u can to make sure no disruptions are made, no less frequent trains and no closed stations! I dealt with metro delays before pandemic and would at times not be able to get on the train at all because of crowding. Do not create it on purpose please! Find funds from congress and do not punish riders!

This plan is good because all other train lines would have less time intervals. Most of the red line stations are not utilized as often due to the federal government teleworking. Another option would be to close stations with low ridership like Judiciary square in comparison to the beginning of the pandemic with closing stations with low ridership levels.

Same answer as before. I have to tranfer trains at Metro Center. Having to wait 15 minutes for a train--assuming it wasnt too crowded and I had to wait another 15 minutes for the next train--would make my commute too long to fit within childcare hours.

Though I personally live near Silver Spring station and use it the most, 30 minute intervals, especially during the work week, are not feasible for commuters living beyond Grovesnor and Silver Spring. Arguably, 15 minutes is too infrequent even.

Leave it the way it is. My community needs this. Congress appropriated 1.9 trillion. Only 9% is going to covid. Get Congress to give more money

Since Im located in DC those locations in MD do not impact me. Keeping the train at every 15min means Im more likely to use it (over Lyft/Uber).

Trains beyond Strathmore are too infrequent. Need to get to work and back in late evening.

This would not be fair to some residents who depend on Metro, but it seems most reasonable to limit service toward the ends of lines where stations are less used.

These are the same as my concerns with the previous scenario. In fact, I dont see how they are different.

30 minutes is too long to wait for a train. I have lived in capitals of much smaller countries where train comes to the station every few minutes. That is the way it should be in the U.S. We need to offer better service, not worse. The Metrobus and Metrorail system need to be subsidized by local governments and the Federal Government.

I live in Virginia on the Yellow Line, and rarely use the Red Line.

I live in DC and very rarely travel outside of DC.

Not sure of the service needs beyond Grosvenor Strathmore.

Thankfully, I no longer need to ride the Red Line for work. I feel terrible for those who must still do.

Since I use Grosvenor station, this works for me.

I dont use the red line very much.

Strathmore is my jumping off point usually for most trips so I would like to catch trains from there as frequently as possible would be great

Again, resources should not be used to make rich folks comfortable and make the more vulnerable and poor communities that rely on public transportation as their only method of travel to differ even more. Resources should be for those who rely on metro as their source of transportation. Cut your salaries revise we know how much you all are making at our expense.

Proposal to implement Red Line turnbacks

I would not take Metro on the weekends. Prior the pandemic, I used Metro red line constantly on the weekends and it was crowded; If this proposal is adopted, I would not use Metro due to overcrowded cars

Please see my previous response.

This would make it harder on people who cant afford to live closer in. Their commute is already long(er) and having to wait as much as 30 minutes for a train would be an additional hardship.

The wait time of 30 minutes for the Rockville station is too long.

Again, the Red Line at Union Station was already inadequate.

Trains are not frequent enough. Metro should adopt a flexible budget to allow for more frequent service and can adjust based on the situation at the time. Additionally, by setting such infrequent times at stations north of silver spring and Strathmore will result in a crush of parking and crowding at strathmore and silver spring.

It will easier if trains arrive sooner for the stops at the end of the line, which are major access points outside of the DC stations.

I live and work within DC limits so I cant comment on a proposal that affects those commuters.

Trains must run at least every 10 minutes.

There are a lot of high rises around the Grosvenor metro. Many of the residents depend on Metro to get them to work. Once every 30 minutes is not frequently enough to support this ridership.

Buy Uber

Trains arriving every 15 minutes at all other stations on the Red Line would not work for me. As a regular user of the Woodley Park and Dupont Circle Metro stops, I anticipate that this would cause serious overcrowding and prevent timely arrivals for myself and other Metro riders.

As mentioned in previous response, this would create massive congestion and the 30 min trains would be overcrowded and inconvenient. Riders at this stations might choose to forgo metro altogether due to the lack of trains

I think this would not affect me if we are talking about trains heading north from Silver Spring and not into DC from Silver Spring.

Strive for a consistent clockface schedule at the stations only served every half hour.

Dont use this metro line during my current commute

Those traveling the farthest and paying the most are penalized. This will lead to more commuters on the roads.

Skipping the endpoints is fine, but every 15-30 minutes per train is entirely unworkable.

There is not a significant benefit of a train every 30 minutes - and at some point, the commuters from the suburbs will be so jammed that no one will want to use it and traffic will increase.

With other service cuts, my commute would double in length.

I take grosvenor station most days

It could work, if the time between the trains could be reduced to 10 minutes as opposed to 15 minutes. And 20 minutes, as opposed to 30 minutes on the outlying stops.

I only go to this section of the red line once or twice a year so it will have little impact on me.

I hope this is a temporary problem and not a permanent solution.

The headways seem way too long. It would be awful to try to plan around those headways.

This poses a barrier for those that live farther north and actually encourages driving rather than discourages it. This would increase congestion on the road.

It should not be every 30 minutes. It should be less than 30 minutes. People going to those other red line stations already have a far commute this proposal is just making it worse.

I dont often travel to those stations on the red line but it will hurt ridership for commuters in those areas. With the inconvenience of 30-minute wait times, people will be less likely to ride Metro.

If this helps to keep the trains at Grovesnor. This is a station with many apartments and metro ridership is essential part of living in this neighborhood.

Because it means missing buses to getting to work or home as it is there every 15 minutes example now I get a train from white flint at 4:26pm & get to shady grove at 4:36 miss my bus by one minute then hav to set there 25 minutes til the next one if it's ever 30 minutes that means I wait an hour to go home

This will work because the trains would operate

Trains should arrive more frequently than every 15 minutes at all other stations on the Red Line.

My doctor is located on the Red Line and this would double the travel time.

Proposal to implement Red Line turnbacks

Service to Grosvenor on 30 minute schedules would hamper access to Washington DC and points in both directions as well as access to the Strathmore Performing Arts Center from points beyond Silver Spring.

This would be fine. Not great for others, but would work for me.

Just two trains an hours is not how the metro should function. Silver Spring is too close to DC to consider it a remote and non-important area.

Again, there are people like me who have jobs in which we are not professionals and that comes down to not being able to take taxis, Ubers, Lyfts nor purchase vehicles! We depend solely on Metro trains and buses.

I like this plan a lot. The bulk of ridership is in the city center, we need that capacity, I think, to handle within-city foot traffic. People on the outskirts can wait a little longer and still get a seat on the metro cause they are the first or last stops. Cutting service in the center or across the board does make as much sense, cause the ridership isn't evenly distributed.

Since I travel to the ends of the Red Line infrequently, this does not affect me as much personally as some of the other proposed changes. That said, Im sure itd have significant impact on individuals in those areas.

Very inconvenient for weekday commuters.

I live near Grosvenor-Strathmore, so the proposal would give me 15 minute service, but that is still too infrequent during peak hours.

This will adversely affect the most vulnerable workers with no private transportation nor ability to hire Uber or Lyft. It is unconscionable that they be more burdened than they are already now.

Metro is already so unreliable that it is a poor way to get around. Cutbacks would hardly matter. However, it is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA.

Trains still need to run more frequently than every 15 minutes!

Would need to adjust any plan travel differently to accommodate this schedule. It does seem to my though, that some of the stations that are skipped affect groups who need to have access, like employees working at holy cross hospital who need to use the train to forest glen station.

I dont use the Red Line.

Grosvenor-Strathmore is shown as a closed station. How will this work?

I live by Grosvenor so this is alright with me.

I dont travel frequently on the outer portions of the red line, so I probably would not be personally effected as much, but 30 minutes is a long gap. My teenage daughters travel to wheaton via metro from PG Plaza. They would notice.

I live at Rockville Town Center which is adjacent to the Rockville Metro Station and commute via the Metro everyday to Metro Center. Reducing service to 30-minute intervals would add a significant duration to my total travel time.

I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else.

As a Virginia resident that works in DC, I do not use the Red Line in Maryland. That said, 30-minute train intervals for any line is not an option.

30 minute intervals are simply an admission of failure. Just not acceptable in a major city in an economically advanced country

Better than Prop. 1.

Can you imagine a red line train coming every 15/30 minutes during rush hour? How crowded those cars and platforms would get? Better-off residents would skip the metro, clog the roads, whereas only those with no other option would ride.

Again, this could work only if you guys got a really accurate and consistent schedule.

My lack of concern for this item is only because I do not live or need to get to those stations.

The stations on the Red line where the train arrives every 15 minutes are the ones I usually use.

I do not use the Red Line for commuting.

This would significantly and negatively affect weekday commutes.

While this change wouldnt affect me, I dont know enough about the needs of riders in those areas to say one way or the other.

Proposal to implement Red Line turnbacks

Its the same as Proposal 1, only with only one train line affected. Dont you read your own materials? Why should only one line have very little service??? Actually, then I would just drive to Grosvenor, because I am wealthy enough to have a car to drive there anytime I want. A lot of people near Shady Grove and Twinbrook might not like it. Will you also provide more service to bus riders in Potomac?

I do not have any plans to take the Red Line. Orange Line is my primary line.

Looks ok to me

Again, the trains are likely to be so crowded as people return to the office that the trains will become inaccessible to people like me who have disabilities. I have to have a seat on the train to ride safely. The disabled seating pre-Covid was hard to get because people without disabilities ignore the signs and sit there and take up all the seats and/or put their bags on the seats next to them. If I cant get a seat on metro to accommodate my disability, the train system becomes inaccessible to me. Running fewer trains like that, especially during rush hour, will make the trains so crowded that I wont realistically be able to ride.

This would be acceptable for many of those living in the DC metro area, who rely only on public transportation to travel within the city.

Trains need to come more often during rush hour (perhaps, every 5-10 minutes). 15-30 minutes during off peak times is fine.

Seems like a good idea to have high-traffic areas run more often.

I dont often use the red line, but I am looking to move. This change could dissuade me relocating to those areas that are lesser-served.

Glenmont is my station and I have to travel there by bus. If my bus is late and I miss the train that would mean waiting 30 min which would make me late to work. Most commuters to DC already have to leave earlier in case of unexpected delays. This proposal would make matters worse and make me not want to rely on metro and instead invest in a commuter bus or van pool.

By January 2022, I expect to be back in the office (as will many people) BUT I imagine that wearing masks and social distancing will also be still in effect. Having METRO run every 15-30 minutes based on line, etc. would mean incredibly packed and therefore unsafe trains, especially during rush hours. If I am traveling NOT at rush hour, sure, this is fine but I plan to be back 9-5 and this seems unsafe.

Yes, I could manage with this. Just DONT CLOSE GROSVENOR OR WHITE FLINT!!!!

It's too infrequent given that offices will probably reopen in 2022. Why not have more frequent trains in the morning and evening?

Every 15 minutes would work for all stations.

Like many other Metro riders, I live beyond Grosvenor-Strathmore and use the Red Line to commute into DC to work. Before Metro stopped turnbacks several years ago, my commute from Twinbrook station to Metro Center could be over an hour during rush hour, if I wasnt lucky enough to catch a Shady Grove train. All trains coming out of DC were extremely crowded, sometimes to the point where you had to wait for multiple trains to pass before you could get on. When Metro stopped turnbacks, the same commute was cut in half (at about 35 minutes) and crowding was significantly reduced. I hope that Metro will keep trains arriving at all Red Line stations every 15 minutes.

Keeping the service hours before the pandemic will be great.

GROSVENOR-STRATHMORE metro station should not be closed because the metro station near many apartment buildings and condo buildings. Alsomany people uses the station.to get to their places. This idea is a very bad choice.

I live near Grosvenor-Strathmore and will be commuting every day again by January 2022. I would not mind every other train on the Red Line operating between Grosvenor-Strathmore and Silver Spring. However, 15-minute intervals are not acceptable for my commute, especially coming on the heels of a large federal stimulus. This proposal would force me to consider commuting by MARC or car instead and, more globally, it would permanently reduce Metro ridership across the board.

I dont use this line

I don't usually take the Red Line so it would not affect me that much.

I frequently go to Silver Spring and Wheaton metro because my family lives in Silver Spring and they are old and sometimes need my help. I do my shopping at Costco in Wheaton along with other retail shopping there.

Because I get on the metro at Gro-Stra this is not a major issue for me. However, I would prefer it to come a little more often than every 15 minutes.

Screws over every long commuter but at least you keep some semblance of a somewhat normal-ish service tht should be your barest of minimums inside the city

I ride from Twinbrook so that sucks

One train every 30 minutes is just not acceptable to practically use Metrorail to get to work. Miss the train by 30 seconds and youre late by 30 minutes.

I do not normally take the Red Line. the alternating end station destination - believe this used to be a pattern - can be confusing if you arent familiar with the routes and could cause someone to get on a train going the wrong way

Proposal to implement Red Line turnbacks

I use the red line to get to my dentist. It is already a very long journey.

This wont work for commuting on the Red Line from Takoma to Union Station/Capitol South. If were back up and running in the office, as I expect we will be, the train will be too full to get a seat. I dont want to have to retire or start driving to work due to Metro service cuts. I dont think this is going to work for my colleague who comes in from Wheaton at all.

Being that Y-bus service will remain the same along the Silver Spring-Glenmont segment, riders will be able to travel to the appropriate destination. With the Shady Grove-Grosvenor segment, there will be additional transfers necessary depending on the destination with the potential elimination of the Q-bus service. The Q-bus lines are pretty crowded, especially between Rockville and Wheaton, which it doesnt make sense to eliminate this service along with Red Line service.

Im not really sure if this proposal will work for me. Its a bit better, but still highly inconvenient for those who rely on the metro for their everyday existence. I do rely on the metro to see my friends, get to work, and to get to shopping areas or dining areas. I dont own a car and I dont intend on buying a car.

N/A

I do not normally use any of the listed stations, so I marked this not applicable.

That might work EXCEPT during rush hour.

This plan wouldnt work for me I would prefer that every lines run every 15 mins at the minimum

This works for me. For people north of Silver Spring or Grosvenor, this plan is an invitation to travel by automobile instead of Metro

This option is a little more reasonable with my work schedule than option 1

truly not sure what type of environment we will be in 2022

It already takes too long to visit family and friends on the red line. This would be a disaster.

Thats fine with me

That will be very inconvenient

My neighbors and I all bought into the Grosvenor Park area (30 years ago for me) because of easy access to the Metro. There are countless apartment buildings and townhouse neighborhood that use Grosvenor Metro. We would have to drive into DC or drive a ways to an overcrowded parking garage which defeats the purpose of public transportation. Closing this stop will add 100s to 1000s if more cars to our already congested part of the county. Many retired neighbors and families without cars totally rely on Metro for getting around. It affects our ability to work or visit DC, and it will greatly affect Strathmore Hall once it reopens. Please do NOT close our Metro station!

This is significantly less than rush hour frequency even between Grosvenor and Silver Spring and would add significantly to my daily commute

These distant stations are not usually on my travel route

The same comments apply here as were applied to the first question.

I mainly catch the Yellow or Green lines.

You really have to be concerned about those riders on the fringes of the system. They live in the Suburbs and in some cases the train is their best way to get into the metropolitan area. Its not fair to give them less service.

This proposal would be much better than closing Metro stations. I live in the Grosvenor Park I Condominium. The closure of the Grosvenor Strathmore Metro Station would devastate our community. Please do not close the Grosvenor Strathmore Metro Station.

I dont use the red line very often

I dont live on the Red Line so this does not impact me as much (as long as trains arrive every 15 minutes at Red Line stations within DC).

I go to Forest Glen station to get to my neurologist. If it would be every 30 minutes I dont know how much that would increase my time and how much earlier that I would have to get up to do that. I am already getting up at 3 or 3:30am to leave the house by 5:30am when I take Metro to my neurologist. I dont have my license so Metro is my main form of transportation. I would have to know how much that this would lengthen my trip before I could say for sure if it would work for me.

I personally don't ride the red line to these destinations on a regular basis.

During peak times, 6:30 am-9:30 am, and 4:30 pm-6:30 pm, I need those trains that run every 30 minutes to be every 15 minutes. But just during the peak times.

You already stopped doing this because its stupid. Dont start doing it again.

Peak hours have to be different. I use the grosvenor station to go to work to downtown and the number of people is overwhelming.

-

Proposal to implement Red Line turnbacks

Most of my sentiment from the prior question regarding all stations every 15 minutes applies here as well, even when considering them independently. As someone who lives at Shady Grove and works off of Twinbrook, I'd rather pay for a rideshare than deal with such a horrible wait and risk being late to work due to bad luck in timing. While I can theoretically afford it, rideshares are expensive and many cannot. The people living at the end of the red line have the same needs for the metro as everyone else. This will absolutely NOT encourage ridership or bring in more fare money.

I do not typically use the red line

This does not affect my travel.

With the social distance will be difficult to keep safe.

THIS WOULD INCREASE MY COMMUTE DRASTICALLY AND BE DETRIMENTAL TO MY CONTINUED (10 YEARS) SUPPORT OF WMATA!!!!!!!!!! PLUS WITH CORVID - WE WOULD BE EXPOSING YOUR RIDERS TO MORE PEOPLE - IF YOU REALLY THINK THIS WILL BE OVER IN 2022... RESPECTFULLY... YOU ARE NOT TAKING LONG-TERM THREAT MANAGEMENT INTO CONSIDERATION...

My federal agency is headquartered at White Flint metro station. Shifting to this proposed schedule would not only reduce the proportion of staff commuting by rail, it would impair stakeholder and public visits to the agency and adversely impact public participation and transparency in agency decision-making and operations.

I travel from Woodley Park to White Flint. I would not enjoy the 30-min wait between trains, but I can work with it. I'd just have to use the next train info to time my arrival at the station so I don't have a long wait. I might have to go to work earlier and leave work later because of this.

Please consider providing fans and heaters for outdoor stations if trains have to run every 30 min. Thirty minutes can be a very long time to wait in extreme hot and cold temperatures.

The metro during 8:00am-9:00am is full of commuters, and often on the red line when trains you cannot get on as the train is full when they are running every 3-5 minutes. If trains are running every 15 minutes, I envision lots of commuters having trouble getting to work on time. This would lead to people not being able to rely on WMATA.

I do not typically ride the red line.

What are the commuter needs at those particular stations?

This is close to what the trains currently do from my perspective. I feel like this would be a change that could have the smallest impact. Again, with trains being spaced out by half an hour a timetable for when trains leave stations would make this plan more feasible for riders.

This seems feasible with more options in the core of the line and less frequency at the further out stations

Too much confusion with train arrivals and departures. Red line trains are overcrowded enough.

I rarely ride the Red Line but this seems like a bad time to reduce service when people are expected to be going back to work in their offices

I'm retired so I go downtown much less than I once did, especially since the pandemic, but this would work for me because my home station is Grosvenor.

I sometimes have appointments in Rockville and in Wheaton. If the trains don't run more often I would have to allow extra time in both directions. I'm more likely to take a taxi or ride share than metro, so I'd effectively lose access to public transportation.

15 minutes is acceptable for in town stops

I don't use the red line

I commute btw Grosvenor and NoMa for work. The garage fills up with just Grosvenor people. This change would mean WF and Twinbrook commuters would park at Grosvenor, too, making Grosvenor essentially unusable after 8, and forcing the rest of us up the line, making the commute potentially adding 45 minutes or more to our commute because of the extra driving and the longer wait time.

Not sure what is being proposed above. As long as there is still service from Cleveland Park Metro I can adjust my schedule.

The White Flint, Twinbrook, Rockville and Glenmont stations are primarily used by individuals who cannot afford to live closer to DC. This would disproportionately impact their ability to get to and from work every day. I am not OK with that.

Perhaps if Metro had the normal frequencies (e.g. trains every 2-3 min during rush hour, every 10-15 min during off peak hours), it would be ok for the trains to alternate, but 30 min is too long a wait. I have friends in Forest Glen by the Metro. We also need to encourage people who live in the suburbs to use the trains more, not less, which this would not do.

The Red Line requires more frequent arrivals than 30 minutes at ALL Red Line stations, particularly as this year progresses and also into 2022.

here again in the am and late afternoon early evening all trains should run more frequently.

Have you ever been to these stations during peak hours?? In normal times, a train could get half full leaving from Shady Grove and 100% full by the time it gets to Grosvenor.

Proposal to implement Red Line turnbacks

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|---|
| Whats the point of mass transit? Assuming I could get on one of these 30 minute trains (how many cars per train on this revised schedule?) I can drive to most of the destinations given the new time frame. What would the fare be for Rockville to Metro Center? |
| I am not sure of the commuting needs of the population on the outer most parts of the lines. |
| Again, time between train arrivals is too long, especially during rush hour. |
| 15 min between trains is still too long, but its better than the previous proposal. |
| Rockville, Twinbrook and White Flint should have a schedule with trains arriving every 15 minutes too |
| This could be acceptable on weekends, but would not provide sufficient service during rush-hour and normal weekday traffic. |
| I didnt ride on the Red Line very often, so I dont think this would affect me much. You might want to consider how it would affect traffic to/from Union Station - especially if the tourists start pouring in again. |
| It may work in non-rush hour and weekends, if its a weekend with no city-wide events where many folks use the subway. This plan would not work during rush hour -- platforms and trains could become very crowded and may have to bypass stations as the crowds build on both the trains and the stations. after leaving the starting station(s). |
| People are more willing to travel when trains are more frequent with shorter wait times. |
| I rarely use the red line outside out the District so it would not impact me at all. |
| They would likely get really crowded after work from home ends and many of those are outdoor stops which would be really hard to wait at for long periods of time during winter and summer. |
| I do not use that section of the line but ultimately it is 30 minute arrival interval which my previous comment om 30 minute arrivals still apply |
| 15 min is still pretty long wait time - I use grosvenor as my origin |
| A reasonable approach that while limiting service to some stations, does not eliminate it. |
| I very rarely travel to any of the 30 minute stations, so this would not meaningfully affect me. |
| This would work as long as the trains arriving at Silver Spring arent completely filled up with the commuters who have waited 30 mins at the other stops. But otherwise it could work for me. |
| I do not live on the red line |
| I live on the Green Line and rarely use the Red Line, so this plan would be fine for me personally. However, it is still an unacceptable cut to frequency. In the core urban section from Grosvenor to Silver Spring, trains should come at least every 10 minutes. On the outer suburban branches, they should come at least every 20 minutes. |
| No, I heavily rely on the Shady Grove and Rockville metro stations and this would be extraordinarily inconvenient for me. |
| I currently do not have plans for 2022 wherein I would need to ride Metro to these locations. But, my thoughts are for those who live in those areas and work in the city, presuming the city returns to normal or close to it as possible. |
| Too much time in between stops for the Red line. |
| The long wait times would highly discourage use of the metro station. The metro doesnt need fancy services or anything in it. It just needs to run promptly and consistently. Businesses and events need to be open so people have a reason to travel into downtown. |
| No, if this is affecting times during rush hour |
| I agree. These schedules would make it easy to go to and from destinations. |
| Every 15 minutes the platform at Dupont Circle in rush hour will get crowded if the trains only come every 15 minutes during rush hour. |
| Some trains already arrive full when they get to Grosvenor from Rockville. This plan will be a disaster. |
| The pandemic would end sooner than January 1, 2022. So, once this is all over we will have to increase the frequency at the red line, blue line, silver line, and the orange line, two every 5 to 10 minutes at all stops including the Arlington national cemetery. So just to let you know that they'll have to run more frequently than what they're doing right now they're just only doing the cuts because of the pandemic so just to let you know that |
| But service every 30 minutes for the affected stations would discourage ridership for anyone located near those stations. |
| My main use of the metro is for Monday to Friday commuting and I do not use use the Red Line at all for this - so this plan has no impact on me at all. |
| Then there are the derailings, the smoke filled train cars, the collisions, the worker deaths. |
| I do not typically travel to those stations and dont expect to start in Jan 2022. |
| Wait times are too long! |

Proposal to implement Red Line turnbacks

If all trains are 8 car trains, capacity might be sufficient.

Yes this definitely works too. Again, not ideal but we (the customers of metro) have to work around the metros schedule. It's a small sacrifice, but worth it if we can keep the service on for these communities. Removing it indefinitely could be detrimental.

I live within walking distance of the Grosevenor-Strathmore station and mainly use it to go to Bethesda, Friendship Heights or into downtown Washington.

Dont travel by metro beyond Forest Glen. Use bus service and walk.

I do not live in Maryland nor commute to that neighboring state.

While 15 minute intervals are not ideal I would personally be minimally affected. If this proposal were adopted I would probably spend THE SAME on metro per year.

I think I would probably not use Metro as often as I have in the past due to the length of time this would add to my commute.

We need more frequent trains at those highly trafficked stops,

It is helpful to have more trains available at high-traffic stops. However, much of the professional population in DC dont live in DC but rather the surrounding areas. Having fewer trains available to them penalizes them for seeking affordable housing.

This will again, result in packed trains during rush hour, especially in the Grosvenor - Shady Grove corridor. It is important to consider that theres a lot of newer construction in northern MoCo. Those people likely work in DC but are not willing to drive an hour and a half. Mixing it up by driving to any of the MoCo stations and parking there to continue their commute into DC will result in a more-comfortable commute for them. By having trains arrive every 30 minutes, this will discourage those commuters. Additionally, the corridor between Shady Grove and DC is further urbanizing and demand for public transportation will be considerable in the long term. By increasing frequency there might be savings in the short term, but its affecting the image of public transportation in the long term.

It is my understanding that the red line is the most frequented route and to cut train service would disrupt the commute for many.

This schedule makes it harder to connect to buses to our destinations from Shady Grove, because of the long wait for Shady Grove trains.

I rarely use the rest of the red line.

The hours of operation of services would really cut riders to depend on the station services. Per haps every 10-15 minutes may can be a start

The cost of living and working in Metro corridors has become excessive. Much vacant office space is for lease. Many other transportation modes compete with Metrorail, e.g., Uber. Time is overdue to make Metrorail a tightly scheduled transit service where a few trains run with passengers rather than many trains running almost empty.

We need more frequent trains

Every 30 minutes is very inefficient. How can someone plan a work day around that?

That would not work out. Cause sometimes I have to ride to those stations. Plus I think we would have crowded conditions if we get to back to normal life.

Currently ok as Im on the red line within the SS-Grosvenor tract, but if I move further out that would be a problem. The main problem is that all the (large) park-and-ride stations are outside the SS_Grosvenor tract, so one could not drive to e.g. SS to shorten the wait. Also, the red line is quite crowded during rush times, in normal times. I assume youd revisit the plan later on based on ridership, so assuming rush hour is not an issue, this is an acceptable proposal. However, we should be vaccinated and taking metro again in 2022, so it may not be the best time to turn away customers.

every 15 minutes isnt frequent enough-it will cause me a slower commute and make trains more crowded in a time of social distance.

I do not know if more than the essential-only businesses will be open by Jan 2022, but based on our current vaccination rates, I expect more to be open by then. This proposed schedule would be discouraging and deter me from using Metro for my transportation needs. The walking distance between several downtown redline stations is about 15min or less.

I rarely use Red line and not to areas affected

I normally do not take the trains to these destinations at this time.

Unfortunately, Metro is a money pit that has to be scaled back because of permanently reduced ridership and revenue.

by the time the trains arrive to white flint, it is already really full. I am not sure how it is on the other end of red line as I am not familiar with it.

I have to wonder if this is such an issue why do we continue to build stations further out. The Dulles trains should have been a light rail to Metro, or something similar. Dont continue to cripple the system, and dont continue to mess around with the lives of those who do not have a vehicle. All those making decisions should be people who do not have a vehicle and must rely on transit options, bike, uber/lyft, etc. In all seriousness, everyone who is a decision maker should not have a vehicle.

Closing the Grosvenor Metro Station would be disastrous for me and my family. It is easily accessible for us, and we rely on that station. We used it regularly before the pandemic and expect to do so again again.

Proposal to implement Red Line turnbacks

This proposal would create the need for additional public transportation in the Maryland suburbs, simply transferring WMATAs financial problems to other taxpayer-supported services.

Standardized published arrival/departure times are key. So that riders can plan ahead.

I rely on the Metro

I very rarely ride on the red line.

While this works for me, because I am (for now) served by the Grosvenor-Strathmore Metro station, it will create hardships, due to extended wait times, for others who are served by the outer periphery stations with arrival times every 30 minutes. These passengers/customers will have at least 15-30 minutes additional non-productive down time added to their respective commutes.

As a red line rider, I fear that trains would be too crowded during rush hours if operating at 15 minute intervals and a real hardship for those living further out and needing to wait up to thirty minutes.

The Silver spring turnbacks aren't that bad in my humble opinion because the 3 stops north it usually aren't that big in crowds. The Grosvenor turnbacks are definitely a problem though because those 4 stations are crazy busy on a normal day and it'll only lead to big crowds.

Dont really use the Red line

15 minutes is about the lowest acceptable standard for a bus system, much less heavy rail transit. I understand that funding and ridership are key variables here working against you, but not maintaining a basic standard of transit functioning in a place like DC weakens both its strength as an institution and the Citys overall vitality going forward, because the 2 are integrally linked. If you are not incorporating MMT into your appeals for federal funding, I would suggest you do so, at the very least! This is obviously much needed investment (simply re-utilizing resources that have dropped off from previous levels, meaning the inflation risk isnt present) and the federal government can always spend money if/when it wants, given that all of its spending is digitally conjured out of thin air in bank accounts at the Federal Reserve and never intrinsically tied to how much in tax revenue it has or chooses to borrow through Open Market Operations

This would literally make my commute impossible. Pre-COVID, trains running every few minutes were still so crowded that I would often have to wait for multiple trains to pass before being able to board. If they ran every 15 minutes, I could be waiting 45 minutes for an open train car *in addition to my commute time*. Also it is unconscionable to disincentivize people commuting from afar from taking public transit, both from an environmental and equity standpoint.

I would embark from Grosvenor, so it would be acceptable, but availability of parking there is a big issue. More people would drive to Grosvenor to start their trip, parking just is not there.

Being 94, I cannot wait 30 minutes at Forest Glen to transfer to a bus to and from the doctors office.. especially in cold wintry weather.

I think you are penalizing passengers who live in the suburbs by having the trains run every thirty minutes rather than every 15. This extends travel time and puts an additional burden on these people. If these people decide to drive to work rather than wait the elongated time then other problems are created with increased traffic, expensive downtown parking, additional loss of revenue to Metro.

During COVID-19 people were told to stay home, so ridership decreased. By January 2022 people will need to commute to work once again. With many people taking advantage of low mortgage rates and moving out to the suburbs during COVID, the demand at stations beyond Grosvenor and Silver Spring will be even higher than pre-pandemic. If you limit service you are not going to resolve your budget issue. Instead, people will find alternatives to the metro and you are going to decrease your long term revenue.

Shady Grove is an important Park N Ride location for the entire northern 270 corridor. Having trains leave Shady Grove only every half hour will cause significant crowding on trains.

i don't really take the red line

Same feedback as the previous question. I use the Rockville station, and it was hard enough in the mornings when the trains originating from Shady Grove ran every 8 to 12 minutes. Or in the evenings, when I had to either switch trains at Grosvenor-Strathmore or stay on the platform in D.C. and wait for a Shady Grove train. Trains arriving every 30 minutes at Rockville would be unreasonable.

Actually it would work fine for me, but certainly wouldnt accommodate my daughter, or my son and his family who live near Shady Grove.

I am retired, so it is easier for me to plan a schedule around train availability.

This would further reduce customer usage because of delays from mostly residential neighborhoods where most customers start & end there daily rides.

Metro would need to have the bus routes feeding into the stations where the trains arrive every 30 minutes synchronized to ensure connections could be made from bus to the rail and rail to bus.

too infrequent

Proposal to implement Red Line turnbacks

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|--|
| I travel on the Red Line frequently to DC, MD and VA. All delays in arrival of trains, in either direction, will create major delays for those who are working at the office to be late. |
| I am not on this line daily. However when I go to the silver spring station for the doctors appointment. I will check metro iternary to figure out the schedule to arrive on time. |
| Metro makes it easier to use public transportation to the suburbs. Making it less convenient to use the outer stations encourages the use of cars the contributes to climate change. |
| As I stated in response to the previous question, I really dont want WMATA to have to cut Metro service on any of the lines. |
| If I have to wait a bit longer to get to where I need to go, between Fort Toton and Rockville/Grovsner, that is fine as long as I can get there. |
| I dont travel on that part of the system so it wouldnt effect me at all. |
| It would mean we'd be more inclined to take our car to Red line destinations, which defeats the purpose of public transportation. |
| again, you metro people need to keep the train schedule updated and adhered to strictly in order for this to work |
| Every other train would be impossible to get on with the amount of riders that accumulate at the farther out stops. |
| Grosvenor -Strathmore Station is nearest to my home which I use to get to my work every day. Otherwise I may have to drive. I very much want to take Metro instead of driving that is for sure. |
| none |
| More frequent trains are needed |
| This is feasible, but planning of train schedule and frequency should be based on an analysis of ridership frequency and trends over time, including different time points during a single day. Train schedules and frequencies can thus be adjusted based on observed trends (e.g., passenger volume) so that optimal service is provided during peak periods and scaled with decreasing need. Such a strategy would be dependent upon analyzing key data points (such as ridership, average number of passengers, etc.) over time and then extrapolating such historical data (predictive analytics) based on observed trends (descriptive analytics) to arrive at a data-driven, flexible schedule. See also: Comment to Metro Proposal 1. |
| See answer to proposal 1 |
| Not sure how this would affect me personally, red line is not on my regular trip except for some special circumstances, regardless 30 minutes seems too long a wait, Id imagine red liners at the affected stations would feel the same. |
| I dont live or work or play along the red line in general, but for times that I have and/or will, I think this would work. |
| These changes would render the metro unviable for our son, who commutes to a high school on Capitol Hill (orange line to Red line). The infrequency of trains on both lines (but especially on the transfer point to the Red Line) would make it difficult to plan a commute that predictably gets him to school on time. Reducing frequency to this level would be a disaster. Metro would cease to function as a proper commuter line, and the platforms would likely be over-crowded and dangerous during peak commuting hours when trains are expected. Trains would be unlikely to accommodate everyone on the platform, which would lead to frustration. Commuters would revert to their cars thus contributing to gridlock, pollution and parking challenges. it would also lead to the further demise of Metro by creating conditions that are so unfavorable that ridership will drop permanently. Please dont do this. |
| A 15-minute interval at rush hour on the heavily used/heavily needed Silver Spring--Grosvenor arc of the Red Line is too long. It makes it difficult to arrive to timed-appointments on schedule. Such an important metrorail corridor should not be cut back in service. |
| 30 minutes is a long time to wait on train. I think every 15 minuets sounds more reasonable for all stations. Wheaton Station is a busy station and has lots of riders who use to the train on a daily basis. As someone that commutes from Wheaton station to rhode In island avenue station I can confidently say Wheaton station has more passengers/riders than most of the stations in between and should not be subjected to wait for 30 minutes on a train. |
| I dont go out that far unless its to the Strathmore. I think Montgomery County should be asked to pay in if it wants more frequent headways than this proposal -- and every other county outside DC. |
| This is a reasonable change given lack of funding. |
| That is a long time between arrivals, and an inconvenience, especially at Shady Grove, etc. |
| I do not take metro regularly, and would plan accordingly when I do take it for occasional meetings or special functions downtown. But I would hope that if the trains were getting really crowded with this plan, there would be a backup plan to increase trains etc. |
| 30 minute frequencies is really unacceptable, but for the suburban, higher income sections of the red line this is a less worse option than others Ive seen. |
| I do not know my travel plans in 2022 but a reason to live where i do is based on proximity to Grovenor Strathmore Metro and reducing the trains servicing that station is a disincentive to use Metro for travel. |

Proposal to implement Red Line turnbacks

That is too long to wait for a train.

The elimination of the grosvenor turnaround made sense when ridership was high, and helped with extreme crowding during evening rush at Shady Grove. Sadly, if there isnt capacity to support it, it makes sense to run every other train to the ends of the line.

Trains would be absolutely packed -- to the point that people would have to wait for the next train, IF THEY CAN FIT ON THAT ONE -- during rush hours. Additionally, I take the MARC to the Metro as it is. So, Id have two transit lines with relatively long wait times in between instances, and that would likely mean Id opt to drive.

Eliminate overtime and reduce wages.

If I accidentally miss the train for work I have to wait another 30 minutes. That is if they do come on time

15 minutes is too much time during rush hour in 2022. Stations will be crammed.

Trains need to be more frequent so they are not as crowded

Considering that riders traveling from the above stations outside of Grosvenor-Strathmore/Silver Spring are entering the city from further away, it seems unfair that they now also have to wait longer times to also endure a longer ride.

I dont take the red line enough for this to be a problem for me

I don't use the red line

I dont use those station - ill leave that to people using those stations

No, I dont believe that will work for me. If I miss a train, having to wait 30 minutes for the following train would be detrimental to my job.

I commute from Shady Grove station and waiting for a train to arrive in 30 Mins which causes 1 hour wait time (to & Fro) daily is something absurd to even think about.

Most of the people who live in the area from Forest Glen to Shady Grove are not as dependent on Metro as a lot of people in the rest of the DC Metro area are, so I think this would be a good decision.

Again, this discourages ridership from stations served by a younger, less affluent communities and will cause road traffic and congestion that degraded the environment.

Im not sure if this would work. Right now I dont use red line so it wouldnt affect me. But if I were to change jobs it might..

This would significantly increase my commute time since I have to catch a shuttle at the end of the red line

As said previously, Metro is used not just by commuters, but also by retirees and tourists, who rely on Metro to get them where they want to go quickly. Reducing the time between trains would considerably lengthen travel times, especially for those who need to transfer between lines to get to their destination.

I use the trains in the downtown area, but If I lived further out, this would be unacceptable.

I often transfer from the Green line to the Red to complete my trip. An every 15 minute frequency goes against the idea of arriving on time. I currently sit for 8-10 minutes depending on when I get to Gallery Place waiting for a train toward Shady Grove.

During rush hour, those trains are going to be packed if they only come every 15 minutes, especially between Union Station and Metro Center.

I dont use the red line. So not sure how popular those 30min stations are, but I would think 15min with every other station would be fine.

If these stations are frequented less then every other train seems appropriate.

Sounds like the Metro execs must live on the Red Line

I don't usually ride the red line.

If I worked in Montgomery county, MD, it would.

No, this plan would not work for me because Im an essential-healthcare worker at an area hospital. Unfortunately, our shifts end at 11:30pm, which conflicts with your 11pm closure. This is also a problem for retail workers. If ridership is down, maybe you should consider extending your hours to Midnight to accommodate the needs of late night essential workers whod rather pay more to ride metro than an over-priced Uber/Lyft/cab.

No, by January 2022 it is likely that workers will have returned to offices. 15-30 minute headways will result in very crowded trains and stations.

I rather use the outlying segments.

Given the amount of people that go all the way to Shady Grove is not practical to wait so much for the train. This would also allow for unnecessary amount of people to pile up on the next stations. Having to wait for the next train to get into a Shady Grove one has always never been a great experience and extend the time that you are around other people

Yes , because the time schedule is reflective of daily ridership and patronage , prior to 2022 . In effect , wouldn't require modifications, that don't coincide with increase ridership.

Proposal to implement Red Line turnbacks

I have never used the line out to Wheaton, so I cant opine on that, but failing to run all trains out to Shady Grove places a severe limitation on its usefulness to those residents and commuters. Further, so many use this line to commute, including passengers arriving on commuter buses who have nowhere to wait but the open station platform, that running trains once on the half hour is inhumane.

I go to these stations, end of line, etc. for dentists and others. I meet friends at end of lines and this slows down and makes it frustrating to use mass transit. This is unacceptable for those of us who rely on metro for doctors appts., having to go to these stations and environs. This is worse than a bus schedule and that is just crazy for a train system. And to charge us the same price or more for this longer wait--as well have to err on going early or else will arrive late. I stayed in DC BECAUSE of metro access. i cant drive for medical reasons. You are penalizing those of us in most need of train service. DC will be a laughing stock as it is a major city and tourist and vacation destination but it will be downgraded due to lack of a proper and modern mass transportation train system. You will be competing against UBER and lose. This is just a white flag going up and you are dooming the system by such a proposal. This also smacks of past mismanagement. No other metros in other cities doing this/proposing this. SHAMEFUL and you will lose more riders.

I get that this is a big deal for people who live in those areas. But I am more concerned about getting from home (in Navy Yard) to work (Federal Triangle - Navy Memorial area).

I use a different station, so this is not inconvenient for me, but I am concerned that it does not meet the travel needs of the people who live or work near Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.

I will need more frequent service to reliably use metro to get to work, appointments, the airport, and personal destinations such as visiting with family and friends and attending cultural events.

My family lives nearby the Rockville red line station and I expect to be visiting them in January 2022 starting from downtown DC. Trains arriving at Rockville only every 30 minutes would be very inconvenient for me, and would probably force me to make the choice to travel on metro less.

Shorter wait times during rush hour are crucial. Proposed changes would likely lead to crowding during rush hour as pandemic precautions are eased. Strongly recommend that there be short wait times during rush hour.

Again, headways are way too long...

When transferring onto Red during evening rush hour, this proposal is a non-starter. While this may be realistic mid-day, this should not be applied during rush hour. This makes transfers exceedingly unreliable. Additionally, commuter congestion will increase. While this wont be as extreme as trying to catch a train to a Nats game, this is an extreme adjustment. To be reliable, trains should run at least every 10 minutes during rush hour. Outside of rush hour, if this adjustment is made, I will take uber in situations where a transfer may be required. This proposal is disrespectful to the metro-area tax payers who have invested over \$6BILLION in metro-area improvements over the last several years.

I dont take red line

I would suggest making the arrival times consistent for all lines

I won't be able to get to work on time if I get to miss my train. There is no flexibility with this plan.

This plan would not impact my commute.

I don't really use the red line much

I depart from Greenbelt Metro station and transfer at Fort Totten to the Red line regularly. If I miss my train, waiting 30 minutes for the next one would be detrimental to my arrival at my workplace in a timely manner.

I commute from/to the Rockville station and cannot allot 30 minutes waiting for a train. My concern would be that, if my timing is not perfect, I would not be on time to pick up my daughter before daycare closes at night. If this plan were implemented, I would either not use metro at all or would try to park at the Grosvenor station, which does not have sufficient parking for everyone to make such a decision.

As a current resident of Rockville, I can guarantee that this proposal would disadvantage folks like myself who rely on Metrorail to get to work and cant wait an extra half hour to get to our jobs once offices re-open. This proposal will push more individuals along the Red Line to purchase cars, which will decrease ridership on Metrorail and increase emissions within the DC metro area. All the while, low-income individuals, essential workers, and people with disabilities would be stuck at Metro stations for extended periods of time and be disproportionately harmed by this proposal.

This would only work for me if trains and buses stay on schedule even with unplanned delays.

Vitally need metro service from Grosvenor

This proposal would have the same consequences as the every 15 minute plan presented in the first scenario: packed trains with fewer options to take the next train because of decreased frequency. Given the number of redline stops that are above-ground, this solution would also pose a problem in the winter if passengers are forced to wait for lengthy periods of time outdoors.

Proposal to implement Red Line turnbacks

This option would lead to overcrowding on trains. Also, its unclear if anything would change on the other lines. If this would be that would be experiencing a scheduling change and the other lines operated as normal, this would be more palatable.

I can see it would be inconvenient for some, but not a major inconvenience if there is a published schedule. It is similar to how Amtrak and Marc work the trains and platforms would be too crowded and packed

The slowing of the arrival time at these stations would be acceptable as a compromise in convenience should that prevent the elimination of service from that station.

Its sad that we have to make choices that might not affect some, but that will affect others such as those on the Red Line, in this case.

I use closer in stations, but this would definitely disadvantage those in the outer suburbs (where, conveniently, multi unit, more affordable housing is concentrated.)

Trains operate every 15 minutes on the Red Line.

Freezing cold to wait for a half an hour or even 15 minutes, exposed to our terrible winter wind chills and and Arctic blasts as well as our scorching hot summers. Both of these are very risk to health and wellbeing, especially for elderly and those already health-impaired. This would be brutal and unworkable.

As long as it is 15 minutes at the most. It would be ideal to leave rush hour times the same way - that way more trains can arrive every 5/7 minutes and not 15 minutes.

Shady Grove, Twinbrook and White Flint have some of the most parking available. It wouldnt make sense to deter riders from these locations. Grosvenor also has parking, but once you pass there, there are limited stations with parking available. This would discourage people to park and ride - to pay for parking, only to have to wait 30 minutes (2 each hour) for a train.

I do not use the Red Line that often.

I need service to move more quickly especially during rush hour

I rely on frequent red line service between Dupont Circle and Union Station to catch Amtrak trains from my office in Dupont Circle. Planning around Metrorail frequency on these trips would require me to leave work earlier and reduce my overall productivity.

Same comments as the first proposal. There could be issues boarding inbound trains during rush hour.

Although this would not affect my typical Metro travels, 30-minute headways on the outer portions of the Red Line will encourage potential riders to drive, when those are the drivers who will contribute most to local air pollution, greenhouse gas emissions, and traffic congestion (which aggravates the first two as well as all drivers). It also discourages those who drive from farther-out and then take the Metro from one of the terminal stations, exacerbating the problems caused by passenger cars commuting into the business areas. 30-minute headways also would not reduce staffing and maintenance needs at those stations, while significantly reducing fare revenue from those stations.

My daughter needs to commute to Montgomery College using public transit.

I use orange line so this doesnt directly affect me.

With this proposal, is Metro planning on returning to the switch back that was discontinued? If that is the case, I am confused by this, because the Grosvenor-Strathmore station is one of the stations to be closed. So, the station will be closed, but is allowing for the switch back to occur. If that is the case, then why close the station?

i do not ride the red line, so not affected.

I am located near the Orange Line

It would be confusing. Longer connute

I am reliant on the Red line for my travel throughout the city and this plan to slow down service negatively impacts my ability to conduct personal business using the Metro because businesses will not have extended hours while Metro cuts its hours. This is a horrible idea for people reliant on public transportation.

This would make taking metro extremely inconvenient. Also, it would like make trains more crowded and people would feel less safe on the metro given that it would be difficult to socially distance. Therefore, you would likely lose more ridership and continue in a never-ending downward spiral.

There is a large federal building at twinbrook with limited parking. If we are back in the office in Jan 2022 this plan would not work.

My commute is affected by the Orange, Silver, and Blue lines only.

I have never been a fan of this business plan of operations from a personal and practical sense, as it relates to my business and personal travels via Metro Rail. However, I can certainly respect this opportunity from Metros perspective, even though, I would disagree with it. It is very confusing sometimes, trying to pay attention to Silver Spring or Grovenore when you see a Red Line train. I am required to make frequent trips to Walter Reed for my health care services and at times to Wheaton.

People in this locations still gotta go to work and school!

These are critical high volume stations, this plan will inconvenience lots of people. The supply will not meet demand.

I rarely take the Red Line, so while this proposal would work for me, I am not the best person to weigh in on this topic.

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| Proposal to implement Red Line turnbacks |
| Again, decreased frequency of trains is not the answer. |
| This would be really tough if/when I need to commute. During Covid it's fine but in normal times that would be really tough |
| I feel this plan will add to my travel time and subject passengers to crowded trains. I was a crime on a crowded train many years ago and have yet to recover from the trauma!!. |
| While I do not regularly take the red line beyond Grosvenor-Strathmore or Silver Spring in either direction, I do so occasionally, and this change would make doing so far harder. |
| Again, I live near the Twinbrook metro station in Rockville, MD, and this proposal of trains arriving every 30 min. at stations north of Grosvenor would make trains too crowded. Even with the previous pre-pandemic schedule, many south-bound trains arriving in Twinbrook for the morning rush were full. I have waited for up to 3 trains at Twinbrook during the morning rush in order to find space to board safely. Post-pandemic, no one is going to be thrilled about being in such close quarters with so many others riders. People will start to drive to work instead of cramming into metro trains like sardines. Loss of the riders north of Grosvenor station post-pandemic will compound Metro's budget issues. It's not clear why metro hasn't reduced service now, when there are fewer riders, to save money now instead. I see trains at Twinbrook much more frequently than I would expect during the pandemic. It doesn't make sense. |
| 30 min & 15 min intervals is not reliable transportation to get to work. |
| My intellectually disabled daughter travels home on the Red Line second shift from Medical Center to Shady Grove. She finishes work at 8 pm. 30 minutes between trains will have her getting home very late and I'm worried about her safety. |
| I'm at White Flint, so this is pretty bad for me. 30 minutes is way too long to wait. |
| No sure if this plan will work for me. |
| Not riding the Red Line |
| The proposed time changes would impact my decision to use Metrorail to commute for work and it would impact my decision to live near the stations without the option for private transportation. |
| I'm fine with reduced service to the suburbs but the 15 minute arrival times in the city are too long and make transfers unusable. |
| This proposal is better than any proposal that closes stations. |
| I still worry about overcrowding with trains every 15 minutes in the center of the line |
| Metro is essential for the everyday work of the Community. |
| Waiting 15 minutes for a train during rush hour is nonsensical and counter-productive to having mass transportation in the capital of the United States. Especially given the need to transfer lines: if one train is late, and I miss the connecting train, I could be delayed getting work by more than 20 minutes (which affects my leave and my pay). |
| I don't use the red line. |
| Trains should go to Shady Grove/Silver Spring during the midday, evenings and weekends (unless track work is required). During peak periods, Red trains should either operate from Grosvenor/Silver Spring or Shady Grove/Silver Spring. Again, 15-30 minute waits are UNACCEPTABLE! |
| Trains arriving every 30 minutes at the beginning and ends of the lines seems to put people at a disadvantage, especially those working at or need the hospital or need access to the MARC train. |
| This is perfect for me as I live at Grosvenor and I was unhappy when they stopped the trains not ending at Grosvenor because it made the trains ending and starting at Grosvenor less crowded |
| This would be preferable to some of the other options presented. |
| higher frequency during rush hour would be needed |
| While I'd much prefer trains come more frequently than every 15 minutes, I live in Cleveland park and could make this work if cuts have to be made. |
| I do not and have never lived on the red line so I am impartial. |
| I hardly ever take the red line. |
| 30 minute headways don't work period |
| See previous thoughts. It will literally be dangerous to be on the narrow red line platform at Gallery Place during rush hour if trains are only arriving every 15 minutes. |
| Trains should arrive every 6-8 minutes instead of 15 minutes in order to avoid overcrowding at all other stations on the Red Line. |
| Too long a time between trains. |
| My kids would have to wake up a lot earlier to get to school as they transfer on the red line |

Proposal to implement Red Line turnbacks

Do not close/shut down any metro station even if there is low ridership-- to compensate increase fare prices on subway or bus & have shorter trans on subway lines or have subway trains skip stations that have low ridership-- like having a subway train only service a station with low ridership less frequently having trains blow by certain stations but only service those stations with every 2nd 3rd or 4th train, but have it be at predictable intervals.

These extended wait times will adversely affect connectivity with transfers to Metro Bus service. Please consider operating trains more in sync with bus service at metro stations.

All trains should run every 20 minutes.

red line trains should be coming every 7-8 minutes at rush hour and really 10 minutes through the rest of the day

This plan makes no sense to me and anyone who rides the train and uses an End of line station. Stations such as Shady Grove are crowded and with only one platform entrance and exit this causes the ability to social distance impossible. Riders would be forced to cram on trains or wait an addition 30 minutes for the next train. All a metro employee would need to do is (pre-COVID) ride a redline train during evening rush hour and see the hoard of people who exit a Grosvenor train to only wait on the platform for the next Shady Grove train. In most cases all the riders on the platform are unable to get on the next train due to space limitations.

The proposed closure of Cleveland Park station and less frequent service would greatly reduce my use of Metrorail service.

This plan would cause overcrowding and would disadvantage commuters from the suburbs.

No - I work at White Flint. a 30 minute wait can be the difference between me having a job, and not having a job. I've already lost a job since the COVID state of emergency, this is my third!

That would be too long of a wait.

This will make it impossible for everyone else that lives past Grosvenor to make it within 2 hours to DC (and back)

Right now, I don't have to take the trains to that area.

I currently do not use the Red line, this would not impact me.

I don't typically take the red line out to Shady Grove

I use Grosvenor-Strathmore, and during normal rush hours, every 15 minutes is not often enough -- and the Grosvenor garage will be swamped with commuters choosing to board at Grosvenor. One of the beauties of Metro has been that during the week, trains run either every 3 minutes (rush hour) or every 7-8 minutes (the rest of the day). That convenience is so important to my willingness to use Metro.

Not using the Red line frequently, however, 30 minutes is too long of a wait.

A 30 minute cycle is really not workable on so many levels for commuters that need the trains.

I rarely use the red line

I don't use the Red line frequently. However, the times I have used it, I have seen a lot of traffic. Less frequent trains equal more people on each train which won't allow for social distancing.

I don't like the idea of the red line trains running every 15 since in rush hour since I have to make connection to another train at Gallery Place, but I will have to make time adjustments so I can reach my destination at the proper time to get the final leg of my daily commute to Southern Avenue train station to get the P18 bus. Instead of 2 or 2 1/2 hours, it will take me 3 or more hours to get to my destination.

No objection to the proposal to only run every other train on the full red line, but trains should run more frequently than every 15 minutes for the core stations during prime commuting hours

15 minutes is better than 30 but really, can't you just run shorter trains, e.g. 2-car trains every 10 minutes? We need to transact business efficiently, lower carbon footprint and avoid/reduce traffic.

Wait time is too long for commute to work.

my commute is from Pentagon City to downtown DC - I can take the blue line or a combo of yellow and red - every 15 minutes seems long during rush hour

I would have to make changes to my schedule, but as long as the trains were reliably on time I could make it work

I do not typically use the red line often

The metro would need set times at each station for this to work. However, this would almost defeat the purpose of the metro as missing one train during rush hour would force someone to drive to work. This would likely cause a clogged car, which in the short term will not be attractive to customers following a pandemic.

Again, Wheaton is where I need connectivity, typically. Since I am already riding either 1 bus and 2 trains, or 3 trains with a 90-minute commute, more frequent service is critical. Otherwise I will just drive, thus adding to Beltway congestion.

Proposal to implement Red Line turnbacks

Those stations need to be serviced more frequently than the further out ones.

I rarely need to visit the locations at the ends of the Red Lines. The stations on the red lines further from the DC borders are less transit-oriented (e.g., especially Forest Glen) and likely have riders who also have access to a vehicle to make a trip or who could use Metro like a commuter rail and plan ahead with clear schedules.

I feel that 30 minutes at the stations said is too long, 22 minutes is a much better solution.

I am a teacher at Montgomery college in Rockville. I use metro from Crystal City metro. I do not want to rush and run late to teach my class in Rockville if this runs every 30 mins.

People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around—especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinated, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around.

This is more complicated for riders. Not sure I see how this will save money.

I generally use the Red Line the area where trains would arrive every 15 minutes so that would be acceptable for me at this point. I believe, however, that it would be very difficult for my friends and colleagues who live in Gaithersburg, Bethesda, Huntington, Reston, and other places where service would only operate every 30 minutes. That could contribute to many more people driving themselves rather than taking public transit, which could have long-term detrimental effects on mode share by transit, customer loyalty, overall ridership and WMATAs bottom line and its ability to maintain and sustain operations into the future. With the significant value of the sunk investments the region and the Congress have made in the showpiece Metrorail system in particular, I would hope that WMATA and its partners would work hard to get as full return on the investment as is practicable, as long as there are people who could potentially be riding.

I only take the red line on Tuesdays and Sundays so this would not affect my schedule.

I live near Grosvenor station and use the red line stations as White Flint and Twinbrook very often for my arrangements as I don't have a car. It will make incredibly hard for me to wait 30 minutes for the train.

Technically this would work, but this is a HUGE inconvenience. Although the furthest I usually go on the red line is Silver Spring, it would require much extra planning to go to other stations.

(same comment) I am retired and not frequently traveling into the District. However, how will ridership be rebuilt after the pandemic, if the community's rush hour needs are ignored?

Need trains more frequently during rush hour and not as much otherwise.

This would create longer travel times and increase the amount of people I come in contact with. Also, with metro usually having unexpected delays, it would cause a lot of issues to have trains running a full hour behind. This takes away from the convenience of the metro rail system.

Every 15 minutes is insufficient during rush hours and 30 minutes is insufficient for non-rush

Rush hour service needs to be faster to arrive at work on time.

Right now it would be OK for places I need to go, but those locations can change.

I don't think every 15 mins will work; especially during rush hour.

This is not the worst plan but it is also not a good plan because it would again make the trains much more crowded and difficult to get on.

When ridership increases to pre-pandemic levels, why can't the train service be restored to pre-pandemic frequency??

I rarely need to take the red line and when I do I don't go all the way to those end stations.

This would work for me because I use the Red Line most for travel in the inner core.

This would work mostly because I have never used the Maryland stations mentioned.

Frequencies that poor would make the metrorail system basically unusable for my needs

I don't use those lines

Higher frequency is necessary.

I would hope to see a train at the Grosvenor Metro at least every 10 to 15 minutes during peak hours.

I don't use Metro in this area.

I work at Twinbrook. Having a train again arrive every 30 mins will lead me and others to find alternate means of getting to work.

Montgomery County is for the super-rich. I don't go there anymore, so this is fine with me.

Proposal to implement Red Line turnbacks

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| Depends upon accuracy of schedules. If trains dont run on schedule, it would not work; if they are reliably on schedule - and do not depart early - schedules can be arranged. ALSO - this may or may not work depending upon the number of transit users. 30 minutes between trains may not allow for sufficient space on the trains as they approach downtown. |
| I usually stay at Takoma Park, so that would be one of the 15-minute stations, which is reasonable, particularly if consistent throughout the week.. |
| People will be late getting to work and other destinations. Metro ridership will decline as people will look for alternative modes of transportation that will have shorter wait times such as Lyft, Uber, taxis, personal transportation such as personal cars or carpooling. |
| I believe you underestimate how many people work and take the train in the areas were you are proposing 30 minutes between trains. By 2022, hopefully, the economy and jobs will really begin to rebound. There are a lot of businesses, restaurants, homes between Shady Grove and Forest Glen that would benefit from more frequent train service. |
| This potentially lengthens my commute, depending on the bus schedule to/from Silver Spring Sta. or having to rely on Kiss n Ride to Forest Glen Sta. |
| I worry about over crowding during rush hour on platforms and in the cars |
| 30 minutes is way to long between trains. This would harm commuters immeasurably. |
| I rarely travel that far on the red line, so it would not affect me |
| Probably late for work every day until I get used to the schedule. |
| I do not take this part of the red line. |
| I mainly use the green line, so this would not drastically affect the red line stations that I use. |
| Missing a train at forest glen would result in doubling the length of my commute by creating a 30 minute delay. |
| It's fine |
| I largely use Metro in the core - within DC, or a station or two over the District border. |
| I live at Twinbrook but may move out to Rockville or Shady Grove. This would make me late for work if I just miss a train or trains are too crowded to get on. |
| For work this is fine and meets my needs since I commute from Gallery Place to Tenleytown.I do have family and friends near the Rockville and Wheaton lines though, so the extended wait is certainly frustrating. But not impossible to work around. |
| I dont live on the redline so I would be unaffected |
| I dont regularly take red line. |
| I do not regularly take Red Line; however, I still believe that 30 minutes between trains makes Metro no longer a viable option for transportation. |
| I dont ride the red line in my typical commute |
| I do not live on the red line so this one doesnt apply to me. |
| Those stations have or are planned to have large population centers |
| It will give me a better way to plan my travel at a price I can afford. |
| Run more trains. |
| I work in Rockville. |
| It should be a shorter time between rides. |
| I ride orange line primarily |
| As long as there are no station closures |
| It would make it hard to plan my travels to work from Morgan Blvd Metro to Twinbrook Station. My travel time would increase dramatically. Before the pandemic it was already between 45 min. and 1 hour. |
| Keep all stations open |
| No, the Pandemic should be over in 2022. More service will be needed. |
| It would work for me, as a user only on occasions, but it might make a long day for many commuters. |
| I am part of a large population that rides from the Shady Grove Metro |
| Dont use Red Line that often..... |
| I don't live in those areas but I don't see how those headways would be sustainable. It would turn more people away from public transportation and to cars which is the exact opposite of what we need as climate change intensifies. |
| There will be no appeal to take public transportation. |
| I am legally blind and take Metro to Rockville. The 30 minute timeframe is not acceptable for my ridership requirements. |

| Proposal to implement Red Line turnbacks |
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| I don't ride the red line |
| The CP metro station is a major draw to the neighborhood for new residences |
| I personally do not normally use the last few stops of the red line. |
| Are you nuts? |
| You first need to provide the service and then the riders will come |
| See previous response re: commuting and racial-social injustice |
| Many people who depend on these routes will have returned to work by Jan 2022 |
| A strategy like this that focuses on the measured traffic & usage that Metro monitors makes sense. |
| I don't use the Red Line much. Both of these solutions seem fine to me. |
| I only travel on red line for a portion of my commute downtown. |
| Red line train runs to medical center! We need more trains! |
| My main stations used are Friendship Heights - Bethesda - Medical Center, so it seems I may have the 15 min interval access. |
| WAY too infrequent (Red line is my most traveled line for work) |
| Again, these exterior points are very important for commuting. |
| I don't use Wheaton that often, but when I do (for shopping) it would be really infrequent. So I think that's not enough service. |
| One of the best parts about the metro is that I can catch it regularly from near my house, despite being far-ish from DC (I'm located between the Glenmont and Rockville stations). This would make it harder for those who don't live in the city but use the metro regularly. I don't know if it would seriously impact me. |
| I commute from Silver Spring, so this would be fine. |
| Same as above, nowhere near enough service. 15 minutes past Grosvenor/Silver Spring is fine at off-peak, 7 minutes more centrally. During peak, it has to be half that—7 minutes in the suburbs, 3 in the city. |
| Waiting too much will make me buy a car or move to another neighborhood. |
| I rarely go to any of the out-lying stations on the Red Line, so this would have little or no affect on me - and when I would need to reach one of the out-lying stations, again, as long as I know the schedule - I can adjust. |
| I rarely use the Red Line. However, if the outer stations have less ridership, this seems like a reasonable proposal. |
| I use the red line often to get to and from work, and if there is any delay, I would be very late to work. To account for this, I would have to take the earlier metro, but that would be I would be consistently 45 minutes early and have to leave other responsibilities |
| If you proceed with this plan, everybody who lives in Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen will drive into the city. That will make driving in the city unbearable. |
| The proposal suggests WAMATA believes it does not need to serve the WASHINGTON AREA METROPOLITAN AREA. What exactly was WAMATA mean again? |
| This will cripple commuters traveling from MoCo to DC. Not in favor of this |
| 15 minutes is too long to wait and too infrequent. It would stretch my commute out to where it would be more efficient to use a car. |
| The White Flint to Shady Grove section of the Red Line serves MANY Montgomery County residents who may need to get to work in Bethesda, DC, or on the other side of Montgomery County via Metro. In addition, there are large campuses where many are employed, particularly by the Federal Government that are served by the White Flint and Twinbrook stations. Reducing service to once every 30 minutes on this leg of the Red Line would seriously impact their commutes and quality of life. |
| esta división es confusa |
| Again, trains would be too crowded during peak times |
| This is better than option 1 |
| When I visit Washington, I do not regularly use the Red Line, as I usually drive to the Greenbelt station (from my home in Pennsylvania), and use the Park & Ride lot there. |
| I travel by metro bus and trains |
| I live in Takoma Park and work in Wheaton. Waiting 30 minutes for a train to work would be a huge inconvenience. I would probably just get a bike. |
| It's reasonable |
| Seems counterproductive. Why make patrons who need to access points outside of the shortened terminus wait longer for the next trains? |
| I Mostly Ride The Blue, Silver, or Green Line To The specific areas need. |

Proposal to implement Red Line turnbacks

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| Usualmente no uso esa línea roja, pero sería bien que en el invierno hace mucho frío y no es conveniente que estén aguantar frío las personas |
| 15 minute headways are unacceptable |
| To extend timing at the ends of the lines will be challenging considering that the trains are operating 15 minutes... So does that mean that once you get to White Flint you are either holding there or waiting for one of the next trains to take you out to Shady Grove? I ride the Red Line and for me having a set time every 15 minutes would be feasible to plan accordingly to catch the bus or walk to the metro.. but I transfer lines to get to work and that would be a concern. |
| This is kind of meh, but I suppose it's not absolutely terrible. |
| Trains should arrive every 15mins at all stations during non rush hour |
| Demasiado tiempo para llegar al trabajo |
| La propuesta es buena basada en las estaciones que es la que más personas utilizan, eso me parece bien |
| It's not ideal, but better than every 30 |
| While this wouldn't impact me directly, the cluster it would create would have a trickle down effect. |
| Due to where I live and work this would not impact me. |
| No uso el metro |
| Not to arrive at work so late. |
| None |
| That's too much time waiting, especially when you're going to catch a bus after getting off the train |
| Same as before |
| I still don't know, because I would have to time the bus schedule to the train schedule. I think it would take more than an hour everyday to get to and from work and home. |
| trains should arrive every 15 minutes at each train station because it's not fair that some stations would not have the same wait time |
| I by Brookland station and commute to Georgetown. This plan wouldn't affect me much. |
| Every 15 minutes is still an abysmally long wait at rush hour or if you have a long trip that requires connections. |
| We go to work |
| Me parece bien la propuesta |
| Está bien, pero en la hora de congestión más sería cada 20 minutos . |
| Why is it necessary to alternate these trains? If necessary, WMATA would have to prepare for possible big crowds at those stations. Again, train schedules would be necessary. |
| Las estaciones mencionadas de la línea roja no las uso. Uso con mas frecuencia las otras estaciones de la línea roja, es decir, de Rhode Island a Metro Center. |
| It will be more difficult to reach me destinations. |
| Yes this would work for me I don't need to travel that far on the red line |
| N/A |
| That will affect my time at work. |
| Trains every 15-30 minutes is ridiculous and unacceptable unless there is track work. |
| Again too long to wait for a train |
| I live on the red line and need more train arrivals to allow me flexibility if I miss a train. |
| I have regular travel needs that take me to Glenmont and Rockville. This severely detracts from my ability to get to those places in a timely manner. |
| Living in Rockville, I am reliant on Metro to get to work with no car. This is a long interval between trains and made longer if there are delays of any sort. |
| 15 minutes is still a long wait time. I'd honestly rather you raise my taxes to cover the deficit - everyone deserves reliable transit and this would hurt our most vulnerable residents the most |
| Too confusing to keep track of and too long waits for transferring commuters. |
| This works fine for the Red line but does not mention any changes to the other lines. If no changes to the other lines then it works. |
| This would be likely to push commuters at the ends to drive due to how infrequent service would be, but return to the office is uncertain |
| It would suck but if all other lines can stay at normal (pre-COVID) schedules, that would be tolerable. |
| Too far apart |
| It sucks, but I don't use the red line as much. |

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| Proposal to implement Red Line turnbacks |
| Ive seen this happen before so this isnt new. |
| Do not need to travel to these stations |
| This would be good because it gives you time to be early what I mean by that if I know they run like that and I gotta be to work a current time it allows me to improve time management |
| I live in Virginia. |
| pretty bad for those at ends of the line |
| We seldom use the Red Line, so this proposal would not greatly effect us. |
| N/A |
| I don't use the red line that much so I am not affected by these changes. |
| Im assuming the traffic at the affected stations are not as great as the non-affected stations? |
| Trains should arrive every 5 minutes |
| Since I only travel in town, this would work for me. But it wouldnt work at all for my friends who commute from Maryland into the city and those who go from the city to Shady Grove for work. |
| 15 minutes at all except the highly visits visited red line no |
| I dont ride the Red Line. |
| Not on red line |
| Please do not cut frequency |
| This will likely further reduce ridership, especially for stations with other options like Rockville. People may be drawn to MARC or rideshare options vice wait for 30 minutes. |
| No that too long and Red line is always pack |
| I don't need the red line or use it much |
| This wait time is too long between trains. |
| Would be confusing to riders throughout the entire DMV metro area. |
| I don't live in those outlining areas. I live in central DC where I wouldn't be impacted as much. But I still think waiting 15 mins during rush hour is not good. |
| I dont ride the train only bus |
| I dont ride the red line frequently, only for certain doctors appointments, so it would be fine. |
| I do not ride the red line |
| The proposed stations are used by many passengers. It would be great to provide additional bus service to cover the 30-minute-interval route for people who really need to access Metro right away. |
| Don't know what the future holds |
| Same as previous comments. |
| In 2022, I fully expect most of the country to be vaccinated and to be busier than ever. As a result, more trains running during rush hour will prevent overcrowding and still provide some type of safety protocols. Metro needs to stop focusing on the bottom line in dollars and focus more on customer safety. Limiting end of the line train service seems nonsensical. |
| Again, I do not use the metro rail, however, I feel that during rush hour trains should run more frequently. |
| This will not work.....trains will be too full during rush hour. People would be pushing each other. In this environment, this plan is not feasible. |
| My only means of transportation is metro. This is not conducive to my getting to work on-time. |
| it works for me because I ride a short distance on the red line anyway from metro center to rhode island avenue. |
| Again I need consistency and these times dont work for me. Im scheduled to be at work by 60 am daily. Its hard enough with the busses still on a covid scheduled. I cant afford ride share every day. I rely heavily on the transit system because I dont have a car. |
| Designated stop that I use are scheduled to close. |
| Not a red line commuter |
| I don't use the Red Line. |
| I do not utilize the Red Line. |

Proposal to implement Red Line turnbacks

I rarely ride the Red line

It wouldn't be my first choice, as I use the Glenmont station, but it would be acceptable and I could make adjustments. It would require more careful planning of my transit than I am used to doing.

The platform would always be crowded with people waiting on the train and make people late for work

Starting to sound confusing.

I only go in the direction of Shady Grove and get off at Van Ness, it would depend when I end up at Gallery Place to know how it would affect me

I don't use the red line so it doesn't apply to me, but would definitely negatively affect those who use the red line to commute

I don't take the Red Line. Again, you all look lazy.

I don't ride the Red line.

I only use the silver line

This is less egregious than a train that runs only every 30 minutes but still does not meet the needs of the majority of metro riders who rely on the trains for work commute.

never take the metro that far up

Not frequent enough!!!

no opinions

I ride mainly the Orange line

Many commuters travel on the MARC and VRE; therefore the proposed schedules would be acceptable.

The trains should always run faster during rush hour, it prevents overcrowding.

The best possible solution, I don't live on the red line.

I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus

No cuts to service, WMATA has received stimulus money and long term backing. All cuts should be made in administration to insure service remains at current levels.

I commute from Union-Gallery and change to green line to head to WNY and vice versa on the way home. This may/may not be impactful particularly if I change route and go shuttle from L'Enfant Plaza to get to a red line back/forth to Union.

I don't travel on red line.

I don't plan on traveling to Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen, so this plan works for me. But for those who do plan on traveling to those places, I imagine they might feel differently.

I don't take the red line at all and especially to get to work so this proposal would be fine for me.

The red line is largely irrelevant to my commute at this time, but as a tax payer and customer of the DC Metro, I think this is an unacceptable level of service for any customer.

Why can't this service be rendered for all stations including Rockville, White Flint, Twinbrook, etc especially during rush hour instead of 30 minutes

Thirty minutes is a long time to wait for a train, especially outside trains; please consider the weather and comfortability of the riders.

Waiting 15 minutes for a train on the Red Line in the city seems like a very long time. The metro is supposed to be efficient.

I use the Wheaton station, & would need higher frequency of trains after the pandemic.

It is hard for those at the terminal stations, especially since those have the larger parking structures for people from outside the DC-metro area but it would not affect my ridership. The trains will be likely packed though so the intermediate stations will be also likely getting a train every 30 min bc once every 15 minutes a packed train will come from the terminal stations.

Really don't have any thoughts at this time

don't like to 15 minute wait at Strathmore to get to Shady Grove

Would it be possible for the redline train to run every 15 minutes for all of the red line stations?

This reduces transportation to options too much.

I would keep this red line because it's the busiest route. I would predict Gallaudet students would use this route. I sometimes visit Gallaudet University for some special events.

Again, this works for me because of where I live.

Sounds good to me.

I am unfamiliar with the normal traffic numbers so I do not know what problems may arise from this change.

Proposal to implement Red Line turnbacks

There are a lot of people who live near the ends of the lines. it is very annoying to have to get off a train at Silver Spring only to wait for one that goes to Glenmont. This also causes extremely long waits at the ends of the red line for anyone going into the city.

It already feels that way

No comment

One train every fifteen minutes is not nearly enough. If I have to switch trains to get somewhere, Ive now got up to 30 minutes of waiting on the platform in EACH DIRECTION of my commute. People rely on metro to get places. Im begging you not to make me spend my entire day waiting for my train.

N/A - I hardly ever take the red line

My commute is from Shaw to White Flint. This would be extremely inconvenient for the purpose of making it to one additional station.

This also doesn't work for me because the longer I am inside the metro waiting for the metro I am being changer just to wait for the metro.

30 min to long to be waiting for a train

Trains will be much too crowded during rush hour.

Waiting 15 minutes is too long

Does not effect me directly, so others can speak better to its fairness. I do like the idea of reducing the amount of trains only in slow areas.

Not a red line user.

I would feel bad for my colleagues that work on the red line if this goes into effect. Red line is notoriously the worse line and this won't help gain back a good reputation.

I dont take red line regularly

I typically do not ride this portion of the red line. I do believe ridership will improve

dont use the red line very often

This is a bad idea too many people ride the red line.

I agree with the new plan

I don't live in Montgomery county, not applicable.

This proposal would make metro non viable as a transportation choice.

We do not use Metrorail.

I don't go to those impacted stations often.

I remember having to get off a train at Grosvenor to get on the next train to go to Twinbrook. This is a huge inconvenience.

30 minutes is okay to wait because I would make allowances for time needed.

I am against any proposal that stretches train timelines to arriving every 30 minutes.

The issue for me is not the train arrivals but the closing time. Metro doesn't consider essential employees that work at night

I dont too much care for this proposal.

I dont really ride the red line.

Trains should arrive every 15 minutes

Again, my commute is an hour and a half as it is. This could add 15 minutes to my commute since I have to change lines (and therefore can't arrive strategically to avoid an15-minute wait).

Many DMV residents live in Rockville and Twinbrook residents and need to commute within the metropolitan area.

This year

Definitely not enough time to plan for one missed train in the morning to make it to work on time.

Again, I rely on both Metro Rail and Ride On bus services. Longer wait times mean I also struggle to make connections. My commute time doubles and potentially triples. I might be forced to abandon Metro and simply drive my own vehicle to work because over two hour commute times each way are not a responsible use of my time.

That is ridiculous, we would all have to start driving. It would suppress the need for commuter trains even further. And the moment things go back to normal, the trains would be too crowded to use.

I dont ride the red line often but I imagine this would make it rather inconvenient when I did.

Shady grove and rockville have so many riders, 30 mins is too far apart

It would make me late for work.

Proposal to implement Red Line turnbacks

I rely on the train from Shady Grove to maintain my employment. Every 30 minutes is not a high enough frequency to ensure that I could maintain my position. Without more frequent trains from Shady Grove (at least every 15 minutes), I could lose my job.

Also 15 min for other stations

Again this would mean length if my commute by 15 min if I need to wait for the Glenmont train. I travel daily from Glenmont to East Falls Church and then catching a bus to my final destination off 3A or 1A. My commute currently one half hour.

It would take time to adjust to new schedule. In my experience, the bus has been harder to gauge accuracy.

Living in Rockville this would create consequences for individuals who rely on a specific timely manner living outside of Grosvenor-Silver Spring area.

Doesn't effect me

15 minutes between trains in the middle of the route is too long

Again, this would work as long as you didn't miss the train because it was too full. I would stop taking the metro if it were at capacity regularly and I had to wait up to 30 min for a train.

Glenmont is my closest station. I could go to Silver Spring if affordable parking is provided.

Shady Grove trains are half full even in pandemic during rush hour. With 30 min wait between trains they will be packed just leaving Shady Grove with no space for Rockville, etc. passengers.

I'm in Brookland and often use metro to just go downtown so this would not affect me.

I would want them to arrive in a shorter period of time.

I don't ride the red line.

I don't take the red line too much but when I do I would rather not have to wait longer if I am going to Wheaton as it is already an hour train ride on a good day.

It could be a big problem in my travel and being in time for work. Going home would get me home later.

I get on at Twinbrook and if I just missed a train I'd have to wait 1/2 hour up on a cold or hot outside platform.

This will kill the metro ridership. The metro will never recover. Look at cities with successful public transit systems. They're reliable and very frequent, therefore people use it. Decreasing times and stops will encourage people to never use it.

I utilize red line for work. Every 15 minutes is not acceptable.

Still too infrequent for the red line.

Living in Wheaton, there seems to be no difference between proposals 1 and 2.

In the past when a similar schedule was in place it worked because the arrival times were more frequent. I use the Wheaton and Forest Glen stations so the extra long waits would be problematic.

Is this an increase or decrease in frequency? Please outline the current situation for accurate responses.

All red line trains run every 30 minutes

My son commutes to Ft Totten for school.

I rely on McLean station for my commute to DC

This would work for me but I have a feeling it would make for ridiculously heavy congestion at times, esp on professional sports nights once sports are back to normal. During weekday rush hrs, the red line should have a train arriving not fewer than every 7-10 min, period. I don't think you can really forecast redline ridership until several months after people come back to work post pandemic. Better to err on the side of ridership optimism w red line bc it can get out of hand quickly.

No. I'm not waiting 30 minutes for a fucking train.

I primarily commute during rush hour on the Red Line, so this would completely change my perspective on the metro. I would reconsider driving instead, which would be upsetting in many ways.

Why turn trains around at Grovesnor and have station closed

By the time these changes take effect the restrictions will be less and there will be more riders. The time to cut services was during the beginning/middle of the pandemic not the end.

I was thrilled when this was removed two years ago and would make traveling home to Forest Glen a long and drawn out process if I have to wait for a specific train to come into the station. Every 30 minutes would mean that the train will certainly be full of travelers needing to get to those stops, plus normal travelers on the red line.

| |
|---|
| Proposal to implement Red Line turnbacks |
| Trains should stay the same interval on red line. Ridership will increase as soon as covid is over |
| The Twinbrook stop is essential for me and many Maryland residents working in Bethesda/DC. Waiting up to 30 minutes for a train is so immensely inconvenient |
| Not applicable to me. |
| I dont really travel on the Red line much as the Green line is closer to me. |
| Coronavirus isn't gone. Too much people on the platform and too many people on the train. |
| Right now I'm not sure how this will impact me I take the train between 7:00 and 7:30am on weekdays into Metro Center, and then return from metro center it to Grosvenor station around 430 or five every weekday |
| Parking is an issue around the metro area. There are times when I am on a time constraint. It is not always possible to take an earlier or later train. Flexibility is needed |
| If this is the case, there needs to be a reliable tracking system so we know when each train will be at the station, so we can avoid waiting at the station for 15/30 minutes. |
| I ride the red line to Wheaton mall and it's going to take a lot longer to make a trip to the mall |
| All trains arrival time being the same is preferred. Why keep the station if it only needs a train every 30 mins? Eliminate low rider stations? |
| Horrible and is not for every day working Americans in Washington DC!! |
| This seems quite ineffective. Trains should take no longer than 15 minutes for every stop. |
| I dont understand how this is any different than Proposal 1. |
| Way too large of a gap between trains |
| You would have less ridership because of the infrequent train times. You would lose more money. |
| I think this will severely impact riders from Maryland. |
| I just moved next to Woodley park station in order to have accessible metro. I have a disability and need access to trains instead of cars or walking. |
| You have been doing this for years when I had to rely on Metro to get to my father and sister in Montgomery County. No one likes it, but you have been doing it before Covid. You really have to change this plan if you get more funding as 30 minute waits for a train is not practical for people. |
| I don't frequent the area as much |
| I like the idea of express train but I don't think that supported on two rail system during a pandemic. |
| Same reasons as last question. |
| As I travel from Glenmont to Foggy Bottom every day, this will significantly increase my already long commute. |
| I would prefer that trains that continues to carry the greatest amount of riders leave approximately every 12-15 minutes |
| See previous comment |
| Porque hay complicaciones con los horarios de los pasajeros para sus trabajos |
| Not a convenient schedule for commuters nor those that rely on metro to get around the city. If people usually park and ride from the stops mentioned they may choose to drive into the city since trains are less frequent. We do not need more cars in the District |
| i think this could work as long as communication to riders is VERY clear. When I would commute to DC on the red line, i didnt always check when the next train would be, i would just walk over knowing my max wait time would be 6 or 7 minutes during rush hour. So in this scenario, if i am walking up and just miss a train, then realize i have to wait 30 minutes...ugh! |
| COMMUNICATION TO RIDERS!! |
| Depends on dependability of J2 bus. |
| I take 2 different line trains, so if the other line will operate every 15-30 min, then it will be the same as the proposal 1. It wont work for me |
| Same issue described previously, although I don't use these stations so would be ok for me personally. |
| This proposal is not good for me but I could accommodate to it |
| Mucho tiempo de espera llegarÁ-a tarde al trabajar |
| Trains should arrive every 10 min for rush hour |
| I dont take the red line during commuting times, but my previous comment generally applies. |
| There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy |
| I do not use Red line since February 2020. However, I have one concern - is the decision based on the current flow? Every 30 mins that is a long wait especially if it is rush hour |

| Proposal to implement Red Line turnbacks (Spanish) | Translation |
|---|--|
| Necesito más trenes en Grosvenor. | I need more trains in Grosvenor |
| No me afectaría porque yo uso la parada de Bethesda | It wouldn't affect me because I use the Bethesda stop |
| Es mucho tiempo entre uno y otro metro, ya no resultaría conveniente viajar en metro y prefería utilizar uber o lyft | It's a long time between one metro and the next, so it wouldn't be convenient to travel by metro and I'd prefer to use Uber or Lyft |
| Demasiado tardados requeriría de mucho tiempo adicional | Too late, requires a lot of additional time |
| No me afecta | Doesn't affect me |
| No uso estas líneas sólo la naranja y gris. | I don't use these lines, only orange and gray. |
| esta división es confusa | This division is confusing |
| Usualmente no uso esa línea roja, pero sería bien que en el invierno hace mucho frío y no es conveniente que estén aguantar frío las personas | I don't usually use the red line, but it would be good because during winter it's really cold and it's not good for people to be out in the cold |
| Demasiado tiempo para llegar al trabajo | Too long to get to work |
| La propuesta es buena basada en las estaciones que es la que más personas utilizan, eso me parece bien | The proposal is good based on the stations that most people use, that seems good to me |
| No uso el metro | I don't use the metro |
| Me parece bien la propuesta | The proposal seems good to me |
| Está bien, pero en la hora de congestión más sería cada 20 minutos . | It's good, but during minimal traffic times it would be every 20 minutes. |
| Las estaciones mencionadas de la línea roja no las uso. Uso con mas frecuencia las otras estaciones de la línea roja, es decir, de Rhode Island a Metro Center. | I don't use the stations on the red line that were mentioned. I use the other stations on the red line more often, like from Rhode Island to Metro Center. |
| Porque hay complicaciones con los horarios de los pasajeros para sus trabajos | Because there are complications with passengers' work schedules |
| Mucho tiempo de espera llegaría tarde al trabajar | Long time to wait, would get to work late |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I live next to Grosvenor Strathmore!! Don't have a car

Please don't close it! I chose to apartment based on this station.

Opening the Silver line as soon as possible is key to the regions economic recovery.

This does not affect me.

Please don't do this

Need trains more frequently

do not close the strathmore stop

i take the metro from Grosvenor to Twinbrook

Should not close

I live in Gaithersburg near Shady Grove. This would severely reduce my ability to plan travel.

leave Grosvenor-Strathmore open

DO NOT CLOSE Strathmore station

this would negatively impact my commute to work

Need Grosvenor Strathmore

dumb

Grosvenor is my main station, and the only one near me with reasonable parking

Don't close Grosvenor

Do not close Grosvenor and don't use data indicating reduced ridership during COVID as evidence the station isn't needed. Grosvenor has Parking that nearby stations do not. Don't close Grosvenor!

Can walk to grosvenor

Please dont close Grosvenor-Strathmore!!!!

Need service to wheaton more regularly than that

We need Grosvenor-Strathmore to remain open.

Again, not a Red Line guy.

Please do not close Grosvenor-Strathmore station. I have no means to travel north to White Flint station or south to Medical Center station. Without access to Grosvenor-Strathmore station, I will not be able to maintain my current employment.

Metro needs to reduce labor costs. The ATU is driving up costs. Metro should be about serving the public, not a jobs program for union members.

Bite me

This would dramatically impact my ability to get to work

I live by Grosvenor and use it often. This is why I moved here. Please don't shut it.

Don't close Grosvenor

keep it as before please!

Don't close the station.

I suppose thats fine

Do not close Grosvenor

Grosvenor-Strathmore is our station. We need it. This proposal is not beneficial

do not support closing Grosvenor-Strathmore

Need Grosvenor open

I heavily rely on this service. Please do not cut it

Please do not close Grosvenor-Strathmore Station!

i would stop using wmata

Dont close Grosvenor-Strathmore

Grovesnor must remain open

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This is unacceptable and nobody would want to wait on them platform for that long

Absolutely do not close Grosvenor

need end of red line access

Don't use Red Line.

I use Grosvenor metro station every day to get to work

Do not close Grosvenor

Please keep Grosvenor open

Workable if trains arrive on a pre-determined schedule

I don't think stations should be closed!

It would work but not preferable

Do not close the Grosvenor Strathmore station. It is about 4 miles between White Flint and Medical Center, so we do need Grosvenor station to open in between.

Again, I live at one of the end stations so wouldn't be ideal for me.

I don't use the red line.

Depends on how the Post-Covid ridership resumes and when.

Dont close Grosvenor -Strathmore

Red line not part of my normal travel plans.

Doesnt hurt me, impacts others.

would be unable to ride the metro reasonably given proximity to Grosvenor Strathmore closure (residence at Inigos Crossing at Tuckerman & Wisconsin)

Don't close grovesnor!!

Too infrequent

Need the Grosvenor station open

Grosvenor must stay open

Terrible idea to close grosvenor-strathmore. Would kill a cultural center (Stathmore)

Please do not close Grosvenor. Many of us walk to the station and rely on it to get to work.

No closure of grovner

Every 15 minutes for all Red line stations, at least during the rush hours in the morning and evening would work better.

As long as Grosvenor-Strathmore stays operating I have no problem

Must keep Grosvenor-Strathmore station

I would no longer ride the metro

This is my station. Adjacent stations are too far to get to.

Terrible plan!

Critical stop don't close

grosvenor strathmore is the only station i can get to - the others are too far walking distance

This will make the metro impossible to use.

Do not use red line

We use Grosvenor regularly

NO!

See previous comment. Also it's a long distance between Medical Center and White Flint.

Some of us ride the train to medical center. We have been working from home but will return to our offices once the vaccine is widely distributed.

Keep Grosvenor-Strathmore Open'

There is a major parking area at Grosvenor that would be wasted if it is discontinued.

I live on the red line and this would greatly impact my commute time when we are back in the office.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This is a huge burden upon residents of the area who rely on the station for transit needs, and would be disastrous for the institution of Strathmore, who hopefully will be able to welcome patrons back to their institution via Metro starting this fall.

If Grosvenor is closed, you should extend to White Flint rather than stopping at Medical Center. Otherwise the people that Grosvenor currently serve would be disproportionately affected as Medical Center is MUCH farther and harder to get to than White Flint.

Dont close Grosvenor-Strathmore

Grovesnor station should remain open and just run every other train if necessary. Too many people rely on using this station for commuting in normal (nonCovid) times.

Trains every 30 minutes at Twinbrook would not work. See previous comments. I would not ride Metro.

Dont use these stations

Dont close Grosvenor Stratmore

I need the Grosvenor station to stay open.

Do not wat Grosvenor-Strathmore station to be closed. Its our families primary station.

Please do not close Grosvenor metro

GROSVENOR IS AN ESSENTIAL STATION!.,

I never go past silver spring

I dont live or work in MD.

I live right by Grosvenor-Strathmore and ride it to get to work

Too few trains to Wheaton

Need grosvenor

Not frequent enough at White Flint

I use white flint. Only every 30 minutes is too infrequent

What does this mean for Strathmore patrons?

NO! It makes no sense to close Grosvenor-Strathmore.

30 minute intervals are much too spaced out to be useful for commuting. This would ONLY work if it became like real rail (Amtrak) where trains kept to a PUBLISHED SCHEDULE, which Metro never does.

Need lower headway in rush hour

Please do not close Grosverner

Grovesnor is the only station I use to get to downtime DC for work

Alot of people use this stop. Its only down because offices are closed right now. You would lose so many people to this

will work

30 minutes is too long to wait between trains esp in very hot or very cold weather

This would result in severe overcrowding during peak travel times.

Considering how densely populated grosvenor is surprised this is an option

Need more trains through white flint more often

This does not affect me

This is a terrible idea.

Great idea! This way you can wait a little longer if you have to go to a low ridership station, but you don't have to close them completely.

This is just stupid

Absolutely not. This would be a disaster for me and would effectively force me to drive to work instead of taking the Metro.

Fifteen minutes is too long at rush hour. Trains will be so full people can't get on.

No-- I live between medical center and Grosvenor stations but theres only parking at Grosvenor so to ride the metro I need to go from Grosvenor unless I first hire an uber for the last mile which isnt practical

I would only use the Red Line if this were the case and stay between Medical Ctr and Silver Spring.

i walk to the Growsvener station and no other station is close enough to walk at my age.

| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
|---|
| Awful |
| dont close Grosvenor! |
| Please keep Grosvenor Station open |
| Please include Grosvenor |
| Frequency and regularity are essential in order for Metro to be more attractive than my car. |
| Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| I live near grosvenore-strathmore so I am near the metro. If I have to drive to the metro, I'll just drive to my destination and not use metro. |
| 30 minutes is too long |
| Shady Grove needs every 15 minutes |
| Trains would be very overcrowded. |
| These stations need coverage |
| I need the Grosvenor-Strathmore stop! |
| I travel from Shady Grove to Faragut North. This type of change could conceivably add an hour to my daily commute. |
| That would be impossible and would severely pack the metro cars to make it almost unrideable |
| WMATA needs to completely fail and be rebuilt from the ground up. The current leadership and administration must go before any changes are even contemplated. SHAME on each and every one of you. YOU ARE THE PROBLEM. |
| Keep Grosvenor strathmore open |
| Too many immediate communities would be negatively impacted. |
| Just stop |
| DO NOT CLOSE Grosvenor-Strathmore station!! |
| Please do NOT close Grosvenor-Strathmore. |
| Would work very well |
| Again -- you should do this NOW, then open it back up in 2022 when the world (hopefully) opens back up again! |
| PLEASE DO NOT CLOSE GROSVENOR |
| These headways are abysmal. |
| I have aging parents who rely on and need the Grosvenor-Strathmore metro station |
| I use the Grosvenor station daily for wokr |
| Do not like trains every 15 minutes. |
| Keep Grosvenor-Strathmore!! |
| I need to connect to the red line for work |
| No parking at Medical Center. Grosvenor has larger parking facility |
| I would drive instead of wait 30 minutes for a train at White Flint to get home to downtown DC. |
| Do not close grosvenor strathmore. It is necessary. It has parking spots. |
| Not workable for business commuters |
| My station is Grosvenor Strathmore, and there are no other stations within walking distance. If a station needs to be closed, why is Medical Center not being considered instead? Medical Center is within walking distance of Bethesda Station, and there are circulator routes that can take people close to it. Also, Grosvenor Strathmore has massive parking facilities which Medical Center does not. |
| 10 mins on the main part of the red line is bearable, 15 mins is not. |
| Don't live in the burbs so I don't (really) /I- |
| I do not anticipate using the red line. |
| There is no parking at medical center. |
| 30 minutes is too lengthy between trains - wheaton |
| As someone who lives past Silver Spring on the Red Line, this would guarantee that I would not take Metro to work. |

| |
|--|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| Shut it all down. Rip up the tracks - sell for scrap. Sell off everything else. You will save a lot of money. |
| Please do not close Grosvenor-Strathmore, it is a very important commuter station with ample parking. |
| I only use Grosvenor-Strathmore. If its closed, Ill stay home. |
| inequitable for working poor with no choice for alternate transportation |
| Would prefer that no stations close. |
| Horrible idea. |
| Don't close this station |
| The red line running so infrequently is a deal breaker for me. Grovesnor closing doesn't matter. |
| Grosvenor needs to stay open. Many people in that area dont have cars, and medical center has no parking. It would also hurt the concert center a lot. |
| 30 minutes is very long to wait. |
| 15 min not enough |
| I used to commute every day to work from Grosvenor. This puts a real obstacle in my path to using metro. |
| Same as the rest of the survey, how is the city supposed to reopen but Metro cuts services? |
| I would have to drive to work. |
| Ridiculous. Stations are spaced to provide adequate micro-regional transportation cover. If you take Grosvenor-Strathmore out you literally take out a key link in that cover. Again, closing stations = the end of Metro. |
| I use this metro stop every day for work, errands, and leisure. Closing this station would have very negative consequences on my daily life. |
| Again wouldnt affect me, but I think limiting trains is a much better idea than closing stations altogether. |
| I oppose the closing of Grosvenor-Strathmore. |
| This would ABSOLUTELY NOT WORK. We bought a house in Grosvenor Park and a big reason for the purchase is the proximity to Grosvenor Metro. We need the metro to commute to and back from work in 2022. |
| Grosvenor metro station needs to stay open. |
| Absolutely not! |
| We need this station and so do thousands of others. Having this cut after a pandemic is absurd. Numbers are skewed. |
| See above " to/from downtown to Takoma. |
| Strathmore attendees and those who rely on Metro to get to their educational programs will be greatly impacted, not to mention that neighborhood.we go to Strathmore all the time in normal times. |
| I use it infrequently but this is the stop for concerts. There are many apartments there as well. |
| Need more frequent times |
| every 30 minutes???? |
| Minor. |
| This is better |
| The east side 30 min is really long time to wait |
| I don't ride there |
| This would negatively impact my work and social travel. There is no parking at Medical Center! |
| I live at Grosvenor and need ro reach adams Morgan and medical center |
| Every 15 minutes is not frequent enough during rush hour. Trains would potentially be packed and waiting for the next train when it was 15 mi items away would be u acceptable. |
| This wouldnt impact me either way. |
| frequency too low. Please look at Singapore and Hong Kong metro systems as models, |
| This is irrelevant because I would have to park somewhere like White Flint. |
| I dont go out to the outer burbs so it doesnt effect me. But as a DC resident I dont want all those folks driving in either. |
| Dont close grosvenor |
| Cut staff not service |

| |
|--|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| I do not use the red line. |
| Lack of frequent and timely service will result in my abandoning use of Metro for my commute, resulting in my driving to work instead |
| dont close grosvenor-strathmore |
| This would be very inconvenient. I don't want to be forced to drive. |
| I dont typically use the Red line. |
| see response to last proposal of similar caliber-this impacts the whole red line |
| Do not close Grosvenor-Strathmore!!! |
| Thats great. Just make it harder to use the red line. Already a brutal, inefficient and unsatisfactory experience. |
| You cant possibly close Grosvenor. And what of the huge garage expansion that is going on? |
| Grosvenor-Strathmore is the station I board. It is used by a large number of individuals who drive and park. |
| Grosvenors parking lot is often completely full. How does this count as low ridership? |
| There will be overcrowding in red line trains with riders boarding after white flint heading into DC possibly not being able to get in the train. |
| Grovesnor is over of my closest stations. This would affect me a lot. |
| I need to be able to reach Strathmore via metro for work. |
| I would be unable to get to another train station due to handicap status. |
| I would stop riding metro if Grosvenor-Strathmore station closed because I live beside it. |
| 30 minute wait times would dramatically reduce the accessibility of the system |
| I would not travel to Medical Center, I would drive to work instead and not ride the metro at all. |
| This would be hugely inconvenient as it would couple loss of Grosvenor, lack of parking at Medical Center, and less frequent trains out of White Flint. |
| Please dont close the Grovesnor Strathmore staion! |
| Why are you cutting service in 9 months as opposed to now? Well be back to work in 2022. |
| I take Grosvenor Strathmore metro station everyday to work. Please keep it open. I can accept lower or reduced service at non work hours for the station but please have it functional otherwise during work hours. |
| Georgetown Prep students and at least four apartment complexes near by |
| Those are very useful stations. They should never close. |
| We moved into our current house because of its proximity to Metro. Closure of the station would force us to move far away, uprooting our kids from schools, and causing SIGNIFICANT socioeconomic disruptions to our family. |
| N/A |
| I live at white flint and this would make my commute a nightmare |
| why cant you make trains arrive every 30 minutes between med ctr and silv spring? |
| See previous answer - closing Strathmore when there's no parking available at medical center will negatively impact my life in a massive way. |
| I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I dont care if they have to raise my taxes for it. |
| I don't ride on the red line |
| This isnt a station I am familiar with. |
| More service needed |
| This would add roughly 30 minutes to my commute time daily. I continue to use the Red Line 4-5/week and depart from Twinbrook. I would consider switching to driving into work if these changes were implemented. |
| We need Grosvenor Strathmore |
| No metro station bc I use grov |
| This is not frequent enough to meet my needs. I use the Wheaton and Forest Glen stations often. |
| I generally take the train from White Flint and waiting 30 mintues would not work for me. |
| Need Grosvenor open |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Why close this station?

Please don't close Grosvenor-Strathmore

I think the lack of parking at Medical Center would be a nightmare for people who commute to Grosvenor-Strathmore and for people who live walking distance to Grosvenor-Strathmore, but too far to walk to Medical Center.

If There a 15 minute wait for a train I'm just going to Uber

During rush hours on weekdays, trains should be more frequent than every 30 minutes

Again, less trains - fine. DO NOT CLOSE STATIONS!

It will make it more difficult for our employees to get to our offices.

Do not close any stations!

This adds appropriately 120 hours a year to my commute. Higher fares, less service. You suck metro....

I use Grosvenor-Strathmore as my primary station. This wont work for me at all.

Every 15 minutes is still not enough

Closing the Grosvenor metro station would have a huge impact on the community I live in.

Any delay would be compounded and it would take HOURS for suburban riders to get into DC! And getting back out would also be a mess!

I use the Twinbrook station and 30 minutes between trains would be quite a negative impact on my commute.

This completely cuts off to every 30 mins a huge chunk of Montgomery County that relies on this. If things are starting to pick up again in 2022 as most expect, having a single train every 30 minutes go past Medical Center is a disaster. Not nearly enough capacity. It would be pandemonium.

Grosvenor Strathmore is the last station with a large parking structure available

My husband and I bought our home, which is within walking distance of the Grosvenor Strathmore METRO rail station so that we could walk to and from METRO and commute to work via METRO. Closing the Grosvenor Strathmore METRO rail station and implementing the schedule above would make it impossible for us to commute via METRO.

I live at and use the Grosvenor-Strathmore Station

The red line was already getting crowded before they brought back six minute intervals. By the time more people come back the red line will not be safe.

We really need the Grosvenor stop to stay active.

We need Grosvenor Strathmore

Terrible plan for those who ride the red line especially from the Grossvenor-Medical center Twinbrook areas

Difficult to get to those stations

Don't use the RL much.

Metro should be heavily subsidized by the federal government because most if its riders are federal employees or federal contractors Profitability should never be a factor in decision-making

Please remove peak hours fares if there are not additional trains during peak hours.

Please do not close grosvenor Strathmore

Again, ridiculous to close Grosvenor. Ridiculous.

No to closing Grosvenor Strahtmore

There would be more packed cars and changing to busses, a major disruption for so many who rely on Grosvenor metro on a daily basis

I used to attend concerts at strathmore

I rely on Grosvenor Strathmore to be open

That is not often enough

I ride the Red line only in downtown DC

If Grosvenor closes, trains must run regularly to White Flint and beyond.

PEOPLE WORK AND LIVE HERE HOW DARE YOU CLOSE A METRO STATION

the traffic is horrible going towards rockville, twinbrook or whiteflint, please keep it open

I live at the Grosvenor Strathmore metro station. One stop before or one stop after the proposed stops above.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Given that many of us are expecting to be back at a normal work schedule by next January, this proposal falls well short of what I would need/expect.

Im not using the metro right now because of the pandemic and the situation. Once Ill be vaccinated, I intend to reuse the metro station and my metro station is Grosvenor strathmore . I only rely on the metrorail since I do not have a car.

i go to shady grove; timing my trips to get the train on that schedule will be hard if metro timing is unpredictable. i will prob not use metro much to commute to work.

Stupid and more stupid

Again trains every 30 minutes renders this system useless.

Keep Grosvenor open is critical

If I had to wait 30 minutes for a train I would drive instead.

keep Grosvenor!!!

This station is the closest station to my residence that offers parking. Without access to this station, I would be forced to consider other transportation options.

I really dont ride the red line.

why are all of these proposals horrible???

This would make me drive instead of using Metro.

This is not frequent enough during the morning rush hour.

Dont close stations. Reduce the systems service hours if you have to, but keep the stations open and the headways between trains under 10 minutes.

No parking at medical center. 30 minutes too long a wait.

abysmal service in this scenario

Grosvenor-Strathmore station is imperative

I will not wait 30min for a train. I will find an alternative way to get to work or telework

30 minutes is too long to wait for a train at any station

Would not affect me personally because I rarely travel to the outer stations on the Red Line. But as a matter of general practice, this is not acceptable.

Would remove my 2nd closest station and send trains only every 30 min to my closest station. I would spend more time waiting for a train than just driving the commute

I need Grosvenor-Strathmore to stay open.

You cant park at Medical Center.

Again -- why close Grosvenor-Strathmore station, if the plan is to stop some of the Red Line trains early? Why not stop at Grosvenor, where the pocket track is?

I dont use this portion of the Red Line

This doesnt mention where Grosvenor falls. Dislike the 30 min INfrequency.

Grosvenor stop is essential the area. There are many people that live in that area and living has even been built around that stop. Not to mention Strathmore would be heavily affected.

This is a terrible idea.

Not frequent enough

How are people supposed to get Strathmore?

Closing Grosvenor Strathmore would cause major problems for commuters and then the overcrowding would be even worse at the other stations listed above! This would in turn cause riders to stop using the Metro and that would lead to less funding. Again, a vicious cycle!

I need the Grosvenor metro station to get to/from work in DC once we go back to work in DC

Please do not close Grosvenor Strathmore Metro Station. I do not have a car and it would impact me greatly.

I live at the Rockville station and this would greatly impact my work schedule. If I need to arrive somewhere more frequently, thats not possible. I do not own a car and therefore rely exclusively on the metro for transportation

post pandemic, the ridership will return to normal at Grosvenor Strathmore - closing the station would affect thousands of people who depend on the station and the surrounding property values when we return to normal

Im not even sure White Flint, Medical Center or Bethesda has the parking required to handle all of us from Grosvenor-Strathmore

Trains must stop at Grosvenor-Strathmore!

Thinking of moving to glenmont

as son as the pandemic is over ridership will be back up

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Too infrequent

How are people suppose to get to the Grosvenor. Mansion for performances. Might as well close it!

Too long a wait

G-S station is indispensable to us.

Developers are basing plans on metro. This is stupid.

30 minutes is too long to wait

This proposal closing Grosvenor would affect me as well as everyone else that I ride with regularly into the city. I would no longer use metro if this occurred

That would be terrible for me.

Medical center a hassle at best with security measures to enter NIH, Walter Reed that impact even getting to Metro at Medical Center by car for drop off in either direction and no safe way to travel south from the Grosvenor area by foot or bike.

Grosvenor has great parking

I live near Grosvenor-Strathmore and do not have a car

Any solution that involves closing grosvenor is not a solution

30 mins to rockville is not frequent enough

I am moving into a new development being built at Shady Grove Station with the assumption that trains would run much more frequently. This will not only affect my daily commute, but may also negatively affect the value of my new home.

Need Grovesnor to stay open - It's a regional hub for commuters.

Stop trying to strangle the Maryland suburbs!!!

I dont use station--no issue

Grosvenor-Strathmore is the closest station to me and the main reason I bought my house where I did.

This would result in inconveniences to many commuters and crowded trains.

These cuts will lead to lower ridership overall.

make those rich Marylanders pay!

I do not use the red line regularly

See comment to earlier question

Do NOT close Grosvenor station!

I travel from Shady Grove and would therefore face waits of up to 30 minutes

I could possibly be late to work

Intervals are too long after Grosvenor

It will be impossible to get to work. Given that pre-pandemic sometimes I couldnt even get on a train because it was so crowded, this is absurd.

Please do not close Grosvenor-Strathmore Station. Why of all the Montgomery County Red Line stations would you seek to close this one? There are so many residential units, thousands, within a 10-minute walk of the Station.

I need the Grosvenor Strathmore station for my commute.

Closing Grosvenor is hugely problematic, as are lengthy waits between trains

This plan would push significant ridership back to cars.

I don't use the red line

I rely on Grosvenor to get to work downtown.

This would make it impossible for me to commute to work from Rockville, as I might have to wait a long time for a train home.

Would just have to take the medical center train

Dont close stations or cut service

Strathmore Music Hall relies on metro for participation

I dont use the red line much

i would have to start driving to work and cease using metro altogether.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

No! No! No!

Grosvenor-Strathmore has efficient parking & kiss & ride. White Flint has neither.

Trains would not run frequently enough

I work in Rockville that would make my commute much longer

See previous comment.

Don't close Grosvenor!

No. What happens when people return to work????

It's all good

Can't travel to Strathmore.

I take the Glenmont train to Judiciary Square, and I need it to run every 5 minutes.

I do not utilize this section of the red line.

The 30 minute arrival for the listed stations is too much time in-between trains.

If I have to wait 30 minutes for a train at Forest Glen (the metro stop nearest me), I would stop using the metro

There are way too many people who live past medical center and ride metro.

I drive to grosvenor to park and then take metro into the city. How would I park and take metro from medical center? As of now, you can't.

I live in dense hirise populationnext to grosvenor station and can walk to metroThis is extremely important to me you keep this station open

again, terrible idea

Again, unclear if the 15-30 minute interval is part of the proposal or just an example of how shutting the line would work....?

I live a 15 minute walk from Grosvenor and this would likely end my use of Metro until re-opened

Red line needs to run more frequently, especially during rush hour.

By January 2022, it seems likely the federal workforce will be back to in-person work instead of telework. If that is the case, running trains only every 30 minutes will mean the trains are overcrowded and commuters will not be able to rely on metro to get to work. Why dont you cut service NOW, while most people are teleworking rather than in January 2022 when most people will be back to in person work?

Again, this amount of time between trains is unacceptable

I'm at white flint. Every 30 minutes during rush hour would not be manageable. As it is (in normal times) many of these trains are uncomfortably full.

Will keep me tied to my car, instead of returning to Metro as the pandemic wanes.

Please offer trains to Wheaton more often

Would add extraordinary amount of traffic to Rockville pike, already overflowing with traffic

I like to see shows at the Strathmore and this would make that impossible.

Really need Grosvenor-Strathmore open to park in the garage for Music Hall at Strathmore events.

I don't own a car and rely on grosvenor metro for transportation, especially in the winter.

There is NO viable parking options at Med center. This would be ridiculous. No one could use that station and 30 min gap would create terrible overcrowding at other stations

Every 15 minutes doesn't seem frequent enough.

I need Grosvenor.

Too long of a distance between trains. This is a system people need and you're making it unusable and going to lose more riders if trains are this far apart

It would be a massive personal inconvenience for me if metro were to close the Grosvenor Strathmore station.

That would make it impossible to get to work on time if you miss your train. The difference in a half hour in getting to work is enormous, plus this lack of trains would cause them to be extremely packed. This is a very concerning once people start to go back into the office.

You cannot close Grosvenor. It is a crucial location for many riders.

Not soon enough

Keep grosvner open

I dont ride red line.

Will impact the value of my property and use of metroâ€”probably cease using it.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Same answer as before, by January 2022 things will be back to normal and so Metro should return to normal service at all stations.

Yes

We rely on the Grosvenor station for our daily commute. We expect to resume our regular commute in 2021.

I dont ride red line

30 minutes is too long at shady grove station

need trains to arrive more often to make travel easier. the reasons i prefer not to use metro is it is too slow

NO CUTS!

There is a high school right next to strathmore who's students use the metro to get to and from school

I depend on the Grosvenor-Strathmore station for transportation.

Many nurses depend on these trains.

I dont use that station.

We need grosvenor metro

Grosvenor Strathmore station needs to remain open

Much too limited

No, I live at Grosvenor-Strathmore. I would not take the Metro if this stop would close.

I have friends in Wheaton; Id never be able to get to see them in a reasonable journey.

Please do not close Grosvenor Strathmore.

Dont close Grosvenor Strathmore.

Dont close Grosvenor-Strathmore!

Do not close Grosvenor Strathmore

Closing Grosvenor Strathmore is a bad idea. Ridership will go up after pandemic.

We need the Grosvenor strathmore station open. It would cause a big inconvenience to my community if it were closed

One of the reasons I live where I live is to be near (within walking distance) of the Grosvenor station. Going to other stations would not be convenient.

My wife uses our one car to commute, so I would have no way other than ride share to get to a train station. Since I can walk 10 minutes to Grosvenor-strathmore, having to travel elsewhere makes no sense.

Making less stops and increasing the time between trains will make ridership a worse experience

There is no parking at Medical Center. Please ask people who actually ride the Metro to commute about what stations to close.

ONce again, can you ensure q15 minute service during rush hours

See previous comments - closing stations is bad, less trains is bad, turn-backs are mostly ok in my view but bad overall.

My station is Grosvenor

DO NOT CLOSE GROSVENOR-STRATHMORE

Sparsing out trains to a Medical Center doesnt seem like a good idea, does it?

No Grosvenor, no ride.

That's too long in between . We use Grosvenor stop especially once hockey games begin again in person

There is no parking at Medical Center. If this chnage is necessary, the turn-back site should be White Flint, not Medical Center.

I commute using Grovenor

Theres no parking at Medical Center, so Id have to go to White Flint or another further out station. 30 minutes is too long to potentially wait for a train and overcrowding both on the train and in the parking lot would be a significant problem. I would resort to driving.

See prior concerns about crowded trains.

It would be better than closing the station entirely.

Every 30 minutes is too infrequent.

I need Grosvenor-Strathmore to stay open!

Strongly do not want Grosvenor- Strathmore to close

| |
|---|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| Need Grovesnor to commute to work |
| prefer Grosvenor to medical center |
| Grosvenor-Strathmore does not have low ridership during non-pandemic times, to state that is ridiculous! To close any stations is ridiculous! |
| Not a Red Line rider |
| This is terrible. |
| I don't use that station. |
| If you close Grosvenor,, then White Flint needs full service (plus a bus shuttle to Grosvenor) |
| You would lose me as a daily rider because I can't wait 30 minutes for a train at twinbrook |
| It would take too long to get to Governor-Strathmore station, which I use a lot pre-pandemic, post-pandemic |
| I know people who take Metro to concerts at Strathmore, and this would not work for them. For me its OK. |
| Grosvenor is close to Medical Center only if youre in a car. I walk to that station from my apartment. You guys need to think from the perspective of your actual ridership. |
| I live near Shady Grove station. Once vaccinated, I plan to return to work full time, unless Metro service cuts like 30 mins between trains make that unfeasible. |
| This would add a great deal of time to a household members commute between Shadygrove and Medical center. |
| I would not use Metro if I had to wait 15 minutes for a crowded train during rush hour. This would be useless given Metros poor operating history. Metro should focus on reducing employee pay and benefits include the prior overblown pensions. |
| As I wrote, Id rather you increase the pricing than decrease availability of trains. |
| More frequent trains when more people ride and when getting to/from station is more difficult (traffic), as well as when schools are operating, is more equitable. |
| I don't regularly use the red line. |
| I live near Grosvenor Metro and rely on that station. While I suppose it is technically close to White Flint, the reality is that Grosvenor-Strathmore has advantages (parking, etc) that White Flint and Medical Center lack. |
| I dont commute on Red |
| We stopped turn arounds because so many north of Grosvenor need it...stop cutting their commutes! |
| Need more frequent trains during rush hour. |
| it needs to be the same 15 minutes each way |
| i have no way to get to medical center. and even if i could drive there is no parking there. |
| Terrible idea. Strongly oppose. |
| I rely on the Grosvenor station and would hate to see that closed |
| All of these proposals seek to hobble Metro. No one will ride it at all if trains only run every 30 minutes. |
| Please don't close Grosvenor-Strathmore. |
| See other comments. |
| This is the closest metro to my home and will prove to be a great inconvenience for my ride downtown |
| Grosvenor Strathmore has development planned in the near future. Closure of the station will be a set back for the community. |
| No, please do not close Grosvenor. If all the residents in this area have to drive to another metro station and then to have to wait 30 minutes that would be an extreme hardship |
| It didnt seem to work in the past, so i doubt it would now. This is especially true in adverse weather. |
| n/a |
| Rush hour trains are too full for there to be a 15 minute gap between trains. |
| DO NOT CLOSE THE GROSVENOR STATION!!!! DO NOT DO IT!!!! |
| Closing Grosvenor means adding significant time to my commute so I will drive to work instead. |
| Would no longer take metro |
| TEMPORARILY --- until normal ridership resumes |
| This plan would increase my travel time and cost. I would not ride metro anymore |
| I do not ride to the stations that would have 30 minute service. So this would have no impact on me. |
| . |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Medical center is difficult for the average rider to use

If Grosvenor is closed, the options are NIH or White Flint. Neither have adequate parking.

Again, running trains only every 30 minutes at high volume stations, such as Shady Grove and Rockville, makes no sense. By January 2022, we will be back to the new normal, with workers commuting into the District.

30 minutes is way too long and the trains would be terribly overcrowded once things go back to normal. I don't think this would work

This will only further diminish ridership on the Red Line.

I rarely travel to those stations, so this change likely wouldn't affect me.

How is Silver Line construction and ridership looking? 7 years later, and we don't even have a train to our international airport.

Keep Grosvenor open and running regular schedule.

If you want people to use the Metro system, it must be expedient. Fewer people will use the system if it is so inconvenient. That is a no brainer. Close stations, prolong wait times and of course ridership will go down.

Too long of a wait

Too long between trains.

Don't travel on redline

This stop is essential for the apartment complexes near Grosvenor-Strathmore

I moved to the area because of the Grosvenor station. If it closes that would inconvenience many people and unfairly affect property values.

By closing Grosvenor, you would be funneling that traffic - for the most part - to White Flint. And then you are saying there would be trains every 30 minutes at that station?! Untenable.

With these proposed changes, METRO will become useless

We need to keep everything as is.....

see earlier comment.

Longer commute

This is poorly written: headline says between Grosvenor-Strathmore and Medical Center (which is absurd because they are adjacent), while the question itself does not even list Grosvenor-Strathmore (so it is unclear what the frequency would be at that station). Assuming G-S would be grouped with the 30-minute stations, this plan would not work for me.

Please do not close any stops

I would likely not use the metro system if the Grosvenor-Strathmore station closes

The waits are too long and the risk of not finding a seat seems too high

GS closing does not work for me.

Medical center is inaccessible to most metro riders as it has no parking.

Again, red line outskirt stations can take the hit.

Don't close any!!!

30 min wait times for those that need to get to work is unacceptable

No parking at medical center

15 min is a far too long headway between trains in the downtown core. This would cause metro to shed ridership.

The trains would no longer service my neighborhood and myself and many others would have to walk.

Very problematic

There are many large apartment buildings within a short walk of Grosvenor-Strathmore plus a parking garage with kiss & ride, this is not a smart station to close.

Trains would need to hold longer at stations if there is more time between trains.

Possible Yes only if the same parking capacity were added at medical center.

This is preferable to closing the station all together.

Every 15 min won't be sufficient during rush hour

Many people would have to use Twinbrook stations and the trains there should arrive every 15 minutes

The closure of Grosvenor is not my concern, the 30 minute frequency at Twinbrook is the problem.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

We definitely depend on metro to get to and from work, run errands

I would need to move to another apartment

Defund MPD instead

Reducing transit access, frequency, and reliability reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself.

very inconvenient to get to another station instead of Grosvenor

I dont use the affected stations.

This would affect my work commute. An increase in time intervals would be better.

How does this proposal affect Grosvenor?

DO NOT close the Grosvenor-Strathmore station. Once again its a terrible idea there are thousands of people that live around and use that station. Its not that close to other stations and again this is unacceptable.

As with broader proposal - 30 minute headways are unacceptable.

We depend on metro for access to DC

Medical center station has no parking. It makes no sense to close Grosvenor -- it would be wholly unreasonable to expect neighborhood commuters to have to travel away from dc to be able to find parking at a metro stop that wouldnt get as frequent service.

Visitors of the red line already have a 60-90 travel time. It would be worst!!!

I do not take the red line.

I need Grosvenor station

Horrible. Would destroy commuting from Montgomery County.

This does not really impact me.

Grosvenor-strathmore is needed

i desperately need the frosvenor metro and many people use it for the strthmore arts center which will reopen when covid is less of a threat. The metro stop at Grosvenor is a big pull for Strathmore arts center.

I ride daily from forest glen and would stop using metro if this change is made

no parking at medical center - need to be able to park at grosvenor

This would further depress ridership in all of upper Montgomery County, and would greatly impact people who need to use the rail service to get to work.

I don't use this line.

Same reasons!! We NEED these stations!!

Closing Grosvenor is a BIG mistake. Metro already made a mistake when it changed the policy that every other train departed from or arrived at Grosvenor during rush hour. PLEASE do not close this station.

Do not cut level of service.

WE NEED STRATAHMOE TO REMAIN OPEN

Support the less frequent servicing between GS and Medical center, but every 15 minutes on the primary line still feels too infrequent.

As stated before, trains have to be closer together. 8 minutes at the longest

I live at wheaton station and this would make my commute much more frustrating and longer

Grosvenor-Strathmore needs to stay open

I commute every day from grosvenor

Station at the far ends of the red line should not be treated better than stations at the end of the other lines. Why do politicians in tax heavy Montgomery think their residents deserve more service that the entire region pays for. Also, Silver trains should turn at Stadium as Orange line trains used to do in the mid 2000s.

No transportation to Medical Center

Not enough frequent trains to accommodate the amount of passengers

Having Medical Center as one of the ending points for frequent service is not a sensible alternative, as there is no parking there, and the station is not really available to anyone who does not work there.

| |
|--|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| Very much in need of Grosvenor/Strathmore |
| As long as Metro maintains existing bus service between Wheaton and Silver Spring. |
| Same as the other proposed changes to the red line - its the most crowded line, once commuters are back this would absolutely not work. |
| No parking at Medical Center would be a major issue. Most of the bus service only runs during the week to Medical Center. |
| Anything less than full operations is unacceptable. |
| MEDICAL CENTER IS LESS USED THAT GROSVENOR-STRATHMORE. THIS IS A FACT!!! Medical Center Station has never made any sense at all--you can literally walk from there to Bethesda station in 10 minutes. Why do none of your proposals suggest closing that one? Wealthier people, I suspect. |
| I live by Grosvenor Strathmore. This would turn my commute from a 30 minute train ride to an hour to hour-and-a-half bus and train ride. I would probably just drive instead, which costs more money, causes more congestion, and increases CO2 emissions. |
| Parking at any other metro stop nearby is prohibitive!! |
| Grovesnor strathmore needs to stay open |
| Such a radical cutback of service would force me to telework every day, which I dont want to do; and would make it impossible to continue to see the doctors I am used to seeing in Chevy Chase and DC, neither of which I am comfortable driving to. |
| See answers to previous questions |
| I do not travel to the far reaches of the red line. The Q bus line can easily provide service to an open red line station for those that need it. |
| 15 minutes between trains it too long! That is Sunday service! |
| not frequent enough |
| I need forest Glen at least every 10 min |
| Frequencies too low |
| Need Grosvenor strathmore to stay open in order to utilize metro often |
| What other national capitol has a metro system that runs trains every 30 minutes. This is insane. Visit Paris, London, Amsterdam, etc. The trains actually run. |
| This is not sustainable...given the number of people who regularly use the metro (outside of COVID). |
| Dont use these stations. |
| See response to question 2 |
| Many riders who frequent the Shady Grove metro station, are already affected by MTAs reduced commuter bus schedule. I currently use the transit link card which allocates \$255/month to Metro. The commuter bus schedule has already been cut to the S (holiday) schedule, which runs the buses every 1/2 hr verses 15 minutes. Currently if I miss a bus the most I have to wait is a half an hour. IF Metro Rail reduces trains to run every half hour, versed 7 minutes during rush hour, I as well as other commuter bus riders who miss a metro train, we must wait a half hour worst case in metro, then run the possibility of missing a bus which will add 1 hour to an already 1-1/2 hour commute which would cause most of us to rethink whether to ride metro at all. IF I pay out of pocket for parking, in DC, I can reduce my current commuting time by 1/2 hour, which means if I drive my commute is 1 hour each way. IF Metro cuts trains to every 1/2 hr, my commute balloons to 2-1/2 hr each way.Â Metro stands to lose \$255/month already guaranteed per MTA program rider.Â Metro better figure another way to reduce costs, because sooner or later, you will have no riders and you might as well set up beds for the homeless people to sleep in the station, because that will be the only clientele you will have. I would not be surprised if the commuter bus companys pick up the slack to provide bus routes all the way in to DC from Maryland and take that business from Metro.Â Most buses also stop running at 6:45 in the evening from Shady Grove, which means I would have to leave work at 4:30 in the afternoon and cannot work Administratively Uncontrolled Overtime for outages which is sometimes required by our job.Â I currently can stay as late as 5:30 and have been able to make the last bus from Shady Grove in the evening.Â If this cut happens, I will certainly miss the last bus, then I have to pay an exorbitant taxi fair home from Shady Grove. It would no longer be worth my while to ride Metro. |
| That would be too long between trains |
| Keep Grosvenor open |
| I live near the Grosvenor station and built my work-life balance around this metro station. I need it to stay open. |
| This is way too much time to wait!! |
| Run all trains on full red line route |
| No as this would still result in closure of Grosvenor Strathmore , my primary means of transport to and from work. |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

What length of trains are you planning.

I am opposed to closing ANY existing stations.

Terrible idea

Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office.

Don't shut stations down. Do whatever else you must but don't shut down stations.

Closing Grosvenor-Strathmore would be disastrous for us. We live near Grosvenor and use it daily when there is no COVID

Would not be able to ride Metro for work

you would be disproportionately impacting commuters from lower income communities that live north of Grovesnor, who are more dependent on the metro

Cf. other remarks about plans which assume that travel needs of DC wont rebound. Why lock yourselves in?

Potential impact on Strathmore

Suburban users of the metro drive to the station; this would have little impact on them, none on city residents.

I don't support station closures.

Grosvenor was packed with morning commuters between 7am and 10am before Covid. Vaccine is here, so will be return to normalcy soon. Please leave us those commuter hours!!

Not sure I understand this proposal

The Red Line is way too packed to consider cuts in train frequency. This is just crazy to even consider.

I need access to Grosvenor-Strathmore, its the station that I use most regularly

Stop messing with the Red Line -- you must have more trains than every 15 minutes, especially during Rush Hour!

See last question. I USE the Grosvenor-Strathmore stop for work!

Closing Grosvenor-Strathmore station would remove a vital vein of commuter travel for me and my neighbors in the North Bethesda area, impacting my ability to report to my essential worker job in Washington, DC. The walk to either Medical Center or White Flint stations is prohibitive due to distance and hills. Please do not close the Grosvenor-Strathmore station!

My preference is to continue working from home rather than having my commute time elongated by service cuts.

Unless Metro provides shuttles between Grosvenor-Medical Center

I dont use the red line

Closing Grosvenor will not work for me

How would I get to medical center stop? Senior cannot be taking additional bus to get to station

The population density north of While Flint is great. We need frequent trains White Flint on and please keep Grosvenor!

I do not use Red Line trains. But is would lead to crowding of other trains at red line transfer stations!

Please keep Grosvenor open When life gets back to normal we all hope for normal!

I live in the Grosvenor Park area and I do not own a car. Closing Grosvenor-Strathmore would make it impossible for me to go to work and would cause me to become unemployed again, just like your last closure of that station cost me my job.

Dont use red line

I recently bought by Grosvenor BECAUSE it has metro access. This would harm my Commute and my property value.

NP

Grosvenor station should remain open

I don't travel on the red line regularly and don't use it to commute.

yes this is workable if nessecary

Less trains means more crowded trains. Trains less often means we arent able to rely on it to get to work.

Closing stations should only be a last resort.

There is not good parking at the nearby stations.

do not close Grovesnor....why its a hub and they are building even more apartments near there

It will increase my commute time.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

| |
|--|
| Why close stations? That would put more cars on the road. Stop bombing other countries and use that money to improve public transport for Americans. |
| Too far to walk to the metro I am 70 year old |
| Not acceptable to close Grosvenor Strathmore. This should be a hub with buses connecting to Montgomery Mall and Wildwood shopping at Giant and Balducci's |
| Again, every 30 minutes? Why bother? |
| 15 minutes between Medical Center and Sliver Spring is still too slow -- red line take riders to Metro Center and Gallery Place, two hubs. |
| Grosvenor is my home station and any other station is too far for convenience |
| I need the Grosvenor-Strathmore station to be able to ride to work. Please keep it open! |
| One of the main reasons I moved to Grosvenor was to be able to walk to the Metro. |
| This is a critical stop, very much so for DC commuters and anyone attending events at Strathmore. |
| Again no! |
| The Grosvenor-Strathmore location is NOT walkable to other locations. This metro station must remain in order to serve the community. |
| Exceptions -- when concerts resume at Strathmore. Perhaps time extra trains for show times? |
| Closure and fewer trains are detrimental to overall growth and enter a death spiral while exacerbating climate change |
| I consider Grosvenor to be my home station. Even though there are other stations "nearby" they do not have a good amount of parking and/or are inconvenient for other reasons. If Metro closed Grosvenor, I would likely stop riding Metro altogether. |
| Many people live near this station and it would hamper use of the metro as a viable commuting option |
| Commute would take too long and be too crowded |
| who wants to spend that time waiting and then possibly be killed or infected |
| Grosvenor-Strathmore is relied on by many students that go to AU! DO NOT CLOSE IT!! |
| Shady Grove is my station. If trains only arrive once every 30 minutes the system will be unusable for me and many others. |
| Ridership will increase post pandemic... |
| I don't use Red Line. |
| Closing Grosvenor-Strathmore will not work for us. It does not matter how frequently trains before or after the Grosvenor station are operating. Closing the station will be a hardship and an inconvenience to me and my family |
| Closing stations would be unacceptable |
| Again, if there was a train schedule, a change like this could work because people could plan for it. Please put Metro trains on an actual schedule. |
| I need the GS metro to get to work. |
| I'll be working in the Washington, DC office five days a week. The Grosvenor-Strathmore Metro station and parking would be the best alternative for the commute. |
| I need Grosvenor-Strathmore to remain open! |
| Would mean driving to Strathmore, which is exactly the opposite of public transportation philosophy |
| Grosvenor-Strathmore must stay open |
| Family members commute regularly using the Grosvenor station. We purchased a home based on this access |
| I commute from Twinbrook and sometimes Grosvenor. Having fewer and fewer options would make more likely to start driving instead of using metro at all for work. |
| Again making it harder to ride the metro will make people not see it as a viable mode of transportation and eventually the whole system will be worthless |
| This assumes G-S is closed, which is bad |
| Need parking and more frequent service at Grosvenor |
| I use Forest Glen. If this plan goes thru I'll be driving into the city. |
| I will drive rather than commute by metro if Grosvenor closes. Except for the pandemic, I've commuted by metro from Grosvenor since 1991. I bought my house because it's near Grosvenor. |
| I need the Grosvenor Strathmore station to stay open. |
| This would significantly interfere with my commute. This station also offers parking availability which is needed. Closing this station would increase my commute by 50% or more. |
| This would increase numbers of riders to individual stations, but would also make it difficult for riders to safely social distance. |
| I don't metro on a regular basis, but Grosvenor is the only one in walking which I will use from the home I own, and would be disappointing. |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This would add so much more time to any commute I might have!!!

I don't understand the proposal. The title says every other would operate between Grosvenor and medical center but the description says if Grosvenor station closes. If trains don't stop at Grosvenor at all, this plan would not work for me.

I would commute to work via car before using Metro in this type of situation.

I would need trains to arrive more frequently at Rockville.

Need all trains to operate between Grosvenor and Medical Center.

15 minute headway's are unacceptable.

No comment.

What about the new work places like Marriott in down tow Bethesda - they were built to serve people commuting to and from work.

This will not be workable during rush hour, too many people commuting from these busy suburbs

Grosvenor-Strathmore is critical - there is no real parking at medical center. Bad idea

I think more often is still needed.

Closing Grosvenor would be disastrous for my family

do not close the grosvenor stop

Closing Grosvenor-Strathmore would be detrimental to those who do not have a car in the area, and cannot get to another station easily.

If Grosvenor-Strathmore closes, my familys only other viable stop option is White Flint. Having a train come to White Flint just once every 30 minutes will not be often enough.

Keep public transit running!

By doing this, you shut down my ability to get to work

Ive never ridden the Red Line -- defer to others who would know more than me.

I use Grosvenor station and a spacing of a train every 30min is too long a wait between trains.

If Grosvenor Strathmore were closed, I and many others who currently use stations on the closure list would likely not ride metro any more, only further decreasing ridership. Proximity to an operational station is key to riding - take away the convenience and theres no value in metro.

There is no parking at Medical Center. Is this proposal to scare people to generate funds? I hope so.

All of these suggestions are terrible for the consumer. Get more federal aid and dont ruin the experience of your customers.

I commute using Grovesnor-Strathmore

The alternative stations to Grosvenor are impractical. No parking at Medical Center, limited parking at White Flint. Bad traffic on Rockville Pike already now, this would get worse.

Very inconvenient for those who live between Medical Center and White Flint.

I specifically moved to an apartment walkable from Grosvenor Station this year for when my work resumes in DC after the pandemic. I do not have a vehicle and specifically moved here because I need the metro to get to my work which is currently temporarily remote.

Still not often enough for rush hour traffic once the pandemic ends.

I live at Grosvenor and rely on the Redline for work.

low ridership is a result of the pandemic and poor service

Please do not close the Grosvenor-Strathmore station. That is my station. I moved to this residence for that reason.

I live at Grosvenor and closing is not an option for me

No, I will have to drive to work instead.

You need to keep the grosvenor station

I would never ride metro again if I could avoid it

I dont live over there but I imagine it would be bad.

Please do not close Grosvenor/Strathmore. A large community relies on it and will use it more and more as the pandemic starts to slow down. We cannot wait to make regular use of this station very soon and know that many others in this area feel the same way. Also Strathmore Hall is such an important and vital part of the arts community and needs to be supported in every way possible. Cutting off metro service to this venue will have very negative impacts.

much too infrequent. I live in Rockville.also no way to get to Strathmore concerts if you close that station.

these stations are too far from my home

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This would add 45-60 minutes onto my existing commute. I strongly oppose closing Grosvenor-Strathmore.

The Grosvenor Station is important to me

I can go with this if this is a temporary measure.

Please do not close metro stations.

Grosvenor Strathmore is my closest station. Parking at White Flint can already be an issue, especially if all of the GS riders now needed to utilize WF station.

A 30 interval is too long

Dont close Grosvenor

Do not close Grosvenor-Strathmore!

Works for me because I am in the more frequently serviced area, but would not work for a lot of folks further out.

Do not close Grosvenor/strathmore

As I rarely take the Red Line, this would not impact me much.

Same Reason

Will there be bus alternatives between Medical Center and Grosvenor? How often do the buses run?

We need more stations, not fewer! We need a station at Brightwood Park in between Petworth and Tacoma

By January 2022 things will have reopened. This will not provide enough capacity on the red line.

Any change that ends with 30 minutes between trains at Wheaton Station means I won't be riding Metro.

I have no way to access another Metro station if Grosvenor-Strathmore closes.

Grosvenor Strathmore is my metro station for commuting into downtown DC. This would have an immediate negative impact on my ability to get into downtown DC.

30 minutes at Glenmont makes zero sense

This plan does not work for me. I need the Grosvenor-Strathmore station open.

I would not use Metro any longer.

Do not close Grosvenor-Strathmore station. It is very far between Grosvenor-Strathmore and Medical Center stations and there is no easy walkways connecting between these two stations. The 495 and 270 also cut through the middle of the two stations.

I'd likely stop using Metro.

This would be absolutely disastrous for my husband and myself, as we both commute downtown every day and walk to White Flint. A 30 minute wait in the cold and with a schedule thats only approximate will really have us thinking about leaving this metro area for another part of the country. You will ruin the suburbs.

Need Grosvenor station

Grosvenor-Strathmore is the one I would least like closed

The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming.

Why would this be implemented in January 2022? By then I think well be back to almost normal, this would be useless.I use that station sometimes to go to concert and friends houses

I only use this station. Low ridership has a lot to do with all the construction that was going on there which limited parking

more trains and run them more frequently please

As noted, I attend many performances at STrathmore and metro there from DC. I can take my car, but much prefer to support metro and public transportation.

Having to wait longer and then drive further since my station would be closed would make my travel time too long. I would not use metro

I don't take red line.

As long as Grosvenor Strathmore remains open.

This is the station I use most.

No - in this case I would be out of a home station and have worse service at the next closest station - White Flint.

A great deal of traffic comes in from Shady Grove, making people wait an additional 30 min for a train in the morning is insane.

I do not use these stations

Without Grosvenor Strathmore I can't get to work in DC especially in a timely manner.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I have no other option to get to work if this station closes! Please don't close it! So many people use Grosvenor and will again once they're vaccinated

Don't close any stations.

Yes, Only because I dont ride those lines

Need courthouse access

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

Unsafe waiting

Grosvenor-Strathmore should not be closed.

Trains every 30 min doesn't work for anyone commuting.

My husband works at Twinbrook. We need more trains going there.

Again, much too long to wait for a train at rush hour.

Closing my station (Grosvenor-Strathmore) in any capacity would be detrimental to my ability to get to and from work, as well as visiting and caring for family members. I chose to live at this metro station for the safety and security of the neighborhood and the metro station and would struggle immensely without east access to my metro stop.

I think that with housing right at Grosvenor-Strathmore and even more being planned for 2022, the demand is too great to close that station.

It doesn't apply to me; but feels as if it would be a better plan for the weekend rather than rush-hour times

Our station is Grosvenor-Strathmore. It is walkble.to our home. Things will be normalin Jan 2022. Dont close the starion.

I wouldnt recommend closing that train since its essential for nih and wrmmmc staff who live nearby without a good way to walk to work

Will not work with schedule at work

I live off the Silver Line in Fairfax County.

I use Grosvenor station

Since I have to change from one line to another the likelihood that my commute would be extended to an unacceptable level is a concern. Since I can drive in in 22 minutes, if it takes me 50 or so to use Metro, I might go back to driving.

We dont use the red line, so these changes would not affect us.

15 minute intervals too long on red line.

Read every previous answer.

I depend on the Grosvenor-Strathmore station so this is not a reliable plan for me.

In order to faithfully take the train on a daily basis, I would need more regularity

My doctor office/Bethesda hospital is my main hospital that I go to. This is not a great idea.

This plan would make my commute slightly more inconvenient (due to longer headways) but overall I would be fine with it.

I live near the Glenmont station, so a train only every 30 minutes would be very difficult.

What about performances at Stathmore - this is not a good idea.

There is NO PLACE TO PARK at Medical Center. How do you expect people to get to the metro! Grosvenor-Strathmore is a major station where prior to the pandemic thousands of people got on and off everyday for work.

If you close Grosvenor-Strathmore I will largely stop using the metro.

15 minutes is not often enough for a crowded red line once the pandemic has waned. 30 minutes is a JOKE.

Grovesnor station is needed

Red line trains would only become more crowded than they already are.

I wouldn't ride Metro. No parking at NIH.

Grosvenor-Strathmore should stay open.

I moved to the Grosvenor area specifically because it was across the street from Metro and we have been encouraged to use public transportation instead of our personal car

Please do not close Grosvenor-Strathmore station.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Please do not close the Grosvenor-Strathmore Metro Station. Having just graduated from college, I moved to Rockville in 2020 for a new job and do not have car. I rely on the Grosvenor-Strathmore metro station in order to go to work...and truly to go anywhere. My only other options would be taking the bus or calling a Lyft or Uber, but the metro has been the most affordable and reliable mode of transportation for me. I had, in fact, specifically moved to the apartment complex that I am at right now because it is situated right next to the Grosvenor-Strathmore metro station. Many other folks living in this apartment complex and the front desk staff also rely on this metro station.

Closure of the Grosvenor station would be a major disruption in my commute. I would need to drive daily into DC.

The red line is not a normal part of my commute or regular usage

The trains from Wheaton and Shady Grove would probably be very very crowded when they arrived at the more interior Metro stops. Overcrowding could be a problem, and if a rider could not board b/c of the packed train cars, a wait of 15 to 30 minutes would leave riders very frustrated.

Not enough service to stations near high residential populations.

As for previous proposal

Keep Grosvenor OPENED close White Flint

I commute downtown from Rockville every work day. This change would significantly extend my commute time. I have intellectual disabilities and cannot drive, so Metro is my only way to get to work.

Need every 15min service at White Flint if Grosvenor-Strathmore station closes.

MANY people get on at Glenmont. FEWER trains would be BAD and result in more cramming bc wait is also INDOORS vs. outdoor stations it is very hard to social distance. CONSIDER LONGER WAIT Times at outdoor stations vs indoors

I would really like it if Grosvenor station stayed open

Grosvenor-Strathmore shouldnt close as many people walk to the metro from nearby communities

30 minute headways are ridiculous and will drive more people to using cars. The goal should be to make transit as convenient as possible if we are going to get people out of their cars.

Grosvenor-Strathmore is my station that I commute to and from

If you close the Grosvenor station Im done with Metro its not worth my time

I depend on Grosvenor-strathmore station.

NO!!!!

Too long between trains north of Grosvenor

I dont live here but, Metro should be planning to increase service not decrease. This will bring ridership back when vaccines are widely available this summer. Decreasing service will put Metro into a downward spiral.

not enough trains

I go to Strathmore fairly often

Dont close grosvenor. Thousands of people rely on it to get around. Relative to the budget, it costs almost nothing just to keep the lights on. The trains have to go through the station anyway

I live right behind the Grosvenor Strathmore station and know many people who depend on it to commute to work every day. It would be a hardship for all of them to go to another station.

Commuting from Shady Grove necessary - would add up to 24 minutes in each direction.

I use and NEED Grosvenor-Strathmore. If it is closed and I must use White Flint, I would need more frequent service than every 30 minutes.

Red line trains need to be more frequent during Rush Hour. In non-rush hour times this would be fine.

I would have to drive an extra 20 min out of my way to the closest station with parking and those are the ones with 30min arrival times which means I am either on a super crowded train or late for work. Please do not close this station!!

Still worry about trains being even more crowded during rush hours.

what happens if only way to the other stations is to drive, what happens with over crowded parking?

No stop at Grosvenor-Strathmore!

Decreased train availability to Shady Grove and Rockville would prompt me to drive to those locations.

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| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| Overcrowding would still be a huge issue on the red line with this proposal. |
| Trains should run at least 8 to 12 minutes intervals |
| I use the Grosvenor station to get to work. So many others do as well. Do not use the current ridership as an indicator of future ridership. This is a really bad idea please do not do it |
| This is a HORRIBLE idea! One of the things that make a good and effective public transport system is the frequency of trains during heavy travel periods (rush hour, etc). This also discriminates against people who get on the train further north than Medical Center. I recommend trains coming every 5 min. (if not more frequent) at every station in order to make taking public transport more attractive. |
| This is not acceptable for commuting wait times. I commute to work from White Flint metro. |
| It would work presuming ridership rebound doesnt fill all shady grove trains beyond capacity. |
| where are the hundreds (thousands?) of those of us who use Grosvenor-Strathmore supposed to go?? Neither White Flint nor Medical Center is feasible, nor is service every 30 minutes. |
| We live at Grosvenor-Strathmore area. Medical Center station does not offer parking. This would lengthen & complicate my husbands work commute & any trips I take to DC. All of it just puts more cars on the roads & increases Climate Change. |
| This could curtail suport of the Strathmore...which is a major cultural institution. |
| Again, at this point with 30 minute headways Ill just walk downtown from Twinbrook. |
| Por qu  cerrar Grosvenor Strathmore? Hay mucha gente que usa sta estaci n. Para que ampliaron el parqueadero entonces? Que va a pasar con los eventos de Strathmore. Cerrar esta estaci n seria una p sima idea |
| Necesito trenes en Grosvenor |
| I dont tend to use the red line. |
| The 30 minute wait for a shady grove train is a total deal breaker for me. Ill just buy a car if this happens. |
| Need better access at Rockville |
| People working from Shady Grove would not take metro to work if transfer every 30 minutes. Just make it every 20 minutes or some thing instead and have the full route. Remember the research of why you ended the turn back service, it was pretty terrible and just ended up with a really crowded trains from Shady Grove |
| Closing Grosvenor-Strathmore station would be an extreme hardship for me. |
| My only option is Grosvenor station. Otherwise I would have to stop using public transportation. |
| Grosvenor-Strathmore is the only convenient station with sufficient parking, Medical Center will not work |
| This doesnt affect me personally, but it will affect riders who depend on consistent, frequent trains in these locations. |
| Grosvenor-Strathmore is key for park&ride commuters. At the two adjacent stations, there is insufficient parking at White Flint and no parking at Medical Center. Park&ride customers would be forced to travel 20 minutes north to Twinbrook or 15 minutes south to Bethesda Metro Stations. At that point, customers will simply drive and skip the metro. |
| Not frequent enough |
| Not often enough!M |
| My destination for work is at the White Flint metro. The proposed changes would severely disrupt my commute and be a huge inconvenience |
| the new dense development at grovesnor will greatly impact the neighborhood negatively if service discontinue.this would be outrageous in light of the approvals given for the building project. |
| Why is Whit flint open and not Grosvenor- with the longer times proposed; we would be further away and it would take longer to get the metro |
| I live at Grosvenor. This would not work for me and THOUSANDS of others, including all the new people planned to be moving into the metro-adjacent development being built |
| See earlier Red Line response |
| Do not close Grosvenor-Strathmore! |
| I dont use the line, but dont close stations. |
| Please dont close Grosvenor-Strathmore. It is essential for Grosvenor Park large community and new buildings around the neighborhood. |
| This change does not affect me. |
| dont close grovenor |
| Turnbacks were clunky before and theyll be clunky now. |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Glad i am not a Red Line user, too much WMATA hate their way, yeesch.

I use Grosvenor most.

There is a whole community around Grosse or-strathmore specifically because of the metro station there.

There is not enough parking at Medical Center to replace parking at Grosvenor-Strathmore. If Grosvenor-Strathmore were closed additional parking would be necessary.

I would have more expenses getting to those stations.

You'd be getting rid of the station closest to me to ride to work and make it so taking the train at the next closest station is more difficult to plan due to travel to the station and different timing.

Grosvenor is an essential station. Do not close

Same as my previous comments.

Still unfair to riders directly outside the beltway who have no other way of getting into the city.

This station is often used by me and all of the others who moved into the apartments built BECAUSE they were near a metro stop. Don't close this station

This would make the train cars so full and have to wait a lengthy time for a new train to arrive

Ok look. Working from home is killing me. But the thought of having to wait 30 minutes to get to my windowless cubicle is enough to make me prolong this WFH torture even further.

Please don't do this and make me choose between a rock and a hard place.

The Red Line is my main line and I know myself and others need consistent, frequent service along it.

Grosvenor metro is needed for commuting by local residents

I don't use the red line.

I don't use red line

Need access to Grosvenor Metro to get to work

Closing Grosvenor-Strathmore is an unacceptable premise.

Major service disruptions have occurred in my experience when stations are closed. I'd be concerned about overcrowding and delays.

It would not encourage me to use Metro more often for commuting to work, but I think it would probably be workable if I was to use it (to/from White Flint & Medical Center)

This plan would result in commuting by car rather than taking metro at all for daily work commuting.

Trains will be overcrowded during rush hour.

Closing Grosvenor Strathmore will affect performance at the Strathmore music Center.

Is there parking at medical center? If no, who will be walking there? Metro will guarantee low ridership by making it harder to access with less trains and fewer hours.

Trains should operate every 5-10 minutes

I need to keep Grosvenor metro stop open!

Grosvenor-Strathmore MUST REMAIN OPEN. There are too many residents who live within walking distance of this station to shut it down. Metro Center is not a feasible alternative for these residents because it is not within the average person's walking distance and even if it were, the walk is along a main highway and unsafe.

No. This would drastically impact me and I would no longer utilize metro rail if the Grosvenor Station closed.

I walk to Grosvenor and if I drove to Rockville service is too infrequent.

This means I would need to get a ride to White Flint every morning. That would not work.

I bought my condo to be across from the metro

I need Grosvenor. Many apts are located here and so is Strathmore when it opens

The Grosvenor station is my home base and the one I use most often. If the Grosvenor station is closed I will be forced to abandon metro completely

We walk to Grosvenor+Strathmore station. This would require the need for a ride to another station

Closing Grosvenor Station would lead to all the people living in those apartments to just get up and leave. It would crush property value for the condos as well. There is future development slated next to the parking garage, so that would probably get cut since there isn't a station there.

Again, there will be tremendous financial and time hardship on my commute if Grosvenor Strathmore closes.

I expect to be back at work in January 2022. These head times are too long and would lead to overcrowding.

I live at White Flint. This would be awful. I would be furious at Metro if they implemented this plan. 30 minute wait? No Grosvenor metro? Do not do this. I would never be on time anymore.

And I'd be waiting out in the cold for up to a half hour. This is awful.

| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
|--|
| No no no no no ...every station needs servicing |
| We plan to move further from metro to save money on rent |
| White flint needs more trains. And every 10 minutes. |
| This is the worst plan. There is not such thing as low ridership at Grosvenor. |
| Riders in the Grosvenor area will migrate medical center which will then be crowded. Not into crowds these days. |
| Grosvenor Strathmore is a stop I use frequently and if the changes to train frequency happen, the parking at that station becomes more valuable |
| I dont use red line often |
| Closing Grosvenor-Strathmore station will directly impact my ability to use metro for commuting purposes. I would likely not utilize metro train service for commuting and instead carpool. |
| N/A |
| Too infrequent |
| I would like headways shorter than 15 minutes on the Red Line. |
| Would make commuting to work very difficult |
| i need the red line, keep the stations, trains, times |
| I dont understand how this proposal is worded. Every Other Train on the Red Line Operates Between Grosvenor-Strathmore and Medical Center seems to contradict the concept of closing the Grosvenor-Strathmore station. |
| Train operation is acceptable, but please maintain Grosvenor-Strathmore open. |
| Grosvenor is too popular to be the station to close. |
| This would not work for me as I use Grosvenor-Strathmore to go to work. |
| Absolutely not. |
| That would be completely unacceptable. |
| Again, you already basically tried this; it was terrible for those of us at the end of the red line. AND, Medical Center does not have an easily accessible parking facility for riders. |
| Grosvenor is critical to Strathmore Music venue; it should not be closed. White Flint is critical to Pike and Rose and Countys new bioscience center planning and cant be considered as an alternate to closing Grosvenor. Too much population now in the North Bethesda area that needs to be accommodated by transit. Montgomery Countys 30 plus years of planning for the White Flint sector relied on both of these stations, so both Grosvenor-Strathmore and White Flint need to remain open. Both will pick up metro ridership when covid restrictions affecting venues like Strathmore and shopping/entertainment in Pike and Rose change, and when working in offices for NRC and other nearby offices resumes. |
| Grosvenor Strathmore is a good spot and takes many people to Bethesda. I chose to live nearby because the apartments are cheaper than living in Bethesda, so closing the station may make people chose to live in Bethesda in which point they could walk everywhere. |
| I use Grosvenor almost everyday when the office is open. Do not close it. Ridership will come back. |
| Grosvenor-Strathmore station should not be closed. |
| This extreme delay interval between trains would make Metro unusable for many common tasks. |
| I dont use the Red Line out there |
| Considering I live at the Glenmont station, waiting at a track for 30 minutes or more is not conducive to my work or lifestyle. I would drive instead. |
| This is a travesty for people who live there. My family used to be here and I know the area well. A despicable solution. |
| This schedule wouldnt enable me to commute to work; I would have to drive. |
| Not enough frequency at Grosvenor and north |
| Thirty minutes is too long to wait for a train. Will put riders into cars. |
| This may negatively impact NIH workers. |
| This is doable, but it deals a serious blow to outer Maryland suburb service until/unless the Purple line rematerializes. |
| There is not enough time in a day to have to wait 30 minutes between trains. This is a crazy proposal. |
| 15-30 minute waits are too long. |
| Unacceptable |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

15 minute intervals are too long. I anticipate working from the office in 2022 and at 15 minute intervals, I could not trust metro to get me home in time to pick up my son from after school care.

I am not impacted by this - but it sounds horrible.

Keep Grosvenor-Strathmore open

My local buses do not run on the weekend, which is how I get to Medical Center. I need the ability to park at Grosvenor, when needed.

Before the pandemic, this station was packed at rush hour - hard to find a parking space, every train packed going into town in the morning. You do realize that the pandemic will end?

Shady Grove needs to be 15 minutes

It would be better if trains arrived every 15 minutes in Shady Grove as well. Since it's the end of the red line it is unfortunate for those who commute from here when trains arrive in 30 minute intervals.

Grosvenor Strathmore station is a huge convenience and great connection are. This station should not be closed.

I do not use the red line.

I travel to work every day from Grosvenor

Silver line rider

Proposal will not adequately serve customers during rush hour times. Anticipate overcrowded trains, alienated customer base, and double commute times.

Headways are too long to ensure reliability of service. I would rather drive a car if thats the case, especially if I have an appointment.

The wait time would make me want to by a car and drive. I am a public transportation person and I hate traffic. This is horrible!!!

Too long a wait at Rockville for my daughter and many other people with disabilities who live at Town Center BECAUSE of the Rockville Metro

15 min intervals please including Grosvenor station

I rarely take the red line outside of downtown, so this proposal would not affect my typical usage of Metro.

What a stupid proposal. Why close the station. Thousands off people depend on it. Especially with the new residences proposed!

Dont use red line

this is insufficient service

But I dont take the Red Line.

Huge burden on accessing home walking distance to Grosvenor station.

Seldom ride the Red Line.

Need more frequent train access from Rockville

Reducing service hours is better than eliminating service in some locations.

Reducing service to forest Glen and white flint would cause drastic impact on my essential worker commute and prohibit me from using metro services at all sending funding that I am provided by employer to the parking services locally vs having it be funneled into public transport and would add additional cars on the road creating a negative environmental impact as well

Grosvenor must remain open.

Terrible!!! Grosvenor Strathmore is critical to the Tuckerman, Old Georgetown Rd environs. The loss of that metro station would cause me to rethink tanking metro and drive instead.

For environmental reasons and to reduce traffic congestions, WMATA should make Metro train riding more user-friendly. The best way to do this is to run trains more frequently. The frequency of train arrivals should thus be *increased*, not decreased at Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen. European cities encourage their residents to use their mass transit by running more trains. Trains in London, Paris, Berlin, Munich, Rome, Brussels, and Madrid arrive every few minutes. WMATA should do the same for residents of the Washington DC area. Otherwise, our nations capital and its suburbs will become ever more dependent on vehicular transportation.

Please dont make these changes!

I could deal with this. It would just mean a longer commute, but my stations and hours of work and play would be accomadated.

Would not use metro in this event.

Service every 30 minutes is not frequent enough to make using Metro worth it. I would probably drive instead.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I'm an essential worker.

I dont use this section of Metro.

It does not make sense to close metro stations due to low ridership when reasonable models predict numbers will return to pre-pandemic levels once vaccinations have been fully deployed.

I do not use Red line

I don't travel the red line

Removes transport to a major cultural venue, further stratifying culture consumption.

To get to Georgetown University Hospital you need to travel from Shady Grove to DuPont Circle to reach the complimentary services. For cancer patients and the elderly this service needs to be there and more accessible to make ends meet

Absolutely not. If you're closing a station, at the very least you will need to increase trains to make room for the additional riders that will be utilizing nearby stations.

It would be preferable not to close Grosvenor-Strathmore since it is the only station north of the Beltway that has trains arriving at 15 min intervals. If that were to happen, at least White Flint should then have trains at 15 min intervals.

Medical Center is too far to walk to from current Grosvenor-Strathmore station

Reduce wait times between trains and make it easy for people to get where they need to go

This would make it very difficult to get to work

See Previous Comments.

DONT CLOSE GROVESNER!

Closing Grosvenor would be a disaster. Medical Center is further out and does not fill the same need as Grosvenor. You would be forcing many Bethesda area residents to drive who would otherwise take Metro if Grosvenor were open. Cutting off your nose to spite your face. A sure recipe to further decrease ridership and inconvenience many, many people.

If Grosvenor closes I will just drive. I would never again take metro. Grosvenor is the most important station to me.

I use Grosvenor-Strathmore as my primary station. Like me, there are many other individuals who live within walking distance of Grosvenor-Strathmore. There are many more apartment buildings and homes in the vicinity of this station than in the immediate vicinity of White Flint or Twinbrook. It would make more sense to close one of those stations. Also, what about all the patrons who use Metro to travel to the Strathmore Music Center, which is literally connected to Grosvenor-Strathmore by a pedestrian bridge? If you close Grosvenor-Strathmore, you would greatly diminish patrons access to the Music Center.

Dumb

There has been transit oriented housing built at Grosvenor-Strathmore

Once again, scrap the silver line stations, before these changes.

This would harm most of the people in Maryland who rely on WMATA

This proposal would be accepted if the other proposal is to close the station. I've lived within Grosvenor park for nearly a decade and use the train to access the city for work. Thankfully my station, New York ave is on the red line as well. I think it's important for most residents that live within walking distance to the station to continue to have access to the station. There are many apts and condos that were built ride on top of the station to gain access to the service. Unless there is going to be bus service provided to other stations close by, I think it would be a real disappointment to see this station closed.

This will not be acceptable during rush hour downtown

30 minute headways are unacceptable and will lead to a death spiral for Metro rail as people start buying cars. I will use Metro service for commute and non-commute trips, but would most likely try to work from home more often if service is cut.

With new developments rising up in the area I think it would be a mistake to close Grosvenor station. Running every 30 minutes may work instead bc of lower ridership.

Closing Medical Center makes much more sense than closing Grosvenor. Or White Flint. Grosvenor is heavily populated and it has parking. Have some common sense!!!!

Dont ride the red line

You will lose more riders by forcing them to take crowded trains when the virus will obviously still be circulating.

I do not ever take the Red line so I cannot speak on this.

No affect on my daily commute.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I dont take the Red Line much, but I hope youll work with the Strathmore to provide shuttle buses to their venue in lieu of having their own stop.

quicker than every 15 minutes preferred during peak

Do not close strathmore!!!

Grosvenor is where I live

Please do NOT close the Grosvenor Strathmore station! It has adequate parking to be able to access downtown, is extremely useful for accessing Strathmore, and is a bridge station between Bethesda and Rockville, which given the buildup at Pike and Rose, becomes important to be able to go even from that area to Bethesda or Silver Spring.

This would greatly impact my ability to get to and from work.

This is my closest metro stop and the next closest requires over a miles travel.

I use Grosvenor Strathmore

Closing stations should simply not be an option.

15 minutes is too far in between cars.

Closing Grosvenor is not an option that is acceptable

Don't close Grosvenor Strathmore!!!!!!

This would severely impact our livelihood and mobility.

Grosvenor Station is critical for a large community and in particular for staff from NIH and WRNMC.

I rarely use this section of the rail

Sounds like a bad idea, but better than closing stations.

If cuts are necessary, this seems sensible given ridership needs in the core Metro area compared to stations that are farther away from downtown.

Im handicapped and need to access Grosvenor-Strathmore

I do not take the red line to/from work.

It will add commute time but it is doable

The Grosvenor station is open to cold air/winds and summer heat/humidity that have both comfort and medical impacts for riders. Prolonging exposure for medical reasons and our aged population is very concerning.

Closure of Grovesnor-Strathmore means I would cease using metro.

DO NOT CLOSE GROVESNER!!!

Once again, running trains only every 30 minutes leads to crowded cars.

DO NOT CLOSE GROSVENOR!

Would be an absolute disaster and make Metro unusable when I used it daily.

Wheaton is my station and 30 min waits are tough

Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC.

Strathmore is how you get to concerts.

Metro would no longer then be a commuting service my family could rely on.

We have kids who use the metro for school and will need to be able to walk from the train station to home. If grovesnor station closes that will be impossible.

N/A because I rarely ride the red line.

There is a real problem making medical center an effective terminus. There is no parking there.

No! Lengthens my commute by up to 60 minutes

Too long between trains

There's no parking at Med Ctr!!

Still too infrequent for rush hour commutes. My wife and I use the Takoma stop, so it wouldnt really affect us except for a longer wait at rush hour.

A terrible idea for regular Grosvenor commuters.

too long to wait for public transport

Doesnt affect my commute.

KEEP GROSVENOR STATION! This is ridiculous.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

As previously said, wait times of 30 minutes for an already long commute is not acceptable

the longer intervals not only between Medical Center and Silver Spring but from White Flint would make Metro useless for commuting. It is a destructive move that I see as a way to put pressure on the federal government to provide the level of support to metro thats needed.

I dont use the red line.

The redline train at grosvenor is standing room only when I got on pre pandemic. I'm not sure why it's thought to have low ridership

Do not close Grosvenor

This is a major point of connection for both people commuting on the beltway and from lower income areas. Grosvenor Strathmore is a vital station

I strongly urge you not to close Strathmore. And if you were to anyway, having trains come every 15 minutes at the next station over is just insulting to everyone who has to make the trek due to the closure. So many Strathmore riders walk to the station, they cant easily access another station!

Dont ride the red line that far north

Please keep grosvenor open.

30 minute headways are far too infrequent to make Metrorail a viable form of transportation.

When the pandemic is over I plan on returning to the Metro for my daily commute, with 10 rides per week. This proposal would eliminate that possibility, which is the main reason I chose to move close to grovener strathmore station for work a few years ago.

distance between Medical Center and White Flint is several miles, too far to walk, infrequent bus service on Rville Pike, Keep Grosvenor open.

No. It would add 30 minutes to my husbands, sons and my commute. I need to pick up my children from school and will be late.

During regular (non-COVID) times, red line trains are so packed even as far out as Brookland/CUA and even when spaced out every 4 minutes that it can take waiting for multiple trains before you can even fit in one. Trains every 15 minutes would introduce too much uncertainty in the time it takes to commute to work, because missing one would mean waiting another 15-30 minutes (or more) until you can get on a train. Red line trains should be more frequent--at least every 8 minutes.

Grosvenor and Cleveland Park are vital and must not close under any circumstances.

I ride to three of these stations, including Grosvenor. My condo is right at Grosvenor and I need this station.

I live off the red line so this wouldnt work for me.

those two stations I travel through mostly. But again, the change in timing of trains for rush hour is an issue.

All of these proposals to cut service to the outer suburbs will have the inevitable result of putting more cars on the road.

Dont tend to need the red line.

Commuter trains need to operate more frequently than every 15 minutes

Have used Rockville station before and need more frequent service.

I do not travel to these stations.

15 minutes still a long time to wait

cannot cut out stops on a direct rail line; given where people live, they should be able to catch the train nearest to where they can

30 minutes between trains is not enough for riders beyond Grosvenor-Strathmore.

This will add 1-2 hours to my commute every day, based on the need to get to Medical Center and the fact that with the variability of bus timing and weather, plus my requirement to have a hard start time as a commissioned officer that works downtown, I have to depart conservatively early to ensure I meet the job requirement.

15 min trains during rush hour will mean I wont be able to get on a train into the office. So I will probably have to not take metro.

dont use red line much

Would significantly add to my commute time.

We use the Grosvenor stop! The others are too far to walk to!

I would be in the every 30 minute zone which is not feasible for my work downtown. Missing a train would mean possibly missing an important meeting and/or being stuck in the cold or extreme heat for a long period of time before the next train.

Again, Metro is being shortsighted. Because of the pandemic, ridership is significantly down. However, once the pandemic has ended, ridership will increase. These stations currently have low ridership because of the pandemic. Most previous Metro riders are working from home and there are not in person events. This is absurd.

The closure of Grosvenor-Strathmore would devastate the arts activities at Strathmore.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Again, closing some stations due to low ridership is not helpful for people who live and/or work near those stations. Please do not close any stations.

30 min from shady grove is too long time of a wait in the rush hours

Again, I think trains on the red line will get overfull if they dont run every 5-10 minutes during peak times.

Depends on if I need to travel to this area, which I have not confirmed.

This would impair the medical center area medical personnel

Do not close the Grosvenor-Strathmore station

See last comment, but there are many apartments and condos near Grosvenor. Driving to White Flint and waiting up to 30 minutes would add so much time and cost to the commute.

The Grosvenor station and the 46 bus are very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station!

I need Grosvenor Strathmore to remain open for my public transit needs.

We almost never use those stations that would see longer wait times

Again, this is not helpful for me at the ends of the red line, which I frequent. However, at least it is only one station. Still not good for those who live near there!

I depend on the Grosvenor Strathmore station.

This station is a commuter spot so once things are back to normal ie 2022 ridership will be up

This is similar to a question I already answered and this is incredibly complicated and will cause many more people to drive to stations rather than walk there because they will no longer be close to their houses

Unacceptable. Half metro salaries and enforce turnstile skipping instead

I need the Grosvenor strathmore station open

We greatly depend on Grosvenor. There is no parking at Medical Center

closing Grosvenor is unacceptable

I cannot commute to any of the proposed station here so please dont close Grosvenor-Strathmore :(

This would no longer be a worthwhile alternative to driving.

I don't ride the red line

I guess this is fine for me. Sucks for those people though

Grosvenor station must be open for easy attendance to the Strathmore Center of the Arts.

This will not work. There is no way for riders to get to Medical Center by walking (very unsafe and no side walks across 270/495 bridge). There are thousands of people living in Grosvenor who commute only to Medical Center (for Walter Reed and NIH). Closing access of Grosvenor would be a disaster. If work opens back up before 2022, the ridership will certainly increase. Many people who live in the Grosvenor area have been teleworking this past year. I dont think that the data from 2020 or 2021 on ridership is fair to make a judgement to shut down a station.

Not feasible during rush hour.

Trains every 15 minutes is not reliable and makes metro a poor alternative to ride sharing apps

Please do not close ANY metro stations, especially Grosvenor-Strathmore.

This still seems not ideal for all of the stops further out in Montgomery County (where my family lives).

Keep Grosvenor open - many people bought condos there due to proximity. Also hoping the Stratmore reopens!

I rely on Grovenor station and would have to figure out where to leave my car or go to another station.

As stated previously this could impact me significantly.

Dont use that station.

Once the pandemic risks subsides the grovesnor-strathmore station will be as important as ever to the rockville and bethesda community. This plan will have dire consequences.

Planning as though pandemic ridership levels will continue in 2022 is harmful.

Do not close any station

More trains are required.

Again, headways would be too long to make Metrorail trips attractive to me.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Absolutely not. How the hell am I supposed to get to work with 30 minute arrival times? Absolutely unacceptable.

I dont use the Red Line. If I did, this would be unacceptable due to crowding/COVID-19 and general timeliness.

30 minutes between trains is to long.

This will not work for me or anyone that take metro train

I live in downtown DC and work in Rockville. Its already a long commute but decreasing the number of trains would make that an even more torturous commute. In addition, the statistics say that more people have moved to the suburbs and will need options for coming into the city. Making it more challenging to take convenient public transport will increase traffic and pollution as more people drive in.

If close Grosvenor, Ill stop taking the metro.

At the very least, Twinbrook should be one that arrives every 15 minutes. That would allow people living closer to Shady Grove/Rockville the chance to at least catch a bus.

in order to go to another station I have to drive and pay parking or wait for a bus.

just rob bezos, jesus christ

Stop proposing these draconian measures. The low ridership is directly correlated to the current pandemic, which will be over by 2022. Stop trying to run this like a for-profit enterprise and instead remember that youre a public service. People live at Grosvenor and have paid millions in taxes for that station.

Not frequent enough.

I live at Forest Glen, this would not work for me, I would have to drive to work

I strongly disagree with the closure of a metro station.

My stop of Grosvenor. Closing that station doesn't work for me

I plan to commute from Shady Grove into DC. This would be a disaster.

Need good red line for commute

I do not ride the red line to these stations.

Post pandemic this will not work when there is a return to higher ridership. This plan makes it look like metros advisory board is actually trying to close the entire system down and leave DC as a city without a public transit system.

Same as previous - Closing Grosvenor would be the biggest inconvenience to me.

The Music at Strathmore would loose patrons.. This station just completed a major garage renovation.

I would probably cease to use the metro if the Grosvenor-Strathmore station is closed.

That's ok! Better than closing Grosvenor Station.

This doesnt affect me personally but will cause unnecessary crowding and will disenfranchise communities by limiting access.

This will kill Strathmore music center

I would opt to come in less if my commute took longer. Md has only 1 means of public transportation for almost as many people as Va. We have no bus service that goes into DC. No car pool/vans/slug lines. If you cut the only line we have, this is going to create problems and less ridership.

Please see previous comments: people require more frequent trains to get to and from work. As cost of living in the city is exorbitant for many and living in these suburbs is the only option. 2 trains an hour is not acceptable and will only push further decrease in ridership as driving would be a more dependable option

Absolutely not.

If this happened, I would stop taking metro.

People live here and chose to live here based on that metro stop why would you make it more inconvenient to get around the metro it's already not great. Maybe there should've been better budgeting with the purple line and we wouldn't be in this situation. Or maybe if the silver spring station build had been better managed you wouldn't have to take stops away from people.

This would disrupt the transit system. Bad idea.

Similarly to my previous response re: red line trains running every 15 min - I believe that this is unreasonable to do particularly during rush hour hours (think it is less an issue outside of rush hour).

This measure forces more cars in the roads and also delays commuter times.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

By January we will be post covid and ridership back to normal. The proposal would be wholly inadequate. In normal times, even trains every 5 minutes were full at rush hour. The proposal is simply ridiculous.

Do not close Grosvenor - People and local Gov made development plans based on Metro. To late to close the station. If you do close it will metro refund the tax dollars MoCo and Maryland pays to metro>

I will not shift to medical center, I will start driving to work instead

This is smart planning. In-district is much different than commuter service to MD/VA. But 15 minutes between trains in-district is too low.

Again can you explain to me how long-term closing stations and reducing public transit is good for DC or for the climate. We need to make transit easy and driving HARD and expensive.

This proposal goes in the wrong direction, discouraging ridership.

the delay in train arrival times would detrimentally affect my commute.

Many people use the mines to get south to medical center. Every other train would cause crowded trains to medical center.

I use the Grosvenor-Strathmore metro station that I understand will have trains arriving every 30 minutes. This will be very challenging during rush hours.

I believe I already answered this question, but there are a LOT of us who rely on metro to get to work in the morning. Trains every 30 minutes is simply not going to work.

I use this metro station to get to work and back home

without strathmore grosvenor I would not use metro

I would have to consider driving to the MARC or something else to get downtown in a direct way.

This will negatively impact citizens as we return to normal after the pandemic.

This is making it hard on us. YOU know that

Increased frequency from 15 to 5 minutes at all other red line stations

As state previously

Grosvenor-Strathmore is my station - I will not use the Metro anymore if this happens!

As in previous comment, I commute Grosvenor to Medical Center, this proposal would mean I stop using metro entirely and likely have an unsafe commute.

My disabled daughter works at NIH. She takes the Metro. It would be an undue hardship on her not to have trains to Medical Center.

i rely on the red line to medical center running every ~5 mins during rush hour since arrival times arent always accurate and delays can be expected

No goes to medical center except during work hours and you cant park there. keep grosvenor open as it allows those from fartgher away to come and park. its been a station for years and close it now?

Shady Grove is my pick up point from Frederick

Do not close Grosvenor-Strathmore and keep trains starting at Shady Grove every 15 minutes like most of the other stations!

Please DO NOT CLOSE GROSVENOR STRATHMORE as it would drastically affect my commute and those of hundreds of people in the area, where this station is their hub. It would be the end of the Strsthmore Cultural Center.

Do NOT close grovesvenor metro.

Need Grosvenor-Stathmore open

I wouldnt be able to get to work on time

again, makes use of metro less appealing

This will make it difficult to get to work at the NIH campus.

Please dont close stations.

These are incredibly busy stations; now you want to make them even more crowded and unhealthy.

If you close Grosvenor-Strathmore, trains must arrive every 15 minutes at White Flint as well.

Please do not close Strathmore station

Doubt that make sense from a population density or financial need perspective

terrible idea, The worst idea of all the proposals.

We need more frequent service during rush hour

Grosvenor station provides access to Metro for my family.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Grosvenor is essential to my commuting needs - I cannot take any other station

The train must stop at Grovsnor!!!

I rarely ride Metro in that area.

We are in walking distance of the Grosvenor-Strathmore station. Taking a bus would add another layer of complication. Would prefer less frequency over closing the G-S Station.

I dont use that station but Im sure it would affect other people.

I rarely take the red line.

My commute into the office in DC is normally 1 hour door-to-door using Metro and walking. With this plan, my commute could easily extend up to 90 minutes or longer, especially if I just miss a Red line train at Forest Glen station and have to wait 30 minutes for the next one.

Closing the Grosvenor Strathmore station would be detrimental and catastrophic to myself and the community.

I take the red line in the areas with greater headways.

This makes sense. At least riders on the west end of the red line can avail themselves of MARC

Please do not close Grosvenor-Strathmore Station. With vaccinations steadily growing, commuter stations like this one will certainly have more use by 2022.

Either of those 2 stops are too far walking distance for it to make sense to want to use the metro (40 min+ walk)

If you close Grosvenor-Strathmore, you're lengthening my commute AND forcing me into my car, which increases my transportation costs. I don't want my commuting time increased too. At that point, it makes sense to drive rather than take Metro.

no

This will likely not affect me.

I live next to Grosvenor and was planning on using it to get to work.

Closing Grosvenor Strathmore would significantly impact my travel plans.

I dont use this part of the line

Do not close Grosvenor.

Trains need to run more often

Closing down Grosvenor Station would make it incredibly difficult to move around the area because the buses do not run reliably enough to ensure that we could make it to medical center or white flint stations in any definite time. When the station temporarily closed at the beginning of the epidemic my commute times were at minimum doubled, and often tripled, because I had to wait for busses to get to places that were easily accessible previously. Closing down this station would cause a lot of difficulty in the lives of the people in this area.

Same comment on surging red line trains as needed

Similar to one of my previous answers, this would be a disaster when there are unexpected delays, causing trains to arrive to the station jam packed resulting in having to wait an additional 30 minutes for another overly packed train or abandon metro altogether for Uber or Lyft.

Grosvenor Strathmore is my metro station and I cannot go anywhere without it. As soon as Ill get vaccinated, Ill use the metro again

I don't use the red line

Grosvenor is a key red line stop with important access for parking and walking riders

Please do not close Grosvenor. There is nowhere to park at Medical Center Metro.

I do not ride on this portion of the system.

For one thing, I live at Grosvenor-Strathmore and specifically chose this location for its proximity to the metro station. Secondly, every 30 minutes is completely insane, particularly for post-pandemic rush hour.

This is a terrible plan.

I dont use the red line.

Please keep Grosvenor Metro station.

I dont think I understand this one. Not sure how it is different from Proposal #2.

sure, the c4 go there.

We need Strathmore to be open

Not at shady grove. Main commuter hub. That train need to come more often. Even when it came every 8 minutes sometimes it was too full.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Greater frequency is required for these stations.

Too many stations at 30 minutes. Reduce the number.

I work in silver spring and this would cause a major hassle for me especially as these metro stations are outside and above ground. To do this in the winter would be hard. Instead I recommend to do it in the warmer months.

See previous question - parking is an issue and 30 minutes between trains is wayyyy too long to wait.

Grosvenor metro station is very useful to go to Strathmore and i use it regularly

trains every 30 minutes to shady grove do not make sense given the heavy use pre-pandemic

I know individuals who would need to access places that have low ridership including twinbrook and glenmont. The essential workers will still need access who live and access these stations.

Public transport in this area is already limited - why make things worse? Surely, we should be encouraging more use of the facilities we have rather than doing things that will simply result in more people driving their cars more often.

Please do not cut down on operating times as many of the residents who cannot afford private transportation rely on the metro for essential needs such as transportation to jobs.

You would need to provide accurate and reliable arrival times somewhere so that people do not waste extra time waiting on the platform

This proposal works for me because I infrequently use this part of the Red Line, vs. daily use of the Orange/Silver Lines.

Frequency problem

Similar to the previous response, the entire community would be affected by this closure. Home values, businesses, etc. are all affected in a negative way. Also, the proposed stations do not have adequate parking available to facilitate an influx of riders who would need to use these other stations. The communities around all metro stops are built with those stops in mind.

It will need to be every 16 minutes

I rarely use the Red Line.

30 minutes is too long a wait in the winter or middle of the summer and not adequate service for those commuting. The platform at White Flint can get very crowded and unsafe.

Inconvenient, but does not cut off total access. Would need to ensure trains dont overfill and leave passengers stranded.

Use Shady Grove and Rockville stations and this adds a burden to travel and transfer to buses

But I am not using that line usually. I can see how this would impact people who do.

30-minute headways make metro unreliable for workers, which hurts everyone

Crappy metro hours leads to low ridership. All of these terrible ideas will continue to feed lower ridership and lower revenue numbers. You're stuck in a broken cycle you need to fix.

This would cause too much disruption of my rest. I propose trains every 15 minutes to get to a hub like fort totten then every half hour from there so its really 15 minutes to get a green line train then 15 minutes to get a red line train for example from the hub. Have trains go back and forth from single line end to hub and some go the full route to make it every 15 minutes to some train everywhere.

Also there is a high density of apartment/condo buildings right next to Grosvenor metro. You would not be going green by forcing many people to start driving there vehicles.

I need Grosvenor stop.

Ridership is already difficult in the MD area, this would make it significantly more challenging to choose metro.

Medical center needs consistent arrivals all the time!!

No parking at Medical Center.

Work in office starts next year. Its not okay to close these stations as everyone will be going back to work.

I go from work downtown to events at Strathmore. I would then instead have to drive vice using metro.

If Grosvenor-Strathmore station is closed, this would make it incredibly difficult for me to get to work. I would likely need to move apartments in order to make my commute easier, which would be a huge burden.

I have been able to walk to Grosvenor-Strathmore, saving fuel and getting exercise (needed the garage when I knew Id be coming home after dark). If having to drive to Rockville to park, more time and more CO2.

If the closure were temporary, then it would be OK.

Why would closing grosvenor due to low ridership impact rockville?

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Medical Center has no parking and the bus to that station does not come anywhere near me.

Get what you wish for... if the proposals intent is to adapt to fewer riders, one way to guarantee that is to run every 30 minutes. Packed trains and stress over consequences of missing a train will drive poor ridership and anger at Metro.

Government/other work offices near the end of the metro lines would be severely impacting "reverse commuters"

A

I would have to stop taking the metro completely as this would destroy the whole idea of taking the metro to get to work. Driving to another station and waiting there would make me late to work daily and I would have to stop riding completely. I can't even believe metro would think of doing this to the Grosvenor riders it's insane.

I live within walking distance of Grosvenor Strathmore and this would significantly inconvenience my commute.

See other comments

As previously state, I purposefully live near Twinbrook metro in order to commute downtown, at 30 minute intervals I am unlikely to find space on trains during rush hour intervals

I rely on Grosvenor-Strathmore. Closing it would be a huge loss to me and the rest of my community around the station.

Eliminates public transit to Strathmore Music events.

This is a horrible idea during rush hour!!!

Extending the number of stations with less frequent trains is not serving the community.

I use Grosvenor. I would need to drive to Medical Center or the one north to me, find parking and lets say traffic on Rockville pike is already rough enough.

See previous comment.

Similar to my answer for proposal 5, this would really affect NIH workers who live nearby the Grosvenor-Strathmore station and who commute to the NIH, myself included. We would all need to start driving in and parking at campus, where parking is competitive. Some of us may even need to purchase cars. Please reconsider closing this station, many NIH workers rely on it due to the proximity to campus.

The walk between stations is too dangerous and lengthy. Grovesnor Strathmore station is a safe, close, and guarded location from traffic . People probably don't know it's open.

Waits are too long. To increase ridership you must decrease wait time.

Rarely take the Red Line

I get on at Shady Grove. every 20 min is much better. Otherwise, we might as well take MARC

Dont provide sub- and ex-urban metro services until vehicle ticket reciprocity is implemented.

I dont travel that route, ever

I would prefer that the 15 minute rides stretch to the Grosvenor station.

As I mentioned in a previous answer, without schedule that's tailored to the rush hour needs, a lot of people will accumulate on the platform and that won't be safe for multiple reasons.

This is completely unworkable for me. I need Red Line Grosvenor Station Access to get to work or to DCA airport for work travel. I moved recently to be 1/4 mile walkable road Grosvenor Metro Red Line station.

In 2022, Ill be using either Twinbrook or Rockville stations and I have concerns about the 30 minute frequency at those stations under this proposal.

Need Grosvenor-Strathmore open for chorus rehearsals

Do not close Grosvenor! I'm sure once the pandemic is over, ridership will get better.

Grosvenor/Strathmore will be highly used when Pandemic is under control and should not be closed

As long as I know the schedule, I can work with it.

Do not close the Grosvenor station!!!

I will lose consider commute time if Grosvenor-Strathmore station is closed

Not a smart move - the people on the other side of the red line suffer the most.

Many residents still depend on Grosvenor station to go to work, etc.

Closing Grosvenor-Strathmore would not work for me, so this question is irrelevant

I need more than one train every 30 minutes at Wheaton.

I do not plan to use the Red line.

i rarely go to the far-out stations.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This would be highly disruptive and inconvenient for many government employees and their families who rely on this route daily, especially those working at NIH. It would also bring a great deal of stress which ultimately is transferred to work, leading to a decreased production and efficiency at NIH.

Running trains every 30 minutes will not accommodate riders once the community is vaccinated.

the next closest parking is quite far in terms of time during rush hour

See previous slide

Use grosvener

Please don't close Grosvenor station

We need to keep open the Grosvenor Strathmore metro station, people need it to get to work and to attend events

I depend on the station to get to work and get groceries since its one of the few stable modes of transportation that isnt late like the bus.

I dont use the red line

I use occasionally so this is fine with me

I rely on safe, efficient service from Grosvenor.

I commute to near shady grove. Half an hour wait times would make me just drive.

Essentially prior red line service with instances where grosvenor was closed.

do not typically use this line

Please dont close Grosvenor-Strathmore! People do depend on it as a station option

I live in Grosvenor Park and need the Grosvenor Metro station to remain open for travel.

Fewer trains on the red line will increase the time of my commute. If it increases by half an hour I will opt out of using Metro.

There is no parking at Medical Center so poor substitute for Grosvenor-Strathmore.

Grosvenor-Strathmore is now low volume due to COVID. Ridership will increase with the increase vaccinations. Very short sighted. Otherwise we will be filling out a similar Questionnaire next year asking whether we should just shut down all of metro for 2023!

Walking to Medical Center is not feasible. It is easier to work to White Flint.

As mentioned before, I use the Red Line to commute to downtown from Rockville during rush hour. Having trains arrive every 30 minutes adds significant time to my commute, and means that I may even miss a train due to the crowd waiting for the fewer trains.

This would make it impossible to take Metro to Strathmore Hall for performances, totally removing one of that spaces major benefits.

For commuters (MARC), trains every 30 minutes at MARC stations (Rockville, for example) dont coordinate efficiently with the commuter trains.

Trains need to arrive more frequently in the suburban communities to encourage riders.

Many in our community could walk or take a short bus ride to Grosvenor Strathmore. Youve got to be kidding that Grosvenor-Strathmore is low ridership, outside the pandemic.

I would likely not be using the metro if this were the case. Without a train arriving near my home every 20 minutes or so, the use of Metro would not be appealing.

Hate to see this reduction, but view it as a necessary cost-cutting measure.

Trains every 15 minutes is too infrequent if ridership goes back to pre-pandemic levels.

My one concern is the impact on platform crowding during rush hour.

Sounds good to me

Would prefer more frequent trains. It is not safe on the platforms, particularly for an elderly female like me.

Similar problems as residence neighborhoods are far away from where most work is at the moment

Closing a station is not something we should consider.

Again, work travel will pick up and trains will be so overwhelmed that it will be impossible to get to work on time. No one will want to take Metro, forcing more cars and emissions.

15 minutes is too long an interval

Grovesenor-Strathmore has a huge park and ride garage and serves a community with a lot of multi family housing. Keep it open.

Concerts, etc., at Strathmore.

Dont use the Red Line so I cant weigh in here.

I use the Grosvenor station. Parking doesnt exist at Medical Center. I would stop using Metro. Thirty minutes between trains makes it faster to drive.

We use Grosvenor to get downtown.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This would work for me as long as there were more trains during rush hour.

I believe the main purpose of this stop is to have access to the music/concert venue. Why not have special service there during events like NYC does to baseball stadiums?

This would add 1 hr onto my commutes in this area. This limits rider equity.

Not a red line user

Closing stations impacts neighborhoods and workers. This should be the absolute last thing considered.

This plan would not affect me.

Why closing this station that has parking for commuters!! Are you crazy!!!! If you really want people to ride keep it open

The time isn't that much of an issue, but I don't know if I can get to another station if Grosvenor-Strathmore closes due to a disability affecting my mobility.

I use the Grosvenor-Strathmore station consistently. Also, it serves the Strathmore Music Center, essential once that art center resumes its offerings.

This is a wide time gap between trains, and would not work during rush hour when many people are relying on trains. Trains need to arrive every 2 to 3 minutes as previously done, not every 15 minutes! If I miss a train or two because it is packed, I'm late to work!

so far I see myself leaving Metro for the Marc train

I think the description is wrong

Grosvenor is my neighbourhood station and part of the reason we bought our house. I cannot drive and this would be devastating.

I do not ride the RL regularly.

While there is a bus, it's just adding to my time to get downtown for anything. Not helpful at all.

I do not use the Red Line.

What is wrong with you people? In order to improve customer service, we will discontinue the following services. I'm now outraged by every single question on this survey.

Every 15 min for all stations on the red line.

See prior statement about this. This would increase commute times and make people drive more than take the metro system. You should be wanting to attract people, not force them away.

Again we are looking at places with large areas of people of color and low income areas in word cutting service of them who need this most.

Would this option be re-evaluated if the pandemic affect lessened?

I might be moving to the apartments around Strathmore, for the very reason that the metro stop is there

I picked living at the apartments next to the Grosvenor station because the prime location it would make sense if other stations were at least a close distance to shut this station down but they're not. As long as bus routes are still available fine. This is really an inconvenience.

This would work okay for my commuting patterns.

Again, red line commuters from Maryland already have a long commute. People will return to work but they won't return to Metro if they have to wait forever and ride a crowded train. Build it, they will come.

Never go there.

will just make the train more crowded.

I use Grosvenor-Strathmore so this is not acceptable.

Grosvenor is my stop. ALSO if you are going to close a station on the Shady Groves side of the red line it seems to me to make more sense to close White Flint. Grosvenor at least has parking for riders and from what I can see White Flint does not.

This forces me to drive to work and social events.

I use Grovesnor, except during COVID because I don't trust the idiots who run METRO to keep it safe and clean (safety has never been a priority among Metro managers). I will use Grovesnor when COVID eases. Thousands of us use the station. Stop building the purple line and expanding the Silver line to keep the red line running and Grovesnor open. Also you can cut many of your idiotic middle managers who don't know what they are doing. Start with your worthless public relations staff. talk about incompetents.

Though I don't often use the Red Line, back when I did, this would have crippled my ability to work my job. Do not implement this.

I don't use the red line.

I live in Wheaton, and this would be awful for my commute.

depend upon Grosvenor-Strathmore

Are you trying to completely undercut everything that'll be going on. At the Strathmore Music Center complex, once the pandemic winds down and things reopen? For shame.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

If I'm taking the red line I'm taking it like from a far end like rockville or silver spring so this is inconvenient to say the least.

Thirty minute time spans removes metro as a viable transportation option. It is much easier and more efficient to operate a private vehicle if the trains are 30 minutes apart.

Is 30 minute timeframe guaranteed or an estimate?

Mathis kind of proposal seems to undercut future economic health and recovery

I expect to return to an office and regular commute by January 2022 and trains every 15 minutes and subsequent crowding would be unsustainable. I would drive instead.

Closing Grosvenor-Strathmore is a horrible idea. This area has been built up significantly with more expected attractions in the very near future. G_S has been a key metro stop for commuters, which will resume normal ridership once COVID restrictions are over, and should reasonably expect to be an even busier and more used metro stop in the near future.

i dont use the red line much, but this seems like a major inconvenience for people

I don't typically ride the red line so this is not applicable to me

The metro is very important for to commute to work every day, without it would be really hard coming to work. I believe the train station in east falls church helps many people travel to work and to other places too.

As a Shady Grove rider this does not work. We pay by the mile and should receive the service we pay for - period. Reducing service will keep riders away.

Too few.

Red line trains running every 15 minutes is not a good solution to our problems, especially in downtown.

I often go to Silver Spring and Takoma Park. I do not want limited train service there or t anywhere else on the red line!

Why are you anticipating low ridership? Grosvenor-Strathmore should remain open and you should aim for 10 minute arrivals overall.

Timing trains to arrive only every thirty minutes will make it impossible for anyone to rely on the system to get somewhere in a timely fashion. This will push more cars onto the roads.

No station closures!

We use Grosvenor-Strathmore ALL the time!

Please provide transit to low income neighborhoods.

I rarely take the red line.

The Grosvenor stop is the one I use the most. Its in a residential area close to multiple facilities. Do not close this station.

This is terrible for residents of Montgomery county who live in these areas. The roads can't handle the amount of traffic. You need to keep these open. Many things will open up again and maintaining metro service is important.

You would force me back into my car. I will not spend 45 minutes getting to a stop other than Grosvenor when I can walk to Grosvenor.

Might not impact me, personally, but I worry about others losing this vital service.

Closing any stations is a bad idea. The goal should be to increase ridership again. None of the proposes so far seem to have considered that.

Again,too many people on the train wthi wait times like this

Grosvenor Strathmore low ridership is directly tied to pandemic. Once we are able to return to work and access entertainment venues, ridership will increase.

I use the Metrorail explicitly to get to work at Tenleytown. When the station was closed at the start of CO-VID. When I got off work at 6, I wouldnt get home until 7:50p due to how long the 46 can take to pass. I may end up moving if I had to deal with this everyday.

I cannot comment on this, as I do not use this line.

Do not cut service

Strathmore is an essential station!

These are unacceptable cuts to service. Implementing these cuts will force me to seek alternative transportation options.

Seems counterproductive.

I and so many others are able to walk or bicycle to Grosvenor-Strathmore Station, reducing vehicle emissions. Most folks who use Grosvenor-Strathmore would not be inclined to walk, but would drive their vehicles, to the Medical Center and Twinbrook/Rockville Stations. This makes no sense.

I live at Grosvenor-Strathmore and I guess one reason for low ridership is that residents that typically use the metro are able to work from home in this area. When things start to return to normal hopefully by January 2022, closing Grosvenor-Strathmore will significantly effect my travel plans to and from work.

..EVEN WHEN YOU THINK IT CANNOT GET WORSE IT DOES!!!!!!!!!!!!!!

I need the Grosvenor Strathmore station.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

No. 30min headways on outer Red Line stations is not viable for me.

Again you are closing off north Montgomery county completely this service is much needed to relieve congestion

Low ridership is temporary and due to the pandemic but changing stations will only ensure that low ridership will continue post-pandemic.

Trains need to run more often

Quite a few of the several thousand people who live in the apartments near the Grosvenor Strathmore station are elderly (including me - I am 73). It would be a hardship for us not to have the Grosvenor/Strathmore station there.

Again, every 30 minutes, even 15 minutes, during rush hour does not work.

We bought close to Grosvenor-Strathmore Metro because we prefer to take the Metro than drive. In addition, at some point one or both of us will be unable to drive and Metro will provide a needed freedom. We planned for this before retiring.

I need the Medical Center and Grovesnor stations to remain open and not wait 30 or more minutes as i will have missed my shuttle bus to work from Medical center station.

More people are moving to MoCo suburbs. You would be losing out on a lot of money closing those stations

Don't care I don't go there

Grosvner stop is important keep.

Rockville station should not have a 30 minute wait

Again. Missing the point on the wide demographic that uses Grosvenor including the density that has been built around that station. And Metro is adding another parking structure. That's should say something.

While I don't use many stations outside of DC, the long wait would hurt my commute.

I am speechless - this is forcing even more people back into cars - not the future for a healthy urban society

Again, I live directly at the Grosvenor-Strathmore station, and its closure would ensure I and most of my neighbors would switch to using cars rather than going to another station, thereby reducing Metrorail fare more than expected.

I use the red line. I suppose every 15 is better than nothing but it's not great compared to other major cities

Starting to close subway stations is a downward spiral. The less options, the less likely people will use or continue to use the metro. Metro needs to be looked upon like the Postal system. Yes some parts lose money but necessary for folks to get to work. Its usually the poorer ones that cant afford cars or parking costs that need to ride the Metro.

To increase ridership metro needs to be more convenient, not less. When you can get to most places in 15 minutes by cab in D.C., having to wait 15 minutes for a train to even start your commute is not workable.

Before NIH hardened off its campus, I could walk to Medical Center, but now the closest station to my house is a two-mile walk. I cant always take the Ride-on bus (which already doesnt come often enough or reliably enough to be commuter-friendly) so I need to be able to park at Grosvenor. Bethesda station parking is much more expensive.

Add G-S to the every 15 minute schedule. No one uses Medical Center

It is better than closing the grosvenor completely but Grosvenor tends to be a busy station but for the pandemic. There is also a lot of parking at Grosvenor

I do not personally go to this stop, but presumably many people do once Strathmore is open again!

No this would not work for me as I travel 100% via metro and I get to and from these locations regularly.

Rockville metro serves commuters from many apartment buildings. One building - Main Street - houses many people with disabilities who rely on Metro to get to work and other activities because they cannot drive.

Reducing service anywhere hurts riders everywhere. You need to build trust and reliability with riders, not make basic transportation a nightmare.

Maryland side congestion will worsen and has the same problem as any closures in Virginia. Shortsighted to make plans using covid ridership as a basis for the future

TThis is too much time to stand at the metro station especially during inclement weather when it's extremely hot or cold and the platform is very icy I think you need to think this carefully over

Please noooooo I live at the Grosvenor station and depend on it to get to work. Please do not close the station!!

This seems like a terrible idea

Again, 30 minutes is too long between trains in the upper red line. Trains are already very crowded in the morning rush when they are 6 to 8 minutes between trains.

Do it now to save money for more important things.

I worry about the impact on ridership of low frequency service.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

A parking garage/parking place is needed. Grosvenor has place for parking, but Medical center does not. Closing Grosvenor would be a significant hardship.

Having to get to White Flint or Medical Center adds too much time to my trips to DC

My commute relies on the red line, so this would make my commute very difficult, if not impossible

This is the worst possible outcome for anyone who lives in Rockville- the red line would become too difficult to travel on.

I have never been that far north on the Red Line.

That station is best travel for me,

This proposal is not applicable to me as I ride the Orange Line.

See response to previous question re: Proposal 5

I NEED the Grosvenor-Strathmore stop to make a living. If you eliminate this station, I won't be able to get to work and will lose my job. This is not ok and pathetic that I even am reading that this is potentially an option.

I think Red Line trains would be too crowded.

See my previous comments

Closing the Strathmore/Grosvenor station, would be devastating. Not only to venues like Strathmore hall but also to quality of life for area residents that depend on that station

I need Grosvenor Strathmore open !!!!

This would make it really hard for me to get to work

This is a terrible idea. Grosvenor-Strathmore is a much needed metro stop for people in lower montgomery county.

Closing Grosvenor is not acceptable and people moved further out during the pandemic will still need easy access to the city once we return, so 30 minute and more crowded trains is also not acceptable

There is no parking available at the Medical Center metro - thus getting there will be very hard - and White Flint will be only every half hour. Right now, Grosvenor is an extremely convenient and well run station.

Fortunately I work and live more centrally than these two stations.

If Grosvenor is closed, the nearest ones are white flint which runs only 30 minutes or Medical center which doesn't have parking.

Doesn't meet my needs.

N/A

Low ridership is currently due to covid-19. Fairer comparison are the numbers pre-covid.

Run red line trains every 15 minutes between Shady Grove and Silver Spring, and every 30 minutes past Silver Spring.

The distance to the next station is unmanageable.

IMPOSSIBLE! A TERRIBLE IDEA! How can you forget about all the people who live beyond Grosvenor? Trains that run every 30 minutes are worthless. They do little or nothing to make a commute by train reasonable. Do this and I would NEVER USE METRO.

Absolutely not!!!! I depend on the Grosvenor station-thats why I moved there!!!!

I live at Grosvenor

Low frequencies (and high headways) would discourage me from using metrorail.

my thoughts? this fucking sucks

Undermines housing cluster strategy, negatively impacts property values and unfairly punished those who live out there for affordability.

We live at Grosvenor metro, and this would be devastating for us. We bought our home with metro access in mind.

Please do not close Grosvenor-Strathmore station, that would make commute very hard.

Close Grosvenor and then have 30 mins between trains at the closest stations? This is a terrible decision that makes it more inconvenient for everyone in the area.

I seldom ride the Red line, but this would not be optimal.

I don't use the red line

I'd move to turn backs to Twinbrook

Again, there is parking at Strathmore. Parking is very limited at the closest options

30 minutes is too infrequent.

As a resident of one of the Grosvenor complexes, I've relied on the Grosvenor-Strathmore station and its service. Closing it would be a detriment to my commute (post-COVID).

| |
|---|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| DO NOT CLOSE ANY STATIONS. |
| See answer to previous question. |
| I wont be aboto get to grosvenor |
| Again, curious if you're cutting service for people who would need it more |
| Possible |
| I rely on public transport to see friends and to do my work. This will force me to take expensive taxis, adding even more cars onto our roads. This will increase the risk of accidents, and it will increase pollution, which means you are increasing the risk to public health with this decision. You are also making the climate crisis even worse. I thought we were meant to be building back better or was that just a nice phrase that had a catchy ring to it? |
| This returns to the prior service of every other car originates at Grosvenor. Provides a chance to sit for once. |
| Every 20 mins is better |
| Again, absolutely no. You are isolating Strathmore Hall, where thousands of people are going to be going to afternoon and evening concerts whenever the Baltimore Symphony starts live concerts again. Plus there are music and dance schools at Strathmore, attended by children who cannot drive. |
| Horrible impact on area traffic. People bought houses out there solely due to a Metro station. |
| its not a very good joke |
| I am completely against closing the Grosvenor-metro station. |
| People in charge are not realizing many people are using metro on Grosvenor station either live in apartment in the close by area or drive to Grosvenor parking park there since any station close to Bethesda station has no parking for park cars. Now, you close this station and all you will do create a huge mess with people trying to park at nih or white flint. People are coming up with these decisions never think through what would happen to people live on high rises cross the street on Grosvenor! |
| A lot of housing has been built along the red line in Montgomery County. Are we all foolish for doing that? |
| Na |
| I live within walking distance to Grosvenor and have no way to otherwise get to Medocal Center. Ther would need to be free shuttles to Medical Center. |
| As I have noted in earlier comments. Having trains only arrive every 1/2 hour at Shady Grove would not work for me. Additionally, as this is the end of the line that many people from farther west use to access the system, I think this would push people into their cars and abandon the system all together. |
| You have just done an enormous amount of work on the parking lot at Grosvenor. This would be silly and irresponsible to close the station. And another thing: have you discussed this with the Strathmore Music Center?? |
| Too infrequent at certain stations |
| how is this helping to remove the grosvenor site AND then increase the time between trains for the white flint site? this is causing more congestion for passengers. will you be increasing the # of trains? |
| Here again, timing would be everything. Should we have to wait too long to transfer to a Red Line train at Medical Center and then wait again too long at a transfer station downtown, we might choose to drive. |
| I take the Metro to see events at Strathmore Concert Hall (i.e., the Grosvenor-Strathmore station). Hopefully, by 2022, events will start being held at Strathmore again. |
| That is too much time between trains. |
| I don't use those stations so not directly affected. |
| This would not help me or anyone in my Grosvenor Park area. We would be shut out of any station, requiring finding a way to Medical Center to take Metro |
| I dont commute on the red line so it should not affect me. |
| Again, 30 min is entirely too long to wait. |
| I live on the red line in the area that would be directly impacted by this. I dont own a car, so metro is the only way I can go to work, get groceries, visit restaurants and venues, see friends and family. Such a proposal would force me to use other transit besides the metro. |
| The frequency at the ends of the lines would be unacceptable. |
| Oh dear! Please don't close that station! That is a very useful station for me and my family to get downtown to museums. |
| Would never be able to get to another station. Would cause me to never use metro again. Used frequently before pandemic. |
| I dont use those routes very often. |

| |
|---|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| We need Grosvenor-Strathmore station to stay open!!! |
| I often go to Strathmore for concerts. I would not take metro any more. |
| I only take the silver line. |
| I dont get off there so I dont know how it will affect the people who do. |
| It is very important to us that the Grosvenor Strathmore metro stay open. |
| I would need to figure out how to get to Medical Center to catch a train. White Flint would take me out the way and have infrequent trains, adding more time and cost to my commute. Also consider people coming to events at Strathmore. |
| I dont understand how the description of this proposal matches the text. Is the description supposed to say that the red line would operate between Silver Spring and Medical Center? If so, as mentioned in my comment to the previous proposal, permanent station closures should be an *absolute last resort*. |
| No parking for the public at Medical Center and not enough parking at White Flint. |
| Do not close Grosvenor station |
| How many people use the Strathmore station to go to events there that cant use it now due to Covid. This seems rather short sighted. |
| Dont. Close. Grosvenor. (See comment to Proposal 5.) |
| 15-30 minute wait times seem excessively long. If anyone misses train, it is all but guaranteed that they will be very late to their destination. I don't think this is a very reasonable change. |
| This would be a tremendous inconvenience for people who rely on public transportation. |
| Waiting 30 min for a train on a weekday is unacceptable and would prevent me from taking the train at all |
| Again, I go often to strathmore for music. Walking from another station is not feasible |
| Medical Center does not have parking like Grosvenor Strathmore. This plan is wholly inadequate for commuters in this area. |
| I dont ride Metro to those stations |
| I use grosvenor for my daily commute. This is not acceptable |
| Are you crazy? I will not ride metro again if you implement this plan. This would cause significant overcrowding on a long metro ride. |
| I dont live in an area where this would effect me |
| Would need grovesnor metro |
| I rarely use the red line |
| Medical Center is not near Grosvenor in terms of walkability for anyone living in the Grosvenor area during ideal weather conditions. During inclement weather this becomes more profound, particularly for anyone with mobility issues. |
| See previous comment about the reason we MOVED to walk to Strathmore station! |
| I use this station, so I do not want it closed. |
| I do not ride the Red line very often. |
| Closing the Grosvenor Strathmore Metro would significantly impact 10101 residents like myself. Most people utilize the station in some capacity and closing it would cause major transportation issues for the entire community. |
| I probably will stop using metro completely if Grosvenor-Strathmore station closes |
| Need grosvenor - parking, hi residential volume, if downtown opens back up it's an important station |
| I will stop using metro if Grovesnor closes. I believe this survey is a sham meant to pressure for adequate funding |
| Again here, this seems only to further decrease ridership as people decide that driving it just way more convenient. A bad idea. |
| Its confusing. |
| Grosvenor-Strathmore should not close and will not close. Over my dead body |
| Do not use red line |
| I don't use these stations |
| I need grosvenor to stay open |
| This would be a problem during rush hour. |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Please keep Grosvenor-Strathmore open, it's such an important asset for people who don't use cars in this area. Also it will be such a big stretch to walk to the closest metro stop, for example white flint or medical center. This area needs a metro !!! Thanks

I rarely ever take the Red Line, even in pre-pandemic times, and so this change will have little direct effect on me.

This is a short sighted proposal - it is cutting service, making it a less attractive option, which will drive more riders away. They should open all stations 24/7. Metro should make it attractive and convenient to use, not the opposite.

Again, don't see Strsthmore and White Flint listed. Considerable development served by these stops

Up to Rockville station, not just Medical

This would completely ruin things for my family and the entire North Bethesda community

What about service to Strathmore music hall

My residence is adjacent to the Grosvenor Metro Station. My place of employment is National Institutes of Health (NIH) at the Medical Center Station. I rely on Metrorail for travel to Washington, DC locations, Arlington Cemetery, and National Airport. Closure of the Grosvenor Strathmore Metro Station is definitely NOT ACCEPTABLE.

Grosvenor is historically a heavily used stop and ridership will return. The stop is used by MANY nearby residents who have invested in housing to be near. The parking lot has just been expanded. In addition Strathmore is a large venue with need for people to be able to access without driving there. DO NOT CLOSE Grosvenor

Absolutely not. We need Grosvenor Lane to remain open with regular service. We work at Walter Reed and Live on Grosvenor Lane. We need this transportation.

See previous comments related to commute time and space on trains. Trains were jam packed with 3 min between rides, assuming we have even 50% of the workforce back, you would need more space.

Medical center is too far to go from Strathmore.

We need grosvenor station

Limited service to/from Grosvenor station would make commute marginally workable, but cause significant hardship.

I can not walk to Medical Center!

I frequent Grosvenor Strathmore for all my transportation since I do not have a car. I would not be able to get to work.

See last response

Too far for these high school children to walk on such major high ways. Unacceptable and dangerous.

If there were a substantial amount of public parking available at Medical Center, like there currently is at Grosvenor, this would be fine. The location of Medical Center is still fairly convenient to my home, but I cant get there without a car.

However, if the proposal is to close stations and to reduce train frequency, then I see that as further diminishing the viability of the system.

30 minute headways are not appropriate for a transit system. Id rather just drive.

Grosvenor is the station I prefer to use.

This proposal is also infeasible because it would cause congestion to already congested stations on the upper red line

The stations were paid for with tax dollars, etc. so they should remain open.

Essential workers who live in those communities need more Metro options.

The closing of the Grosvenor Strathmore station is not a good idea. I am a senior citizen and no longer drive. I purposely moved to be near the Grosvenor-Strathmore Metro Station. The closing of this station would require a bus ride to either White Flint or Medical Center. This will add additional time and cost. I use Metro for medical appointments and groceries.

No, this is outrageous, people will eventually go back to work to their offices in dc and need to use metro and all the stops the line had

This is a big problem for those who walk to the Metro station from home. Im having a hard time believing that there is low ridership at the Grosvenor station--maybe because parking has been a problem during construction? or the pandemic? There are many residents nearby who chose to live here because of the convenience of the Metro.--3 high rise buildings, garden apartments at Parkside Condominium, the relatively new high rise apartments built specifically for the Metro Strathmore Park at Grosvenor and Im blanking on the other condominiums next to Parkside

Fire anyone connected with this plan ASAP. Enough ransoming the core functions of the system.

I will have a much longer commute because I will be relying on different bus routes

I do not use any of the above stations on a regular basis. As a matter of fact, I have never used them at all.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I dont typically ride Red Line currently.

Many people live near Grosvenor-Strathmore, including many who work at the NIH (Medical Center).

No personal plans

Do not close Grosvenor-Strathmore! Also, I do not believe there is public parking at Medical Center (or not much) and traffic to get or from the Medical Center Station during rush hour is insane for all points north, include those of us who live in the Grosvenor- Strathmore area, which defeats the purpose of Metro saving commuters time and stress.

It would make it that much harder to ride the redline in my area.

Why are you shortchanging Grosvenor? How would concerts at Strathmore be served? Huge developments with high density have been approved and built based on the Grosvenor METRO station!!! The traffic would be unbearableâ€”gridlock.

The very reason we live at Grosvenor-Strathmore at the top of our rental budget is to be near the Metro. This would render that meaningless, and wed have wasted our money.

Definitely NO please. This would mean you close Grosvenor-Strathmore Station which the Grosvenor Community needs OPEN.

If Strathmore Music Center is open then (presumably it would be), many people prefer to use the Metro to attend events there. Traffic in the garage is heavy, and not everyone has a car. Again, people with less money, or without cars (seniors too), would be penalized. Maybe it would be okay not to have service in the middle of the day, or even mornings, but the Red Line needs to stop there in the evenings.

Please don't close Grosvenor-Strathmore station

DO NOT CLOSE STATIONS. Find other ways to cut cost. Citizens are depending on Metro to get to work, home, restaurants, etc. Closing stations will have a big impact on businesses.

15 mins seems like a long time.

15 minutes is too long between trains on the heavily used part of the Red Line, on which I depend very heavily to get from Greenbelt to NIH.

The purpose of metro is to allow those who can't afford high cost of living areas close to dc and who have to live far out in the suburbs, to still work in dc. You can't shorten the line and run less often and still expect riders to be able to get to their jobs much less punctually.

30 minute headways are not useful for essential travel/workers.

As a frequent rider using Grosvenor it would negatively impact my commute if this station was shut down

I use metro very infrequently and (so far) only for travel between home (on Westpark Drive between International Drive and Park Run Drive in Tysons) and the airport, so the schedule proposed here should not be a major inconvenience for me.

need more flexibility

Again, not personally affecting me, but is the same issue of paying full price for half service. Its ridiculous.

I would have to move as I would have no way to get to work in DC or my kids to Deaf school in DC. My husband would need to find another way to get to NIH.

Theres no parking at the Medical Center station, and this would create an impossible parking situation at the already crowded White Flint and Twinbrook stations. BAD IDEA TO SHUT Grosvenor.

Closer of Grosvenor-Strathmore would be unacceptable! It would increase a traffic to already congested area between Bethesda and Grosvenor-Strathmore. I chose to purchase the place to live based on the proximity to the Grosvenor-Strathmore metro stop, so I would use public transportation to work! Please do not close Grosvenor-Strathmore! The pandemic is almost over and we will increase our ridership soon!

These plans are basically ensuring that Montgomery County, Maryland residents are NOT served by Metro. We should not have to pay any money into a system that through these plans have gone out of its way to ensure that Montgomery County residents are disenfranchised. These plans mean that I would never have a reason to ever use Metro again as it would be too inconvenient to waste time on. I would become FURIOUS about having any of my tax money wasted on such a system. I am INCREDIBLY ANGRY that there is consideration of making environmentally friendly public transport even less accessible. Why are other lines not being targeted in this way????? Why are Montgomery County tax payers being unfairly targeted and disenfranchised????? What is WRONG with you people??????

i depend on the grosvenor-strathmore station to get to and from work. i have been burning through my savings with the full expectation that the station would be operating oncede got back to some level of normalcy

Not workable for me

Same comments as before. Trains arriving every 30 min at the stop near my house would have me skipping Metro altogether. It is just as inconvenient to drive to Silver Spring as it is to drive to my office downtown.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

See previous statements. Trains should come at least every 10 minutes.

See earlier comments

I am a frequent metro rider in Glenmont. service every 30 minutes is not acceptable for me.

Well, Strathmore concerts will be less attended.

Don't close stations !

I need Grosvenor! Great parking, easy access. Medical Center is a bleeping nightmare!

I'm a performer looking forward to reopening concert halls

I dont often use the Red Line, but when I do it is to Medical Center for dr. appointments. Every 15 minutes to get to Medical Center would be ok.

Red line trains every 15-30 min would make commuting a disaster. Trains would be so full, people would have to said for many trains in order to board one. I could see waiting an hour or more! Also, trains every 30 min at Glenmont and Shady Grove could add up to 30 min to my commute even if I could get on the first train after I arrive at the station. That would be unbearable as my commute is already 1 hr 40 min.

This would be a nightmare. The entire DC area would grind to a halt. The roads are already overcrowded with many people taking Metrorail to get to work. No one would be able to reliably get to work if trains ran this far apart. I know no one is taking the trains right now due to COVID but they are going to send us all back before 2022. The trains were always packed. I often ended up having to stand for the entire commute. It already takes me an hour and a half to get to work at Union Station from Shady Grove including driving to the station and parking. It would take up to two hours if this schedule were implemented. That is 4 hours of commuting each day. This proposal would destroy peoples lives. In addition, closing Grosvenor-Strathmore is a horrible idea. Many people live within walking distance of Grosvenor-Strathmore but would have no option for another station. Are they supposed to drive up to Shady Grove? That is the nearest station with any parking. Shady Grove parking lots already routinely fill up. And with the horrible 30 minute wait for each train these people would end up commuting over hours every day - 30 min drive from Grosvenor to Shady Grove, 30 min wait for a train, 60-90 min trip to their final destination = 2+ hour commute in each direction.

Would like more often than every 15 mins

Can walk to grovesnor / strathmore station... others aren't an option to do this.

If you close G-S you simply lose riders. When we can travel again safely, G-S will pick up.

I need more frequent trains at Twinbrook, and I also rely heavy on grosvenor metro for my condo. My tenant relies heavy on Grosvenor. Removing Grosvenor would highly affect condo value.

I prefer Grosvenor to stay open, given that I use it for my normal commute

Red line needs more frequent trains

30 minutes at Shady Grove is too long

If the grosvenor metro station closes, I would stop using metro.

Again the community around Grosvenor metro has some of the worst traffic in the county and this would simply compound it. And again cut the neighboring communities off from access to DC.

If Grosvenor was closes i would not ride the metro anymore nor pay for wmata parking. I would drive to work instead.

If the Metro is to serve as commuter alternative from the DC area, all trains need to be every 20 minutes.

If trains only arrive at every other station I will be less likely to take the metro at all.

Does not solve needs for the many residents living around Grosvenor, including many who do not have cars. Would shuttle buses be added to make the situation tolerable?

Do not close metro stops (see previous answer)

30 minutes is too long between trains...period.

Most current Grosvenor-Strathmore riders would switch to White Flint...closing the station, plus changing the schedule to every 30, would surely force some riders to abandon metro all together (for daily commutes, at least).

This makes it completely stupid to use Metro for commuting beyond Medical Center, which I can readily walk to, so why bother ever using Metro. The only way any part of this plan makes any sense is as a way to kill Metro without letting on that thats the plan. It is a guaranteed death spiral - service cuts that will cut ridership, cutting revenues, leading to further service cuts. In short, death spiral.

I rarely ride the Red Line, and dont think Ive ever used that station

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Again, trains are already ridiculously infrequent. This destroys the feasibility of metro as a useful option

no problem for me

This train frequency is unacceptable for a rapid transit system.

I am so sorry for you. You have a heartbreaking task.

Again, I walk to Grosvenor. I will do so again once I go back to traveling to work. If you close it then I would need to drive to another station and then park my car and then get on the train. NO NO NO, please do not close this station. I have neighbors that do not have cars. And the reason they bought here was because the station was a walk away. What are they to do? Please do not close this station.

Need more frequent service at White Flint.

The whole point of having access to metro is to lessen the need to drive a car. Very contrary to lessening our foot prints.

I live near Grosvenor Strathmore. Losing that station would be a horrible outcome for me and all my friends and neighbors.

Same as earlier question related to 30 min intervals to white flint and north.

I have been commuting to work for over seven years via metro. As a person with no automobile and limited income, it is essential that I manage my finances very carefully to keep my transportation costs affordable. Forcing me to commute to a different station would put an additional burden on me financially as well as significantly increase my travel time to and from work. Currently, Grosvenor station provides metro train service to the Grosvenor Place complex, a huge complex of three 18-story buildings, as well as two other high-rise structures close by. A sizeable majority of the residents in these buildings depend on Metro as their main mode of transportation and closing this station will create a major hardship to those affected.

No! This is terrible. There is crowded ridership at grovesnor that will pick up post pandemic. This is a vibrant community that can not get to the other stations nesr it very easily. Closing this station will result in deadened economy for local businesses and housing near Grovesnor not to mention it is a critical location from which folks switch to bus lines to get around MoCo. Please do NOT close this station ! The kids, elderly, disabled and commuters rely on it!

I ride a metro bus to shady grove and if the bus happens to be late to arrive, then the potential 30 minute delay plus delays from the increased wait time on other lines for transfers would require me to leave for work up to an hour earlier

While the closure of Grosvenor does not directly affect me, the 15 minute time between trains does.

Wouldnt hurt me but it will hurt many of my co-workers.

30 minutes is too long between trains.

I utilize almost primarily the stations between Shady Grove and White Flint to go into work in DC or to travel to appointments.

Do not close the Grosvenor-Strathmore station..

I dont use the Red Line

See prior comment. This change effectively eliminates metri as a viable option to commute to work for many people living in the surrounding area.

Bad idea

Good idea.

Where would I take the metro from when I live here because of the station? Also, where are you going to put more parking for the other stations and DC with Metro pricing for me to take the metro? NIH does not have the level and accessibility of parking as Grosvenor Strathmore, Close Medical Center/NIH, not Grosvenor Strathmore, which is not just a commuter hub, but also a cultural center in the community.

As said before, I need Grovenor station for my commute. By the way, it is unclear whether this closure is temporary or permanent.

I walk to Grosvenor and use the Metro very often, so this would be terrible.

Please don't close stations.

See prior comment, red line trains are highly congested during peak travel times. Individuals often have to wait for multiple trains to pass in order to clear a platform

I dont use the Red line.

Makes me less likely to take the metro

I rarely use the red line.

It would work for me, but it would significantly impact commuters on the upper red line.

I don't currently regularly use but could.

| |
|---|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| Bethesda is replete with NIH employees - this will hinder access immensely |
| No useful metro rail system works with 30 minute schedules. |
| Don't close Grosvenor |
| Reduced service will continue to force people to find alternatives and continue the trend of falling ridership. Metro needs to be a better alternative in comparison to other options to retain and attract riders. |
| Again, no to all service cuts, no to greater emissions, no to making life harder for workers who rely on Metro to commute. |
| I would not take the metro to work. |
| Trains should be running every 3-5 mins in 2022 to ensure people are able to get to and from work. This is my only mode of transportation |
| As above, this would make my commute very inconvenient, probably leading me to work remotely and drive more, and thereby not contributing to the revenue shortfall |
| Si no hay muchoa psajeros se debe cerrar la estacion |
| Closing any station is not an option in my opinion. |
| I have no opinion on red line service modifications. |
| Where does that leave people who live at Grosvenor and moved there because of the Metro station? |
| How could you POSSIBLY justify closing one of the most popular stations in the Metro system? Because people worked from home during Covid? Are you not aware of how much housing development has gone on around this Metro stop so people can live close to the Metro? This is the craziest, most short-sighted idea I've ever heard of. |
| Again, this is giving up on the people who need Metro to get to work from the suburbs. If you make it harder for them to get to work by giving them fewer trains and less flexibility on timing, theyll just drive and youll lose more riders. |
| Grosvenor is an above the ground open to the elements station. Waiting a half an hour there in the winter could be very uncomfortable. |
| DO NOT close Grosvenor!!! So many of us chose to live in this neighborhood bc of the station. The pandemic will ease and things will go back to normal. Please don't close this station!!! It is a lifeline for many of us who cannot afford a car!!! |
| I use Grisvenor Strathmore station. |
| 15 minutes is too long between trains during rush hour |
| Every 30 minutes is unacceptable. Trains will be more crowded than Pre-pandemic levels. |
| I use the stations that are further out on the red line and having trains 30 minutes apart just doesnt work for me time-wise. What about the parking at the Strathmore station? How would people who park there get to the Metro train? |
| Ideally, the Grosvenor station would remain open, but if it cannot proved full service, we could adjust to this alternative. |
| This is not applicable to my travel plans. |
| Why would you want to harm the Strathmore Performing Arts Center by cutting off access?!?!? |
| I don't ride the red line only orange/silver/blue |
| I will use Grosvenor-Strathmore every day to commute! It is the only one I can easily access. Please do not close it!!! Ridership is down because offices are closed due to COVID, it is still an important station! |
| While I recognize that ridership is down due to COVID-19, public faith in WMATA has been sub-zero for several years now. The Back 2 Good campaign was a clear indication of this. If WMATA is ever going to gain and more importantly maintain public trust again, it must stop looking for ways to cut service and offer MORE options to residents. DC is the most gentrified city in the country and the influx of new residents demands that MORE transportation options are available. If WMATA does not fulfill its role as the public transportation options, you will continue to see ridership decline as more residents buy and use their cars to move around. This damages the environment and increases traffic on the roads. Trains arriving every 30 minutes i.e. TWICE AN HOUR is unconscionable. Not only does this explicitly prevent any social distancing for COVID-19, it sends a clear message that folks looking to move around should pursue other more efficient options. No other major city in the country is running trains on its rail system TWICE AN HOUR. This is the capital of the US and the system is an embarrassment. Trains need to run at least four times an hour and ideally every ten minutes. |
| It is quite far between Grosvenor Strathmore and Medical Center stations Both stations are not within walking distance and there is no convenient pedestrian walkways connecting both stations. |
| Need Grosvenor statoon open |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Predictable arrival times for trains at the outlying stations would be key to this working. People should not have to wait 30 minutes because they just missed a train or did not know when a train was expected.

During repair days we already experienced bus and other transport problems. this is a tragedy as the coming of the Metro was great years ago.

Frequency can not accommodate ridership, which would be expected to return to pre- pandemic ridership. Don't you dare use 2020 data to predict anything that except when a global pandemic shuts everything. Ridership should be expected to return with additional capacity for tourism.

Grosvenor-Strathmore is the only station available for Strathmore Hall performances, which will hopefully be happening by the time this proposal goes in effect.

Trains need to come more often on red line to avoid crowded trains.

Red line trains need to arrive every 15 minutes period.

I dont use the Red Line

This is totally unacceptable, it cuts off everyone who lives above the beltway from decent service and trying to drive to Bethesda and park to get a train faster is not an option due to traffic on 355. This is the worst idea I've heard.

More frequent trains

Not at all - closing Grosvenor-Strathmore would disrupt both my commute and my wifes commute

again, this is a selfish answer as i rarely travel that far out on the red line.

During work days when you miss a train and have to wait a FULL hour for the next one makes the system completely ineffective at moving people.

I don't see what this improves over option 1. No service is faster.

I rarely go there.

The wait time would be too long

So long as I can still park at the station when I go to Strathmore, its fine.

I need the Grosvenor Strathmore station open

These changes would not affect my commute.

Does not make sense. How do you operate a train between two stations next to each other?

I do not use this line

There is no parking at Medical Center. Grosvenor-Strathmore is a major station. There is now way that it is a low-ridership station, and it is the only station nearby with available parking. This would make it very difficult for me to commute downtown every day.

With trains running this infrequently you may as well start handing out coupons for ride sharing because it will be time prohibitive to take the metro

Living at Rockville makes this very hard

I have never used the Grosvenor station.

White Flint, Twibrook Medical Center are too far from Grovesnor-Strathmore. They are not within walking distance. I would stop using metro all together if that happens.

I dont ride the Red Line.

The pattern is not too concerning but the frequency of trains is too low.

I dont normally ride the red line beyond Dupont Circle or Cleveland Park so it wouldnt be a problem for me.

Pre pandemic the red line was often overcrowded durign rush hour, in particualr if a train was delayed. reducing the trains to every 30 minutes, if ridership bounces back will be a disaster.

The proposal text seems totally inconsistent with the description detail. What happens to Grosvenor-Strathmore?

I dont usually use red line if I can help it

I dont care about Grosvenor. But red line trains must run much more frequently.

Horrible idea. There are tons of massive apartment buildings that use Grovesnor Strathmore. What are all of these people supposed to do? Insane.

If Grosvenor has to close this would be the best option. But its not ideal as there is no parking at Medical Center. There would have to be increased bus service in the surrounding area to get to Medical Center.

Same answer as for previous proposal. the Grosvenor-Strathmore station is critical to the many people who live in adjoining Grosvenor properties and along Tuckerman Road

Look at Spain or Montr  al, their metro systems work really well. And are very simple to understand

The 30 minute wait between trains to Forest Glen would severely impact my day both morning and evening.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

If Grosvenor Strathmore closes, I will rarely use the metro

White Flint metro services U.S. NRC staff. Limited hours will impact agency staffing. It's also dangerous to have large numbers of people on the platforms during peak use. Form a safety and security perspective.

Again, 30 minute waits are really unacceptable unless you are going to publish time tables. And it isn't just the 30 minute wait at the start of your journey, if you have to change trains you could theoretically be waiting 1 HOUR during your trip.

I regularly use the Red Line and would be impacted by the more spaced out arrivals at Shady Grove and Glenmont in particular.

This would make me choose not to use Metro at all.

I don't use the red line

I think this will affect people who can least afford other options. You must consider equity in your decisions

Parking problem & traffic problems at medical center

Honestly, I have to walk at least 25-30 minutes to Grosvenor as it is...medical center would be another 30 odd minutes...the only solution is driving to it or another station, at which point I may as well just driveis there even parking at medical center for the average commuter?

We just need East Falls Church to stay open.

The metro station at Strathmore, one would think, would have a higher ridership given the possibility of normalcy following vaccine rollout

I am not personally reliant on those stations.

Anything proposal that calls for shutting down the Grosvenor station does NOT work for me!!!!

30!minute intervals would make Metro an undesirable commuting option, despite having rode Metro to DC for 20 years pre-COVID.

I would stop riding metro entirely. A lost customer forever. Please do not do this.

I DON'T want to see Grosvenor-Strathmore station closed. Aside from my response to the last question, the population around this stop is growing rapidly and should continue to be serviced.

I do not take the red line at this time

Cannot have Grosvenor closed!

There should be more frequent train services so please don't cut service to every 30 mins.

Getting to medical center, esp if needing to park and go in is exceptionally more difficult than parking at Strathmore. Ending the red line at medical center adds so much more heartburn to everyone up the red line than going the one more stop to Strathmore where there is actually OK parking options!

I don't use this line often.

No. Would not handle ridership every 30 minutes. Plus there is no parking at Medical Center and other closer in stations.

We often use the Grosvenor station and park there. This would be an inconvenience.

This would not support my expected travel needs at all.

It curtails participation in some community groups. Will there be adequate space on trains?

I work at Twinbrook so it's not ideal for me, but I would rather this than closing the Cleveland Park metro station

I pay extra to ride from Shady Grove and should have the same level of service. Turnbacks are not acceptable and will lead to overcrowding, which you don't want during a pandemic.

Again, do not use the red line, but suspicious

I don't agree. It would be a hardship for the commute and impossible to take metro at all

This sounds inconvenient when I need to use that line, but it would not impact my every day commute.

I don't use the red line.

I'm not really on that section of the red line very often.

There are many highrise buildings close to the Grosvenor station and many people use this station everyday.

Closing Grosvenor-Strathmore makes no sense whatsoever. There is no parking at Medical Center and therefore large segment of Metro users would be unable to use system.

would leave riders, workers, in large populated area without viable transportation to work, business, school, medical appointments

I have submitted written testimony against this proposed closure.

Medical center is difficult to access. Go out for local residents. Need you to use White Flint if you close Grovesnor.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Please see previous comment about how closing Grosvenor-Strathmore station could squash the upcoming project to build 1400 units of Strathmore Square residences located *at* the Metro station.

I would likely drive to work

I will be traveling between Alexandria, Va and DC every weekday once the pandemic ends. I believe this proposal would extend my travel time.

COMMUNITY AND SCHOOL STUDENTS LOO LOSE A WAY OF COMMUTING AROUND.

The 30 min gaps for the outer stations is too long.

Grosvenor/Strathmore is our most frequently used stop...we haven't used it much this past year due to COVID but expect to go back to using it once things 'open up' again.

We need Grosvenor-Strathmore kept open!!!!

There is no reason to shutdown metro because less riders have been using it due to the pandemic. More funding needs to be proposed to keep this metro open for the many of us who still use the metro on our daily commutes and would have no other means to commute otherwise. I have to take two buses to get to Bethesda from here, the 46 only goes to Medical Center. My commute to work would take an hour in a half instead of 30 minuets if the metro was taken away. The J2 to Bethesda does not go to Grosvenor, the J4 doesnt go to Grosvenor. The 6 and the 96 dont go to Bethesda. Name one bus that goes from Grosvenor to Bethesda. There are none.

Closing Grosvenor very problematic.

If Grosvenor is closed I would probably not use the metro very often at all.

Closing stations due to low ridership is undefined and limits access to cultural venues for people needing to obtain medical care who do not own cars.

This would destroy our lives that are delicately balanced between work and family

Technically, I personally would likely be fine with this change (though not the affected frequency). However, this plan (for reasons already outlined) would still be problematic for my mobility and that of others.

Inconvenience!!

Thirty (30) minutes is a long time to wait for a train, and over crowding when a train finally arrives could make commuters decide to find alternatives.

I do not ride the red line

I do not use the red line.

If Grosvenor closes then we need White Flint to run every 15 minutes.

This would cause me to stop riding metro after 21 years. It would be too inconvenient and make driving to work or teleworking a much more practical choice. It would result in more cars on the road, more traffic, and more pollution. Horrible. Why so many proposed changes to the red line but not the Virginia lines/stations? Hmm . . .

Closing Grosvenor-Strathmore would force me to move.

Again, my commute time to work will significantly increase. I have two kid and I can't make it to send them to daycare before work and pick up them after work.

Medical Center is very important due to NIH and Walter Reed but Grosvenor is needed for all the parking.

Very bad idea effect businesses and Strathmote attendance.

????????

It's important to have a line that goes to a cultural center to keep people interested in art and culture

Currently, I am working from home, so I have fewer transport needs than before.

I dont normally travel to those locations and wont in 2022.

Like the other red line 15-30 min proposal, it seems like a compromise in terms of still offering service without overly stressing the Metro staff. Perhaps something like this could be done with the orange/silver line, rather than eliminate service altogether?

Getting to work would take even longer during weekday rush hours and rush hour travel times are already too long. Driving would become more of an option which would crowd the roads further.

This would likely be confusing and cause station crowding

I use this stop to go to and from work.

Having trains arrive every 15 minutes will not be enough when people are going back to work which many believe will be later this year.

Metro is the only way to get to doctors appointments in Maryland from DC. Would mean I would need to change from doctors I have seen for years.

I don't use Metro often, but I would likely not use Metro again if the Grosvenor station closed.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Grosvenor has much needed parking. This would be a terrible idea

I do not travel on the Red line as part of my daily commute, so I would not expect this to impact my metro usage very much.

Very against the closure of Grosvenor-Strathmore as I know many individuals, from many different aspects of life, prefer the parking and convenience of Grosvenor to downtown Washington than other stations, like White Flint and Twinbrook. If people had to chose between the 3, I have always noted they would pick Grosvenor. Furthermore, on more than one occasion, people have driven from past Gaithersburg (and Shady Grove) to take the metro at Grosvenor as they prefer the parking and location of Grosvenor station

Another terrible idea. Parking at Medical Center is not possible. Waiting at Medical Center for a train continuing on to Grovesnor is inconvenient.

Grosvenor is a critical stop for Bus and Auto connections as well as large condo locations near by.

Too long a walk without strathmore station. This station serves a big community and lots of senior citizens

n/a

I need Grosvenor-Strathmore to be open to get to work.

This would be a nightmare for Montgomery a county Commuters, people using metro for special events, etc. you will drive people back to the roads.

It would be an inconvenience, I'd rather just be charged more more when I need to access these stations.

If a train is missed, the delay will be terrible for those going to work. People will resort to driving and gas usage will increase. Reducing convenience will make fewer people ride. Don't kill the metro. Convenient access to stops and frequent trains as well as affordability are the ways to increase ridership.

This plan works for me because I dont take the Red Line

Once people return to commuting to work, this will make trains way too crowded

Closing Grosvenor strathmore would be bad!! And only every 30 mi items at next closest station (White Flint) would not provide enough flexibility especially given it would be so much harder for me to get there.

Trains should arrive every 30 minutes at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.

The tragedy of the Pandemic has contributed to decreased ridership. Changes are coming as people are now vaccinated and DEPEND on Metro to enable them to reach destinations.

You milked away at taxpayer money and fates for YEARS. You all are expensive! And inconvenient! It takes me almost 2 hours round-trip to go 4 miles on you! And costs me \$10!!

Where is all that money now, when times are slim?

This does not affect me personally but I would propose the same as I answer for the previous question. The station should remain open without any staffer.

Grosvenor Strathmore serves Strathmore Music Center and has many densely populated dwellings within walking distance. Nearby residents would have much more convoluted commutes without Grosvenor-Strathmore. Patrons visiting the Strathmore Music Center would no longer be able to walk from the subway station.

SHAMEFUL!!!! All in our area NEED this station. Those other stations are in NO WAY Accessible OR CLOSE!!! Are you kidding me?!!! DONT DO THIS!!!

I am very much against this proposal. As a resident at Grosvenor-Strathmore I depend on the metro for work

absolutely irresponsible idea

My commute time is no longer manageable under this scenario. Medical Center is nearly a one hour walk from Grosvenor-Strathmore.

Same with an earlier proposal, how would this work without creating backups on the tracks.

Alternate stops would require me to drive to catch the train

Grosvenor has parking; parking options at Medical Center are severely constrained, expensive, and in a closed garage, which is not safe. Close White Flint - Twinbrook is nearby.

See previous comments. GS is my local. Closing station worst case scenario for me.

30 minutes is way to long to wait. I can accept the 15 minutes, but no longer.

Metro should keep grosvenor station open and turn trains around there.

Grosvenor is a key station and one of the few with parking in the area. It services several nearby private schools and the Potomac / Montgomery Mall area. Not to mention Strathmore depends on metro for an option to reach it for its patrons.

You should not close the other stations either. Just because a station has low ridership doesnt mean someone doesnt use it.

I need to use the Grosvenor-Strathmore station

I would like to have access to the Grosvenor-Strathmore metro stop.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

15 mins is still too infrequent during rush hour. U will be forcing people into situations where they are packed in too tight with too many people, especially after a year of social distancing guidelines and a pandemic that is likely to not have fully disappeared

I live at this stop and count on its service

We need more and more accessible public transportation for all, as an anti-poverty and anti-climate change measure.

This would destroy one of the reasons I live where I do. I would probably just leave the area entirely.

Would be easier to use a car

I need Grosvenor-Strathmore station because no other station is close enough to me.

This would be a fine schedule, though I am extremely opposed to the closure of Grosvenor-Strathmore.

We moved to a condo with easy access to Grosvenor Strathmore metro and would be financially affected by its closure.

See previous response on station closures. This is completely unacceptable and would result in my never riding metro again. This would destroy any chance of meaningful ridership from my home into DC as there are no nearby stations that are as accessible by walking for so many high-occupancy residences, including my own, and none have anywhere near the parking availability. Ridership has been low this year because the station was already unacceptably closed due to COVID needs. Montgomery County is even revitalizing the area around that metro stop with more shops and residences, only exacerbating the problem if the station closes. If this station closes, i will never give another dime to Metro in any capacity.

How am I to get to performances at Strathmore if the station is closed?

Keep Grosvenor Strathmore open

Absolutely not acceptable. The thousands of people who live around Grosvenor-Strathmore will not fall for some half-assed bus bridge system. It is also patently unfair to close Grosvenor and STILL CAUSE ALL YOUR NOISE IN THE NEIGHBORHOOD, ALONG WITH YOU LIGHTENING-BRIGHT SHORT CIRCUITS. DO NOT CLOSE GROSVENOR-STRATHMORE.

I live at Grosvenor and utilize the metro. If the station closes I will not be able to travel to work.

closing Grosvenor-Strathmore is an awful idea. This is a high density area they is critically important to thousands of residents who live there and use Metro to get to work and get around the DC area.

We need grosvenor strathmore station..this plan will further reduce the ridership as grosvenor has many commuters.

I work full time in Wheaton, I depend on metro for transportation.

Do not close Strathmore. Medical Center has NO PARKING so we could not use that station at all.

I do not ride the red line, but trains that arrive every 30 minutes is not the solution.

Again, I can not afford the extra commute time in childcare costs. This would be hundreds of dollars a month

Every fifteen minutes is a long time to wait between trains when you are in a hurry, but is at least better than thirty minutes.

I generally do not ride the red line, so this would have minimal impact to me.

15 minutes is too far apart. Again, once public transportation drops below a certain level of service, it is difficult to keep riders or get riders back. I am concerned this level of decrease makes the Metro too infrequent to be convenient, and will cause more riders to leave or fail to return. Having a turn-back is NOT ideal, but a modification of this plan might be a reasonable worst-case option.

Trains dont operate often enough under this proposal

30 minutes is too infrequent. 15 minutes during rush hour is the maximum time. Perhaps on weekends and off hours 20 minutes would work.

30 minutes is unacceptable.

We would no longer ride Metrorail since the other stations are too far away and lack adequate parking. Other residents, too would likely find other means of travel and Metro would suffer even lower ridership.

Dont ride red, but I do think having outer suburb traffic and inner city traffic on different routes is more efficient. Like a loop system that some other cities have on their transit.

This would cause loss of ridership, as commuter choose to drive instead of use infrequent service. There is substantial new residential housing development planned at Grosvenor/Strathmore and White Flint. This conflicts with the long planned Montgomery County Smart Growth policies of denser development near Metro Stations.

I dont use those lines

That would be wrong to close Strathmore station. There are busier traffic and no or very limited parking at Medical Center and White Flint stations.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Im against closing Grosvenor. Its possible I could use medical center but Im not familiar with that station.

Again, this is unclear to me. I do not understand how trains could arrive at Medical Center every 15 minutes and the other listed stations every 30 minutes. The frequency of trains stopping at Grosvenor is not stated. These proposals are extremely unclear and I do not see how the data collected via this survey can possibly be meaningful.

Please keep the grosvenor station

Might work for me, but not for others.

Closing stations will result in no ridership for the future. Think ahead.

I specifically bought a home at Grosvenor because of the turn-backs and ability to get a seat. You eliminated that and required me to stand both ways. Now you are talking about closing the station entirely. Shame on you. If thats done Id stop riding Metro entirely and will drive downtown to work instead.

See my first comment

There is no parking at NIH except for staff. There is some visitor parking but not for Metro riders. The 30 minute wait is too long. Appears to eliminate Grosvenor Station which is a bad idea. There are alot of high rise apartments and townhouses that currently avail of that station not to mention nearby neighborhoods that park at Grosvenor.

Horrible idea to close Grosvenor. So what happens to the Strathmore music center - how do you expect people who do not have cars to go there and enjoy their music offerings? Are you also going to close the metro garage that is used by Strathmore for their patrons as the only large parking available? There are alot of apartment buildings close to Grosvenor that have NIH employees that dont want to drive to Bethesda for work at the NIH campus. How do you expect them to get to work? The NIH employees have to go to work even with COVID due to lab work that cant be done remotely.

Do not close this station please

I don't use these lines so it would not impact me.

This is too long to wait for a daily commute

I do not take this route

I need Grosvenor Strathmore to remain open. I use it everyday.

As stated previously, I live at Grosvenor-Strathmore. I would have to buy a car and drive to work, or potentially bike. I would no longer use metro, ever. I couldnt even park at work, and board Medical Center to go have dinner in DC, as service is so unreliable and hours unpredictable. BaD.

DO NOT TURN BACK TRAINS AT SILVER SPRING.

This Metro stop is one that should definitely not be closed.

I already said why. This will be a hardship and inconvenient.

I use the Stratmore station when I attend events at Strathmore

No further comment.

Many people, including myself, commute from Grosvenor-Strathmore to Medical Center for work. It is not safe to walk between stations, and driving isnt an option for a lot of people. Closing the station would seriously impact this community. Reducing the amount of trains running is a far preferable option.

This isnt going to work for the people.

I cannot get home from Medical Center. I need Grosvenor-Strathmore to remain open and in operation.

Shady Grove line has medical buildings need to get to them...

15 is too few trains

This does not seem practical or helpful to Metro riders.

No me afecta

The closing ends access to the concert facility and would create a shortage of parking spaces at Metro stations for N. Bethesda residents. This plan would mean I would rarely use Metro in the future.

If you close Grosvenor-Strathmore Station, you will have to have trains arrive every 15 minutes at White Flint.

This would be be a huge problem. No one can park at Medical Center, so people wont be able to arrange for rides and pickups if that is the last station. Grosvenor is absolutely necessary to remain open and serve all the people who depend on it for reliable transportation..

Even though I dont ride the red line very often, I will re-iterate that I believe the world is on the cusp of returning to normal, and that so many people rely on the metro. I think it would be a shame for you all to cut services before this happens and then for you all to feel the complaints from people as it no longer suits their commute needs.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This makes my commuting more difficult. You would lose many customers around Grosvenor Strathmore.

Again, no with capital N!! Is Metro going to have shuttle buses from Grosvenor?? Ha!

I do not currently take the Red Line so this does not affect me.

I do not regularly take the red line or rely on it.

This would result in overcrowded platforms.

I do not depend on Metrorail to get to work. I am commenting as an occasional rider.

Grosvenor-Strathmore station is my home station for my commute. That stations closing, and that of its parking garage, would add a significant amount of time to my commute as I would need to drive farther out on the Red Line to park, or add an additional, time consuming bus ride to get to any other Red Line station. Further, service changes on the Red Line prior to the pandemic caused significant crowding on trains during rush hours. By all credible estimates, the pandemic will have subsided and Metro ridership should recover by January 2022. Further service cuts would only exacerbate pre-pandemic issues for commuters. Additionally, station closures of any kind are a short-sighted solution that would inconvenience many riders at both ends of their respective commutes.

Same as earlier comment -- a 30-minute wait would potentially quadruple my (rush hour) commute time (from the current 6-7 minutes between trains) and lead me to explore alternative commuting options.

Horrible idea. More train frequency at the current stops will be needed, not less.

I walk to the Grosvenor - Strathmore metro and live near the station. I don't have a way to get to other stations. It would be totally inconvenient.

I dont use these as much.

I would have no way to get to Medical Center - that would be a disaster for me.

I am indifferent as to the alternating destination schedules, however the time between trains will cause unnecessary congestion.

Please see previous comments. My family and I use the Metro regularly. Closing the Grosvenor stop will also have a negative impact on Strathmore Arts Center. Lots of people use the Metro to attend events there.

Dont close Grosvenor

Low confidence in metro's ability to maintain a schedule. Would be completely unreasonable to wait on the platform for 30+ minutes until the next train.

This would make it impossible for me to work or get food and medicine. DO NOT CLOSE GROSVENOR STRATHMORE

Please do not close the Grosvenor-Strathmore station. As previously mentioned, the adjacent stations are not within reasonable walking distance. White flint is nearly 2 miles, and there is not a sidewalk to get to medical center. This would have a significant negative impact on our community

My commute is Grosvenor to Medical Center, so closing Grosvenor would make Metro Rail unusable for my commute.

The Grosvenor-Strathmore station is just too important for the community to be closed. There are too many elderly, people with disabilities, and retired folks living in the area who depend on the service and access at this station.

Longer headways between grosvenor and shady grove would reduce ridership, upend and decimate the economies of the activity centers being built around white flint, twinbrook and rockville who are planning all of their future development based on the existence of the metro stations.

Shows at Strathmore would be hard to get to.

Unacceptable for the residents and for the visitors of the Strathmore Music Center!

Decreasing frequency would make our Metro rail system inferior and decrease ridership even more because of the inconvenience!

I am closer to DC, but infrequent stops at these stops means overcrowded cars for us.

I rarely use these stations, but do so on occasion. Because of the pandemic, I am not now using Metro (and have not ridden in the past year). I have received the first of two shots and expect to resume normal activities after the second shot (and waiting period), which should be in early April. I expect that many other riders will return and expect the same service we were used to pre-pandemic.

Waiting 30 minutes for a train at White Flint would make my commute much harder and mean that I would be less likely to buy a home in Rockville.

Again closing stations is unacceptable. Funds for the purple line should be redistributed to already existing metro lines.

I do take metro to visit my parents, the closest station to them is Shady Grove, it will make my travel time even longer with those time gaps

Given that there is no parking at medical center, it is not an equal substitute to Grosvenor-Strathmore

The commute to DC will not work without the Grosvenor-Strathmore station

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I dont use the Red Line.

Not frequent enough

If I need to transfer to Redline - will a train be available?

We do NOT want to see the closing of Grosvenor-Strathmore as we use it regularly and if we were to use Medical Center which is further away there is no parking. Also Grosvenor-Strathmore just did a huge parking lot expansion recently so why would that station be now closed? On weekdays it is all parked up (non COVID times) so clearly this station is highly used for commuters.

This plan will not work for me.

Too long wait time.

Same applies as previous

15 Minute intervals are okay, but 30 minutes is excessive.

Again, 30 minute headways not acceptable in my opinion.

Medical Center makes more sense anyway. Hospital staff

For many people, the Grosvenor-Strathmore station is the only reasonable way to access Metrorail.

Only because I never use the red line.

Closing the Grosvenor-Strathmore station would pose a hardship for me since I rely on it to get to work. Having trains arrive at White Flint every 30 minutes would make the situation doubly worse, and may deter me from taking Metro altogether.

Cant even believe this is on the list! The county has built up housing all around this cultural center and many schools in the area rely on the metro for student commutes.

Im most concerned about the Yellow line, but as mentioned before, if you cut service to every 30 minutes during normal work days - Im sure the majority of prior riders with commutes that are not horribly long will simply use other modes of transit instead (e.g. Uber), or go back to driving their own personal vehicles.

30-minute headway is ludicrous

30min is too long. 15min is too long on the red line.

Life will be back to normal in 2022. This will not only cause massive back ups and crowds in the platforms but it is wholly inconvenient for the riders who drive to the metro. Medical center has no parking. This plan does not take into account rider needs or the rider experience.

I have concerns about crowding at Metro Center and Union Station. They are crowded anyway, and if trains are arriving only every 15 minutes, I could be waiting for several trains to pass before I could get on one. It might end up being faster to walk and not take metro at all.

This would cause severe overcrowding on all red line trains.

I dont really use red line.

There is too great of a distance between the Grosvenor-Strathmore metro station and the nearest stations. It is not a comparable distance to make any real sense. Using the other closest metro stations does not support the Grosvenor-Strathmore community. More people will take to the roads and car services to bridge the gap which means more traffic, more pollution, and more congestion in an already congested area. Schools also use the metro stop as a drop off and pick up point. By closing the metro station, you are directly impacting the school transportation system and the ability of children from other areas to have access to these schools. Many of the kids use the metro to get to and from the buses. It will put an unfair burden on the kids and make private schools inaccessible to a group of talented and deserving children.

with 30 mins between trains, I would need to find alternate transportation. Metro would lose ridership.

Neither medical center or white flint have particularly good pick up spots vs Grosvenor does. This is a major station for visiting people in that part of the county. The additional cutting of trains for the further outlying stations would also discourage use to get there even though Im within walking/biking distance of a station.

I use Wheaton station too

I can't get to Medical Center station quickly. I use Grosvenor as station closest to my home. Switching to another station under this plan would double the time for an already long commute due to increased travel to station time and then half hour wait for train.

Again, any plan that increases the time between trains on the red line will negatively impact my daily commute to work and be a major inconvenience.

I do not use the redline

The mentioned stations have parking and high ridership with riders parking and taking the metro. Those trains are usually crowded. Waiting 30 minutes will be a big inconvenience. The Shady Grove train is always crowded during rush hour. Has metro considered how many people are on the trains.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

See my previous answer. Closing Grosvenor-Strathmore would be a tremendous burden for me and many others. I need a station I can walk to, both for my personal mobility and my operating budget. We must not make major changes based on pandemic status, it will come to an end and people will need transportation again.

Interested to hear how that would impact last trains. Last, late-night Red Line trains can take 25 minutes to arrive. Would this schedule impact that?

Again, Grosvenor-Strathmore offers parking and Medical Center does not. If metrobus service is cut in half, this is particularly problematic for anyone not living within walking distance of a still-open Metro station.

This is B.S.

If you close this station it will make it so much more difficult. I am physically disabled, and many of my neighbors are elderly and we are both similarly dependent on transit being physically nearby. I can deal with less frequent transportation, but complete lack of it will make my life a lot harder

I am rarely on the stretch of the network referenced in this proposal, but I imagine a significant inconvenience to many others.

I don't use the red line.

This could be a temporary resort during low ridership times. By 2022 the ridership demand will rise back. Then you are again going to be criticized for not providing sufficient services.

I do not ride the red line.

Once again, you need to consider the Federal employee and where the bulk of them live. Its been my experience that a great many of them live in the outer suburbs that Metro reaches so reducing the timings there will only buildup people waiting on platforms and for available trains.

Unless the schedule aligned perfectly with the yellow line to get between Alexandria and Rockville, no.

Ill switch to uber.

I do not ride Red line trains for work purposes.

Where would we park? On a personal note, it takes less time for me to drive to DC, yet I almost always take Metro from Grosvenor because I dont want to take a car downtown if I dont have to. Metro is more convenient. If you close Grosvenor, DC traffic congestion will increase as well. I can only speak for the red line, but this is poorly thought out. When Grosvenor traffic was measured, was the full parking lot taken into account?

Please do not close the Grosvenor-Strathmore stop.

I live on the red line and do not typically travel this far north.

It is ok with me if you close the red line.

Please do not close Grosvenor-Strathmore. White Flint or Twinbrook could be closed. They are not as much used than Grosvenor-Strathmore. I will be commuting again in January 2022 and needs this station to go to my DC office. Please do not penalize commuters due to this pandemic. All have lost so much already!

I live within walking distance of Grosvenor-Strathmore and use that station as part of my regular commute. Closing the station would be highly inconvenient for me and would require me to drive to White Flint, pay for parking, and wait longer for a train.

This would just make an already (at least pre-pandemic) overcrowded red line even worse.

As stated earlier, I purchased a condo at the Grosvenor station to prevent driving to the district for work. Driving is not feasible, as there is limited parking at my office bldg. in Southeast, D.C.

I cant predict my ridership in 2022 based on the uncertainty of remote-work. If I need to use Metro for my daily commute, then this would not work for me. If restrictions are still in place then it would work.

From time totime, we must make tough choices.

I do not use these stations.

I have not traveled to Grosvenor-Strathmore recently, but I may need to in the future and I believe the station should be open.

I am not affected by this.

Not ideal, but I can deal with it

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

Only use the Red line once a month but 30 minute spacing would drive me to take a taxi instead

No, this will not work for me as a young person who is very much planning on using the metro as my primary source of transportation in 2022 because I do not have a car, nor can I afford to buy one. At that point, I largely expect to feel safe enough to go about the city, which includes going to work, going to dinner, fueling the local economy, etc.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Not applicable to me but I feel for the folks this would negatively impact, there are many of them I'm sure.

I don't live in this area or use this station.

Please do NOT close Grosvenor-Strathmore!!!!

These headways are unacceptable, and Northern Montgomery County deserves more frequent rail service than this. Trains were regularly at crush loads before the turnback was eliminated.

If this station closes, I would likely not use Metro.

This change will not affect me.

I answered this question in my response to Proposal 1. Seriously, how much more would it cost to run trains to Grosvenor? Yes, I know there is scissors switch at Medical Center, but again why can't trains run to what has always--until recent years--the normal short turn station? Honestly, this proposal makes absolutely no sense.

This would work for me because I use the medical center station.

All ridership is low right now. You can't use that to close a station. What has ridership been in previous years? In non-pandemic times, if you aren't to Grosvenor station by around 8:30, parking is extremely limited. Basically, with this plan you're pushing people further out and overcrowding other stations, all while having people wait far longer. People are going to stop relying on metro, altogether. This plan is a way to lose more money, not help your budget crisis.

Wheaton and Glenmont need more frequent service than every 30 minutes.

The distance between Grosvenor and Medical Center is too far. I cannot walk that much.

I rely on Grosvenor, I walk to it. You can't have the end of the line at a station with no parking like medical center., for other passengers. Traffic on Wisconsin near medical center is a disaster, and would make it difficult for me to get picked up. There are no good buses for me from medical center either.

again, the 30 minute timetable is quite infrequent and could cause crowding. Although I hope COVID is more under control by next year, I think many people will still be concerned of being in large crowds of people.

See previous comment. This would be an economic disaster for elderly, poor people who are depending on sale of Parkside Village condos.

30 minutes is too long for people who are they my to get to work and home.

Keep the rush hour return around @ Grosvenor in the direction of Silver Spring

If the plan is to have economy improved, how can people get to work with such long train wait times?

Although I don't regularly go to Grosvenor-Strathmore, I do not want to see service restricted in case I ever need to.

Terrible headway for my station (Twinbrook) and amazingly crowded trains. The trains were already arriving at unreliable intervals before the pandemic so now you have to build in 45+ minutes to your potential commute each way? No thanks.

If the Grosvenor-Strathmore station closes, I will no longer use Metro. I am not willing to drive to another station and pay money first to park, and then to ride, when I would already be utilizing my car on a daily basis and navigating rush-hour traffic.

You don't know how to time a trip. You don't know which is 15 or 30

My concerns would be the same as the other Red Line-15 minutes proposals -- that if there is any kind of return to the office that train frequency would lead to over-crowding and insufficient trains.

No, no, and no. Remember also, there is additional density planned around Grosvenor-Strathmore, along with the White Flint property owned by Lerner (46 undeveloped acres!!!) 3 blocks away from that station.

I do not regularly travel to Grosvenor-Strathmore. This would impact those who do.

Waiting 30 minutes for a train is an enormous waste of time. I believe it will convert many people to find alternative, reliable and quick ways to commute.

This is not applicable to me.

That's how it worked before and it was fine.

I will not be able to use metro to commute to work.

This makes Metro a commuter rail, need to make a timetable, publish it and stick to it.

You shouldn't be closing stations at all, but if you do, I personally don't mind this one that much.

I use Wheaton, so there would be an impact, but it could probably be worked around.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

You absolutely should not close Grosvenor metro station. Many people like us walk to metro to take it to DC every day for work from the many apartment buildings that are around it, and many other people also drive to it from nearby houses in Potomac, Rockville and Bethesda. Many people outside of this area also take the metro to visit Strathmore theater and growing surroundings. It's an essential station on the metro.

Please take into consideration the people who live at Grosvenor Strathmore because of the red line - this could be disastrous to those who live in apartment buildings where sidewalks to Rockville or medical center are just not there or indeed would require walking on busy/dangerous street.

Grovesnor should not be closed. It is too important a stop.

30 minutes is too long of a gap between trains. Living by the Grosvenor-Strathmore station, this would make commuting very difficult.

I need to commute from Grosvenor-Strathmore station to Union station. Please stop at Grosvenor station every 10 min, instead of 30 min!!

Is your goal to eliminate all riders who use the parking lots North of Medical Center. Why would people want to wait 30 minutes for a train. I guess you also want to reduce the use of parking lots at Glenmont ad Forest Glen and Wheaton.

Commuter train instead of reliable central public transportation. More pollution.

This would add more time on my commute and other thousands of riders

Uh, dont close Grosvenor!

Please don't close Grosvenor-Strathmore!

I work at Twinbrook, and this would make me need a car rather than use the metro

Grosvenor-Strathmore is located in a residential area and shutting it down would mean limiting transportation for people living in that area who do not have access to other means of transportation.

I would stay with ride on you wood fillThe platform and train with too many people and too many people don't ware there masks at all or correct

I dont use these stations

The whole reason I bought my home near Strathmore metro was because its near my home and I can walk to the station, and go downtown, and many of my friends depend upon Strathmore to come to the Strathmore Music Hall. Why would you even consider closing Strathmore when you have the music hall across the street??? This would be a very poor decision

Every 15 min is still a little far in between trains but keeping the frequency higher between Medical Center and Silver Spring makes sense

Easy access to the Grosvenor-Strathmore station is integral to my ability to commute readily on metro. Without this access, I would have difficulty accessing metro, since I would have to drive to and find parking at another station, which adds time, money, and difficulty to what otherwise would be a good commute. For a lot of people who dont have cars, this closure would add a very heavy load/many additional difficulties and complications.

I would just need to allow for more extended travel time.

N/A

We moved to Grosvenor-Strathmore specifically for this metro access. Closing this station due to low ridership is unfair given that weve been under COVID restrictions for a year. This would be a hardship on us and would likely result in our relocating to an area with metro access.

I dont use the red line.

Need the Grosvenor metro station remain open.

There is zero parking at Medical Center and White Flint leaving this entire section of people with no Metro options!

Again, my trips usually start and end in Bethesda.

Grosvenor shouldnt close, and the northern county should still be served.

I am opposed to closing Grosvenor.

This also would ensure I never ride metro.

I live in between Medical Center and White Flint - there is no parking at Medical Center (which is in the right direction to Foggy Bottom) so I have to drive back to White Flint (pay for parking, which would be an extra expense) It would lengthen my commute time to well over an hour, (it is currently at 1 hour); Unsure whether or not there is or will be a bus to take from Grosvenor. I cant drive to work at Dept. of State in DC because there is not parking available, to be honest do not want to drive, due to traffic.

Closing Grosvenor station is the worst bad idea ever. We will protest openly and take WAMATA to courts of this happens!!!!!!

There is no parking at Medical Center and very little at White Flint. I would suggest that white flint is a better choice if a station needs to be closed.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

See previous response. Closing Grosvenor is not acceptable. Medical center and White Flint may look close on a map but it is not safe to walk to either for many people from many areas that Grosvenor now serves. This is not only an inconvenience but also dangerous if people, e.g., try to walk down Rockville Pike to Medical center, where there are no sidewalks and not safe crossings over the highway entrances.

fGrovesnor has many apartment buildings with residents that do not have autos. The closing of this station would be a hardship on them.

I dont understand what youre proposing.

Frequently use the Red Line to Grosvenor for concerts at Strathmore in the summer.

Prefer to have Grosvener-Strathmore open.

15 minutes too slow for rush hour

It would still be passable, because I could take the bus or bike to Medical Center. But that is much more difficult and adds substantial time to my commute.

Having to go further up Rockville Pike to park to take Metro downtown for evening performances, and then having to wait 30 min. for a train is unacceptable.

Too long a wait time

Terrible proposal. We depend on trains at Grosvenor!Don't close Grosvenor station.

I occasionally use this metro station to visit friends in the Rockville area, which is not super walkable to other stations. Please dont cut this station.

As stated before, trains every 15 min during rush hour won't work if ridership returns to normal by this time. Trains were already very crowded during rush hour prior to the pandemic when trains ran every few minutes. At 15 min, it will be impossible to board trains.

If Im not in classes, sure.

Keep Grosvenor Strathmore open and more frequent stops at the above stations

For me personally I wouldnt be too affected but for others, particularly hourly workers, the wait times would be major inconveniences.

As previously mentioned, I don't like trains Turing around in the middle of the red line.

Same comment as before consider rush hours and weekends. During rush hours It should be every 3 mins.

Other stations are too far from my home and I do not have a car.

Again. Thats not service. Its a denial of service that will never be profitable.

I guess. But it still ignores the reality that many Metro riders come from outside the Grosvenor-Silver Spring loop.

Grosvenor is a very busy station. Metro just expanded the parking garage for that reason. Shutting it down would create an overload in the nearby stations. And with the outer stations only getting trains every half hour, it will cause serious overcrowding.

Once again, I live at the Grosvenor Metro. Eliminating our station would be devastating. Please PLEASE keep it open. Also, this doesnt make sense, its essentially cutting the red line in half.

Please dont close the Grosvenor-Strathmore stop!

Negative impact to riders.

See previous comments. If low ridership is the issue, these changes seem likely to make ridership even lower.

Grosvenor-Strathmore is a highly used station with a bus hub and lots of parking. Running buses between grosvenor and medical center would cause more delays, overcrowding, force some metro riders to drive instead, increase road congestion, and more

If this happens I will stop using metro

30 minutes is long time to wait for a train. 15 minutes is better.

We want the full old schedule!

Very disturbing trend to see all of these stations closing when we should be encouraging public transportation usage. Municipalities may need to consider funding assistance to keep these stations open.

bought our house to be close to Grosvenor station

I can't predict my Metro travel needs in 2022. But for others who will be gradually returning to work in D.C. as Covid wanes, it will make their lives SO much more challenged without frequent Red line service beyond Grosvenor to and from work.

These are outside of my daily commute so this plan would work for me.

will you provide transport options for people who live near/use grosvenor-strathmore station? will there be space for waiting for taxis/uber, etc. bike racks?

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Parking becomes an issue, and If we have to get in our cars and drive to either Silver Spring or Bethesda to get on a train might as well drive all the way into town.

We need the stop here!

No. There are so many commuters who use the Grosvenor Strathmore stop. There's no way people could get to Medical Center and park plus commute. There are many apartment complexes near Grosvenor Strathmore that keep people from needing vehicles and this stop is crucial to the area.

No entiendo que razon tienen en insistir poner largos periodos de espera y existiera mucha gente esperando y exponerse a infectarse de cualquier enfermedad

Medical center does not have parking to handle increased ridership from closed Grosvenor station and White Flint may also not have adequate parking, assuming a return to normalcy. Again, this option makes no sense if you hope to see a return to ridership with return to economic activity.

Dont close GROSvenor metro station. Going to another metro station adds time to my trip. and I will drive downtown instead of taking metro. Ppl going to Strathmore Arts Center need a convenient subway stop. Every 30 minutes is not acceptable. We need better service than that. 30/60 minutes adds too much time to a trip.

You want to run about 6-7 trains between opening and expected arrival/office-opening-hours for most workers in downtown DC ? are you trying to lower the ridership intentionally ? we used to have 4-6 trains per hour in the morning.

Plan is absurd. These moves would absolutely destroy any confidence left in WMATA particularly after receiving a large infusion of cash from the federal government. These doomsday budgets hurt riders directly, as well as businesses & any faith from the the general public

I use the grosvenor station everyday (in non covid) for transportation.

better service and the riders might come

Adjust based on weekdays and weekends.

We take the metro to strathmore for concerts regularly. Closing the station would essentially take that venue off the table for people who don't have cars because of the added inconvenience and travel time.

I live near metro in Bethesda and go to Groevsnor to see friends and my daughter. I am elderly and am hoping Strathmore will open up. Starving for good live music.

Weekday rush hours may not work on a 15 minute schedule if ridership returns to pre-pandemic levels or even close to that.

This could potentially double my commute on the Red Line

This is a very confusing service pattern to communicate to riders.

I take red line to take to work

This is by far the worst proposal. Do not close Grosvenor! You just spent a ton of money expanding the parking there. It makes no sense!

I don't use the red line as frequently as other lines, but I would prefer less frequent metros on the line than completely closing stations.

I am against closing the Grovesnor Strathmore station

The parking situation at Medical Center is terrible and impossible to get out of at the end of the work day. I hope you're doubling the capacity and fixing the infrastructure in place there if you're going to send everyone from Grosvenor to Medical Center in the morning.

Short sighted. Hard for commuters living at Grosvenor and when Strathmore Hall reopens.

Depends on future events that may return to Strathmore. If Strathmore reopens, patrons will need this station. Perhaps opening the station during scheduled events would be helpful.

I do not want grosvenor closed. The station at Medical Center is a nightmare of traffic. Especially the rush hour with Walter Reed. To dump even more people out at that stop would be a disaster.

The only reason there is low ridership is because of the domino effect the mandated shutdown has created among businesses. If everything opened back up again, ridership will increase!

Not everyone has the luxury of working from home!

Again, my answer would be different if I used the Red Line regularly.

30 minutes at twin took would lengthen my commute terribly

Related to the last question, if you remove Grosvenor, will there be alternative services between Medical Center and White Flint? When would this closer be reviewed for reopening?

Close Grosvenor?!?! Why? Low ridership??? The garage and station always seems to be well-used to me.

This would result in no service benefit to the eastern side of the red line so is even worse than proposals 1&2. There are also serious racial equity considerations for this proposal given MoCo demographics

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This would work for me now, because my station is Grosvenor-Strathmore -- but I'm planning to move in 2022 and may be closer to the White Flint and Twinbrook stations -- at which point it would not work well for me at all.

Waiting 30 minutes for a train is unacceptable. It would limit my ability to get from work at a decent hour and extend my travel time which is already 1hr

The loss of Grosvenor-Strathmore would lead to the loss of my full-time job and be devastating to myself and my family. I absolutely depend on Grosvenor-Strathmore remaining open in some capacity.

Grosvenor Strathmore is extremely important for me.

Closing Grosvenor, particularly after investing so much in the new parking project, seems like a bad idea.

There is no parking at Medical Center for commuters. This would be a terrible plan. It would be better to close Medical Center and keep Grosvenor-Strathmore that offers parking,

Absolutely not. Parking at the nearest stations to Grosvenor would be a nightmare.

I will stop riding metro altogether.

For me it's fine but I know some young people that go to church near there.

I use Grosvenor-Strathmore to get to work from where I live in DC. This would cause me to go to another station causing delays when getting to work

How am I supposed to get to Medical Center to continue my travel if the Grosvenor-Strathmore station closes??

It would be a nightmare a simple commute would take an hour.

I usually ride from/to Grosvenor.

Definitely would not work out for me. The Grosvenor-Strathmore station is convenient and helps me travel from place to place easily. The reason why I moved to this area is because there's a metro station.

No way! It's SO FAR to another station it's a 30+ minute walk to medical center and 45 min to twinbrook. There are so many people in that area that would be devastated and have no other real way to get to work in the city if Grosvenor shuts down! If it stays open and trains were every 30 min then it's manageable if it wasn't forever.

I am not a frequent Red Line rider, so this proposal would not have a significant impact for me.

Again a terrible idea, low ridership is due to COVID, COVID will be over by January 2022

Do not even discuss option to close any stations. It is not a solution.

As I shared in the last question, closing Grosvenor AND making trains every 30 mins would be horrible, especially as the number of commuters increases in 2022

This would make the service unusable. Options that are walkable would be eliminated for me. Reduced service is something I can work with. Complete closure of the Grosvenor station would make the service no longer be a travel option.

Rarely ride Red line

I don't think it's wise to close Grosvenor-Strathmore.

This does not affect me right now.

Why are you shortchanging Grosvenor? How would commuters at Strathmore be served? Huge developments with high density have been approved and built based on the Grosvenor METRO station!!! The traffic would be unbearable gridlock.

Turning half of the trains around at Medical Center (and I assume Silver Spring) is a horrible idea. There are large amounts of housing (and more being built) near all of the following stations (White Flint, Twin Brook, Rockville and Shady Grove). Additionally, many commuters drive to those stations to park and catch the train. This change has the impact of 30 minute waits at all those stations which will increase platform crowding. 30 minute trains are a huge inconvenience. I will add that having watched trains turn around for some years at Grosvenor, it's time consuming for the conductors, a pain for commuters who have to get out and wait, and I don't see what it gains Metro.

This would make transferring during rush hour very difficult

Our neighborhood needs this option for commuting.

This seems good since much of the red line would maintain acceptable service levels.

These stations don't affect me so I don't know

Again, this would work only if full service is restored post-quarantine. Also - is there convenient bus service between closed station(s) and nearest open ones?

Grosvenor-Strathmore must remain open with the same service it has now.

I am not affected by the above proposal. Again, I am only worried about my daughter who's planning to move to Rockville.

This option, though inconvenient, is a better plan than closing any station.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Substitute Grosvenor for Medical Center. there are many who travel from Grosvenor to Medical Center, and will be more as the area opens back up from the pandemic and go back to work. More new apartment buildings are planned for north of Grosvenor.

Terrible idea to cut service to Shady Grove for many working class people and to deny the parking garage at Grosvenor.

Whoever thought of this is missing the point of the increased parking they just completed, as well as the commuter population that lives in the area and will require train service to return to work once the pandemic subsides. This option was not thought out for the long-term consequences of both the local population as well as the countless commuters who park at Grosvenor to commute into DC for work once the pandemic ends.

Much of Rockville/North Bethesda is becoming a more prominent population center and economic hub. This proposal would stymie that growth and in turn harm metro in the long run

15min headways are too long.

There is no parking at medical center. It does not work for people who don't work there, i.e. the people who normally use grosvenor.

I typically dont take the red line to these stations, but in general 30 minute headways to any station is embarrassing, ridiculous, and will be guaranteed to be the death knell to the system.

Need to get to work and my shifts vary

See comments on prior redline proposal

We live between Grosvenor-Strathmore station and Medical Center station. But, we use Grosvenor station often due to the availability of parking.

As a person with a disability I rely on trains at grovesnor

I dont currently use the Grosvenor-Strathmore station, but I have had friends who live at this station and can imagine closing this station would have horrible economic and travel impacts on the many people who live here.

People would like to actually be on time for work. A fast flow of traffic would make the most sense.

I use the Silver Line

Grosvenor-strathmore is my main transportation to my job. There is not parking at the hospital where I work (walter Reed medical center) like many of my co-workers when are provided with metro benifits to use the metro due to lack of parking

Although this is damaging to Metro ridership, I agree with prioritizing frequency in central stations

Dont close Grosvenor-Strathmore-----When there isnt a pandemic, we ALL ride metro.

My works metro stop is at NOMA, and lowering the train frequency at those locations will undoubtedly affect my ability to board at rush hour.

I live close to Forest Glen and work in Tenleytown. The metro is already challenging because of the U shape. The reduced transit would make it unlikely that I would take public transit to work. In addition, as I am charged with TDM at my school, removing these lines and reducing service, especially during morning and afternoon times, reduces options for staff and students to take transit to school.

Not applicable to me, but strongly opposed to closing stations and further limiting access to public transportation to those who dont have other means

I think closing Grosvenor-Strathmore is a mistake. I live near Forest Glen/Wheaton and have had long cold waits for a train at Silver Spring. Commuting like that every day would be very wearing.

I dont understand the plan but assume that it has been carefully analyzed to be sure people are safe getting to/from work, especially in bad weather and late at night.

The trains will be packed by the time they arrive to the next station with these schedules

Too inconvenient, but better than closing the station altogether.

I don't live or work on the red line.

The music center at strathmore!!!! Also I consider 30 minutes to be a completely unacceptable waiting time between trains under any circumstance.

Not within my ridership area.

I should not have to pay for half as much service if I am at a 30 minute station. This would create major delays and extend my commute. The stations that are the end of the 15 minutes stations do not have adequate parking.

Dont close stations

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

The Grosvenor-Strathmore metro station is the sole reason I purchased my home in Grosvenor Park in 2015. The station does not have low ridership numbers. Countless Maryland residents rely on the Grosvenor-Strathmore metro station to commute to work in DC. Pre-COVID, the Grosvenor station would be completely with passengers during morning and evening rush hour times every day of the week. In fact, the Grosvenor station is such a highly utilized metro station that many times passengers would not be able to get on a train due to the large number of commuters, or, is passengers were able to get on the train it would be standing-room only. The Grosvenor metro station's ridership numbers are not low, and that station supports numerous Montgomery County communities.

I don't live along red line. So I can't answer this question.

I personally would be fine. You're going to have a lot of angry residents of Grosvenor and some traffic issues on Rte 355

How would people going to events at Strathmore get there if they usually rely on Metro? This would negatively impact an entertainment venue that has been severely impacted by the pandemic.

Depends on the level of crowding, and it is exacerbated by any delays on the tracks.

The red line is not one of my primary lines of commuting.

Severe degradation of Metrorail service

Again, a train every 30 minutes is basically unusable

So anyone going to an event at the Strathmore would just have to suck it, right?

15 minute headways are not acceptable

Closure of Metro stations is not the answer. Currently you have an overwhelming number of people teleworking, who pre-COVID would be taking the Metro. Prematurely closing Metro stations before knowing how ridership may increase is a faulty approach.

I don't personally use Grosvenor-Strathmore station but it would be nice to have it available to go to the concert hall for instance. This is basically the same as proposal 2.

A wasted infrastructure

At this point, I'm working from home as my employer has shut down our DC office because of the COVID-19 pandemic. Once life gets back to normal (when the pandemic is over), whenever that is, employees in my office are likely to be expected to go into the office again, so while a schedule like this may work now (i.e., in 2021 while the pandemic is still going on), it's not likely to work once the pandemic is over and other workers like me go back to working in the office.

I rely on Grosvenor-Strathmore for my transportation, so this would prevent me from being able to get around.

If the Grosvenor-Strathmore station is closed I will cease using the metro.

At least the trains would be running

This would play into the problem of more private car usage for commutes. Many people choose to live along the Red Line for its convenience for accessing the urban core of the District and other areas served by Metrorail. Reducing service to that of a country commuter train - albeit one without the comforts of a system like Metro-North or LIRR - is failing people who moved with Metrorail access as part of their preference for location. Sorry - this is a silly proposition.

Yes because I do not often use these stops (but understand others may).

Half an hour between trains in Rockville is too long.

Closing Grosvenor station would be devastating to my family's commute and home value. Likely requiring us to relocate.

Metro should not be closing stations unless work is being done or for an emergency. Again, Red trains should go to Shady Grove during the midday, evening and weekends unless work is done reducing service to a single track beyond Grosvenor

Trains will be too crowded.

How would I get to the other stations? I can't drive and park (no parking at White Flint, limited, I believe, at Twonbrook and Rockville and silly to drive all the way to Shady Grove. Not to mention I would have to get to Shady Grove so early that it would be silly. You built a large parking lot at Grosvenor for a reason.

Terrible delays to get to work; and trains will be overcrowded. This would force a backlash - people will work from home more - rather than buying tickets to get to work; this would reinforce your losses.

This will result to overcrowding, just like before. Please keep trains running the whole red line from Shady Grove to Glenmont & back. Thanks.

I am not currently dependent on the red line. This may change as 2022 approaches as I may be working a new job or be living in a new neighborhood.

Yes keep it as it now

Not enough trains running

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I rarely use these stations but think access to them is essential to people who work or live near them.

Not a red line user

I rarely travel this stretch and would not be impacted.

Would be impossible to get to work. White flint is too far to walk to

With funds allocated, no need to make any changes.

The stations with reduced service are generally outside of our regular usage patterns; thus we could easily adjust our timing to correspond with the reduced schedules. This note applies to other options also: reduced service would be much easier to cope with assuming that arrival times are accurate and easily available on phone applications so that planning is facilitated.

I dont know how I would get to work. My stop is at grosvenor.

Please do not close Grosvenor station. I can't commute.

Same as my comment on proposal 2. I live near Glenmont and wouldnt be happy about having to adjust my schedule so finely to take the train, but its doable.

I have a family member that works near the twinbrook station

I use the Grosvenor-Strathmore station several time a year

I don't use those stations.

I have no way to walk from Medical Center or Twinbrook to parking or apartments at Grosvenor. It is not walkable because of distance and an additional bus fare would be cost prohibitive. I would just drive to work and stop using metro altogether.

Like I said previously please dont close any stations

Need Grosvenor

Need Grosvenor

It would not affect the stations I use most frequently.

Due to work and volunteering, closing Grosvenor Strathmore station would be very debilitating to me and my family. We moved here to the Grosvenor-Strathmore area to be as close as possible to the metro!

Dont use that line

Need to keep Grosvenor open

As stated in an earlier question, this would increase my overall commute time from 4 hours to 6 hours or more.

again, same comments as previously. ridership will pick up soon as life returns to some normalcy and nothing should be changed to the detriment of riders.

This makes more sense than the other cut backs.

Every 30 minutes to Forest Glen seems like a long time. Would have to make more use of Silver Spring station. It seems Forest Glen was pretty when I was using it to commute.

I rarely ride the Red line.

SHORTER TWO CAR TRAINS EVERY TEN NOT EVERY FIFTEEN MINUTES.!

WE need B=Grosvenor Station to stay open. This is why I moved to Garrett Park Estates so I can walk to the station and travel to DC.

This would still be concerning with increased crowding on trains, especially considering the red line has delays once a week (at least) so for some stations with delays it would be ~45 minutes which is a long time to wait

Dont overcrowd the red line! WTF!

turn around to create higher service in red line core makes sense; 15 min headway way too low

I do not have a car. It is not possible to walk to the Medical Center metro from my home (there is no pedestrian walkway on the bridge that goes over the Beltway). My only option would be to take a bus to the Medical Center metro. The bus would take time, and metro would only be running every 15 minutes. Simple errands would take hours and commuting into DC for work on this schedule would not be feasible. If metro closes the Grosvenor station, I will have to sell my home and move.

There is no parking at Medical Center, so if Grosvenor riders are forced off there, how are they supposed to get home? If we have to go out to White Flint, is there enough parking? You are also adding more commute time. Honestly, if Grosvenor closes and you sell off the land, as I suspect you are trying to do, for more housing, the chances we would use the metro for anything - Nats Games, Concerts, work - would be non-existent and we would just go Uber and Lyft. We live by Grosvenor for a reason, if you take that away, we will not use the metro at all.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

AS STATED BEFORE, WAITING 30 MINUTES FOR A TRAIN (ESPECIALLY IN THE WINTER) IS NOT ACCEPTABLE. I LIVE IN THE CITY PRIMARLY BECAUSE OF THE AVAILABILITY OF PUBLIC TRANSPORTATION

DO NOT Close Grovsnor-Strathmore. It is the first station on the north side of the beltway. Closing it will cause a MASSIVE TRAFFIC JAM between the beltway and Medical Center (which has a terrible kiss and ride area). Traffic at Grosvenor-Strathmore will be the fastest to pick up after people are vaccinated as it has a large number of apartments within short walking distance, and is the logical place for drop off and pickup at all hours when the system is open. The traffic is far enough away from Rockville Pike to not burden the Pike with dangerous cross-traffic (which would definitely happen at Medical Center). It is NOT REASONABLE for people to have to walk across the beltway to Medical Center. Its almost a 1.5 mile walk up to the White Flint Station. DO NOT close Grosvenor-Strathmore. In the past when Ive travelled the red line, about 80% of the traffic on the train gets off at Grosvenor-Strathmore, with very few people continuing on. This is clearly the WRONG STATION TO CLOSE for any period after June 2021.

While I would need to wait longer for trains at my home station Van Ness, it is better than not turning trains around again. I pity people using the stations further out since I think a 30 minute wait is a terrible idea.

Do not routinely use this route.

Pre-CV-19: The Grosvenor station lies within walking distance of thousands of people. People in my neighborhood of Parkwood, walk and cycle there all the time.

MY AUTISTIC SON NEEDS THE GROSVENOR-STRATHMORE METRO STATION TO BE OPEN SO THAT HE CAN GET TO AND FROM WORK. HE CANNOT DRIVE A CAR.

This proposal pushes commuters currently using more distant Red Line stations to drive to stations with far fewer parking options. Due to Red Line changes, it pushes me as a commuter back to driving every day, rather than using Metrorail and risking an extra 30 minutes on my commute. I pay a premium for the a long trip, almost the max fare, and Im unwilling to pay that premium for inefficient service.

I dont use that section of the red line very often.

Medical center doesnt have good parking so it would be a poor choice for the last frequent train station on the red line. Grovesnor has the parking infrastructure needed to perform this role.

OH HELL NO. Not a chance. See comments to last proposal.

I do not use these stations.

See comment to proposal 1.

We have many elder residents living in this neighborhood who are dependent on Grosvenor-Strathmore station on the daily basis. Closing this station will be a huge problem for them.

How are riders without cars expected to get to Strathmore events?

A 30 minute window is an absurdly long wait for a train. If I needed to get somewhere this would take massive amounts of my day and would make Metro not with riding. I would seek out biking or rideshares instead as some places a rideshare would get me to my location in the 30 minute wait I may have for a train.

No parking at Medical Center. Keep Grosvenor Strathmore open!

The purpose of metro is to safely and quickly bring labor force in from suburbs and help them get back home. There may be fewer stations that are too close to each other (like Fed Center and Capital south) and that can be replaced by bus service or bike. We need service to help families who have 1 car and greatly rely on WMATA for transportation to and from work.

Closing Grosvenor-Strathmore means I drive to another station and pay for parking or take a bus to and from another station adding more than 1/2 hour to each trip. It's more convenient and cheaper to drive at that point then to use metro at all.

Leading to an increase in car ridership and pollution potentially I suppose. Not great for our green goals of, you know, saving the planet.

Grosvenor is a popular station...it has a lot of ridership with great parking.

Would work for me but not for many seniors in the Rockville area.

Assuming I am able to return to DC and work in-person by then, 30 minutes is far, far too long a window to work during the work week. Trains would be far too crowded, and any delay could cost another half hour. Many people who work in DC live in Rockville, Shady Grove, etc. Its not realistic for those people to bear such burdens and costs.

We would plan fewer trips and would have to use car travel far more.

It is critical that we increase opportunities for public transportation rather than decrease.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Im very sorry for all of the personal stories, but again, not all families have cars or want a car. I have six children and am so happy to live near a metro station and can take the train everywhere that I want to go. My daughter takes the red line to her Kendo class!! We will all be very sad if trains arrive only every 30 minutes. Imagine if she has to stand there with all of her gear on the platform for 30 minutes. The crowds... people will come back to metro once the pandemic is over!!! I also worry so much about those that are truly dependent upon the metro for financial reasons. Not everyone can afford a car. Some people need to take the train and get to work. They have children and cant really leave for work 30 minutes earlier or get home 30 minutes later.

I dont usually ride past Bethesda metro stop

These changes would directly lead to overcrowding and more delays on the trains.

No one could take Metro to Strathmore events. Much less likely that people would attempt to go there for entertainment.

So Grosvenor station would close increasing my walking time to 30 minutes to the White Flint station where Id potentially have to wait ANOTHER 30 minutes? No way will I add an additional 2 hours of commute time. Again, we literally chose our home because of the Metro station proximity. This would hurt tremendously.

This solution would serve both my work and leisure needs

Closing Grosvenor is unacceptable

When there are separate trains that stop short of Shady Grove, they are half full, and the ones to Shady Grove are overcrowded.

I dont use the Red line.

I park at Forest Glen and commute downtown to various locations. In the late evening I return. Waiting an additional 15 minutes on the exposed platform at Silver Spring would impair my return time significantly, especially in inclement weather.

Many of us now have made three fundamental life changes over the past couple years. These life changes essentially allow WMATA to go forward with the proposed service reductions for the following reasons and because of the following life changes:1.) We moved from far out suburbs such as Springfield to Arlington so that we could be walking distance from high traffic Metrorail stations such as Courthouse and Rosslyn.2.) Our income is derived from SSDI partly because we are incapable of getting the good jobs barely reamining after our occupations were outsourced, automated, or otherwise eliminated altogether.3.) We now reside in Section 8 apartments which are walking distance from the aforementioned high traffic subway stations.

I don't use the red line and these stations enough to provide a stance on the issue at hand.

Grosvenor is our stop.

I'm not a typical rider of the red line.

If I take the red line at all, its to get me to Medical Center.

I rarely am out that far on the red line.

The long interval between arrivals at Shady Grove concerns me. I worry trains would be overcrowded from their departure. This was not the case before the Grosvenor turn back was removed in 2019, but the interval was 16 minutes rather than 30

I rarely ride the red line, so this wouldnt affect me.

This is a bad idea. You dont build ridership by limiting access to your service. Why dont you close the Bethesda station instead?

Yes to 15 mins for medical center - silver springNo to 30 mind for stations north of grosvenor. Would prefer a shorter wait 15-20 mins if closing grosvenor.

This would make use of Metro to get to Strathmore for events impossible.

Having to wait a few more minutes for a train is preferable to stations closing.

If Strathmore Center resumes programs, this likely will kill attendance.

Do not use Red line for commuting, so largely will not be affected

Please do not close Grosvenor-Strathmore. It is close to large communities that rely on it for transportation to DC and other transportation systems.

What happens when Strathmore is back in business for events?

In the last several years I have rarely ridden the Red line and never that far out.

I commute between Shady Grove and Braddock Road. If trains arrived every 30 mins, I would drive instead of riding the metro.

Too long of waits between trains. Poor parking at those stations. Strathmore Theater was great to go to because the train stopped there and did not have to worry about parking and driving down the Pike. I think this plan will have a negative effect on Strathmore.

It will change why I moved here and may cause me to consider moving.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Thirty minutes is too long a wait. Elderly people using the Grosvenor Strathmore Metro would not have a good way to get to the performances or another Metro.

Closing Grosvenor would not work for me (see comments on that proposal).

DEFINITELY do not want this. There's no parking at Medical Center to use that as our primary, you would be forcing us to go to a station with service only every 30 minutes and parking was already too hard to find at White Flint. THIS IS ABSOLUTELY A BAD IDEA... you would be crippling The Strathmore in a terrible place w/o a metro stop when they've developed their business plan as having that available. There are so many existing and new apartments at this stop, and they moved there with the understanding they'd have easy metro access.

I don't take the red line so this is fine by me

HELL NO. WHERE THE HELL ARE FORMER GROSVENOR RIDERS SUPPOSED TO PARK IF THEY NEED THE 15 MIN TRAINS???

Shady Grove needs more consistent trains. Have you considered trains with fewer stops and better service to stations like Shady Grove?

Trains running every 30 minutes on the redline north of Grosvenor would be prohibitive to commuting to DC.

I moved to my currently location solely for the Grosvenor-Strathmore station.

Not applicable to me, but it seems to me the distance between those stations is quite long. If I had difficulty in general getting around, that would be a clear hardship. I'm wondering now what the ages are of the people who are considering these closures. Are they / you so young that you have difficulty imagining getting older and being way less able to move around?

Again, this works for me because I do not go to those places, but I hope you listen to the people who live and work there over others.

Reduce number of cars and have trains running on an hour basis.

No this should not be shut down because this is very close to my home and it would be a huge inconvenience. I would stop using the metro

I commute from Twinbrook or White Flint and 30 minutes waiting for a 30 minute commute? Does NOT work for me!

My job is off of White Flint. This would add significantly more time to my commute and would not give me the flexibility I need in my schedule.

Medical Center is NOT an easily accessible station. If anything it would make more sense to close that station and maintain trains at Grosvenor-Strathmore as there are no NIH checkpoints to deal with. The fact of the matter is the stations on the redline that are NOT in the city are all paramount for commuters.

I think train service every 30 minutes is much too infrequent and it will trigger road congestion as commuters seek faster commuting solutions. It is also a disservice to those who must wait outdoors in bad weather for a train.

I don't take the red line outside of DC

Ridership from Grosvenor has dropped during the pandemic because many people who live in this area work for the federal government and therefore telework. Ridership will pick back up as the pandemic ends and people return to work. Reducing frequency at Grosvenor will drastically affect their ability to commute.

As I stated previously, I have lived near the Grosvenor-Strathmore Metro for nearly 30 years. I use Metro for entertainment, family events, doctors visits, and volunteer work. I expect that as I age, I will become even more dependent on Metro. I expect that life will have returned to normal by 1/22 and I think it would be a hardship on my neighbors if the Grosvenor station closed -- not just Seniors, but the young people who use this station for school, classes at Strathmore, and much more.

I need frequent rides in red line between Grosvenor-Strathmore and Shady Grove.

If the metro closes Grosvenor Strathmore, white flight is the closest option for many people who don't have cars, because of the way Rockville pike cuts through, so ridership at that station will likely increase. Again, closing Grosvenor Strathmore would DRASTICALLY reduce mobility for so many people- I literally chose my location of residence because of its proximity to the train station, as I know the majority of my neighbors have as well. I understand reducing time, but closing stops altogether - and I think this goes for anywhere, not just Grosvenor - is a terrible solution because of how far away stops are from each other. This is not a walkable city. Even if I were to consider biking to the other stops, there is no easy route to either White Flint or Medical Center - the most direct route to White Flint is biking up Rockville pike, which does not have a bike lane. This city is made accessible by its metro stations, and removing those would be a tremendous loss to the community

This is not a station that I frequent.

Keep current schedule

This is a terrible idea. Housing is quite dense between White Flint and Medical Center. Thousands of people will probably be returning to work at NIH main campus and Walter Reed by next January, and you would be forcing riders either to compete with them for platform space or go to White Flint, where they will be jammed on a platform only to get onto a jammed train. If Grosvenor is closed then trains should be every 15 minutes past there. This is not fair to people who can't afford Bethesda housing. Bethesda is close to both Medical Center and Friendship Heights, but it doesn't seem to be on the chopping block.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I will be using Grosvenor Strathmore once things return to normal.

If Grosvenor station is closed, I would drive downtown instead of using Metro. I only board/disembark at Grosvenor/Strathmore.

Do not close Grosvenor. It is ridiculous. There is a station already and you need to keep it open. It is convenient for people and businesses. Keep Grosvenor open.

YOU MISTYPED THE HEADING

Again, if I miss a train, I'm screwed. I live by Glenmont, and if the trains are running off schedule and I miss one and have to wait 40 minutes... at that point I'll just drive.

While one can coordinate a bus-rail transfer, scheduling such is always difficult. Also, the last time I used Medical Center, the escalators made such a loud, ear-piercing sound I swore I would not use Medical Center until that situation was solved. It was difficult to hold onto a handrail while trying to block the sound out so that my hearing would not be harmed. Again, this would make any commute undesirable.

NOT Grosvenor-Strathmore, where you would be inconveniencing thousands of patrons who come to Strathmore Center for the Arts via Metro, not to mention the commuters who live nearby or on bus routes to Montgomery Mall and the Rock Spring Office Park

Provide as extensive and efficient service as possible.

Grosvenor is better than White Flint with the extended parking that just completed.

Grosvenor-Strathmore is the station I use and walk to. Closing it would make my commute downtown much worse and severely damage my property values. In addition, the longer wait times at other stations would make my commute so long that I would not longer be able to take the metro.

WMATA has never embraced the elimination of the Grosvenor-Strathmore turnaround, and this is yet another attempt to go back to pre-2018 ways of operating. Studies have shown that train overcrowding was significantly reduced with elimination of the Grosvenor-Strathmore turnaround and that ridership at the four impacted stations grew. This whole plan is shortsighted as people will be returning back to the office in the fall.

As I mentioned before, covid is on the decline so this plan needs to change. People will be returning to work, and heading to DC for other reasons. This would cause overcrowding on trains and parking lots and create chaos.

As a Wheaton resident, trains every 30 minutes are not sufficient for me. If such a proposal needs to be enacted, a published schedule needs to be made available so that riders know when to expect trains, rather than arriving and discovering that the next train is 25 minutes away. At Wheaton I also worry that these headways might lead to injuries if people try to run down the escalator to make it to the train on time.

don't use red line in MD

I'll leave Red Line folks to fight about the Red Line.

I will not need to travel to stations further out.

Grosvenor Strathmore is an important neighborhood station.

I don't ride the red line often, but it's usually for after-work plans. I would never use it if I had to wait 30 minutes outside after dark.

Everyone knows that Grosvenor is the hub for North Bethesda and South Rockville. Must be the same imbecile who proposed the previous idea. Now he/she DEFINITELY needs to go.

How do we suppose to get to Medical Center? I use Grosvenor-Strathmore to get to Medical Center

I do not know if this would impact the commute from Metro Center to NoMa / Gallaudet University station (morning) and return (evening).

Low ridership over the last year at Grosvenor has two OBVIOUS causes: (1) a global pandemic that has forced people to work from home (2) the construction in the parking there. Please think long term not short term. The expense and improbability of re-opening a Metro station impacts public transportation for generations.

Please don't close the Grosvenor/Stratmore station

Medical Center is just too far south to drop the number if trains so low.

I hope to go to Strathmore again some day and the Metro is the only way for me to get there.

I do think trains should run more frequently, but do not think this change would specifically impact me.

A11 is a key station for bus connections. Once again, 30 minute headways from A11 A15 will not do any good to the Metro system and will dry up fare revenue. Keep the stations open and operate at 15 minute headways along the entire line.

Closing Grosvenor-Strathmore is a terrible idea. It isn't possible to walk directly to NIH station due to lack of sidewalks on Rockville Pike by the Beltway. White Flint has no parking.

As soon as I am called back into work my travel needs will be exactly as they were in January 2020.

for the same reasons it wouldn't work if Grosvenor stayed open--15 minute intervals is way too long.

| |
|---|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| No plan in which you close Grosvenor works for me |
| I don't use this part of the line. |
| Horrible, horrible. I just dont understand why Metro would close down Grosvenor. Pre pandemic, it is a very busy station. |
| Every 15 minutes is not enough during rush hour. |
| Not opposed to the timing, but I dont think closing a station should be an option. |
| I live right at Grosvenor-Strathmore and having the train right there was a major factor in my decision to live there. |
| Recent low ridership cannot be used as an excuse to gut Metro. The proposed cut will further drive down ridership. This DC administration will be remembered for killing the Metro. |
| This becomes a terrible burden of additional time required for commuters to arrive at work on time. In addition for those that use Grosvenor, likely would go to White Flint where the parking garage would be overloaded, adding even more time to find the need to go further north to find parking at Twinbrook. |
| This question has no logic. It says Every other train operates between Grosvenor and Medical Center and then says If Metro closes Grosvenor. If Metro closes Grosvenor, I have no use for Metro. |
| Do NOT close Grosvenor!!!! Yes it is close to Medical Center but Medical Center has no parking for the public |
| The Grovesnor area is slated for further residential development. If an investment was made to make the closer Kensington neighborhoods a more reasonable walk, that further increases potential ridership. |
| We need access to the Grosvenor-Strathmore station. The other stations (medical center or White Flint) are too far to consider the impact of the time change between trains |
| I do not use the red line consistently enough for it to matter to me. |
| Like I stated it depends I feel that if people do not live or commute to any of the locations that METRO takes into consideration other options like maybe a shuttle for those that do only if the ridership is extremely low. |
| But again, I am lucky that I just need the part in between. I know people that this would hurt. |
| I live by the Grosvenor-Metro station on purpose, to facilitate Metro access and use. Closing that station would make living in this area no longer possible or attractive to me. Some level of bus or shuttle service that could operate at stops by the Grosvenor-Strathmore station could mitigate some of the issues caused by closing the Grosvenor-Strathmore Metro. |
| No. I live at Grosvenor and work at the Medical Center exit. I would have to drive to work everyday |
| I live within walking distance of grosvenor strathmore and depend on this station |
| As a senior citizen, I would need to take a bus to White Flint. I moved to this area because of the convenience of the Grosvenor-Strathmore metro. I feel safe using metrorail but not so safe using the bus, waiting outside and using the stairs to enter the busy are dangerous. |
| Doesn't affect me at all |
| This is a terrible idea. This puts all Montgomery Co passengers in the western suburbs at a huge disadvantage. There is no parking at Medical Center and limited parking at Bethesda. This makes Metro very unattractive for passengers from North Bethesda north and west who rely on the metro. If you close Grosvenor Strathmore, at least have trains turn around at White Flint where there is ample parking and more passengers can take advantage of every 15 minute trains. |
| Do not close Grosvenor station. It makes no sense to close a station. |
| Why would Grosvenor-Strathmore close with the upgrade in the parking garage taking place? This is the closest station with parking in the area. What is the ridership percentage at White Flint and Twinbrook? |
| Ridership is down because of COVID but business, courts ect will start opening back up. Should take this time to make improvements! |
| Im not sure how this is different from the earlier proposal--you still have trains arriving every 30 min at the sub-urban stations, which will cause riders to shift to their cars. You cannot afford to lose riders. |
| Neither of these proposals works. Grosvenor-Strathmore should not be shut down. |
| Closing Grosvenor is a terrible idea! |
| Our entire community depends on the Grosvenor-Strathmore station and this would leave us with few travel options. I wouldnt want to take the bus and would avoid using Metro Rail if forced to do so. |
| Trains need to run more frequently between silver spring and medical center. |
| any plan where you close grosvenor is a bad plan. any plan where trains arrive every 30 minutes is shitty. the delta shuttle between DC and NYC runs ~ hourly... |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Makes system unusable. Also destroys use of Strathmore Arts Center by public transportation further damaging the arts.

I live at Grosvenor because of the Metro!! And Strathmore. Too long a walk to Medical Center and White Flint.

I live off Grosvenor-Strathmore stop and closing it will decrease my usage of the metro almost completely. Metro Center and White Flint are walking distance from my home nor easily accessible by MetroBus.

The proximity of Grosvenor-Strathmore to the Strathmore Museum and Beach Drive is very important to the community. Closing this stop would be very challenging for riders, given that White Flint and Medical Center are both located more than a mile away.

Grosvenor-Strathmore station serves large number of population and should stay open.

I would like Grosvenor-Strathmore to stay open.

We are in the middle of a pandemic. Of course the ridership is lower now !!! How do you know that it will continue as low for January 2022 ??? Ask for more money to the Federal Government. Closing Grosvenor-Strathmore, with the amount of users in the area, with a concert hall nearby, that WILL reopen before the end of 2021. The walking distance to get to the other stations is huge !! With this measure you are destroying the mere existence of metro all together.

Again, this would be unfortunate for commuters on that line, but it won't likely impact me.

See all previous comments

I do not commute the Red line.

The question is not clear. You said Grosvenor would be closed.

I use Grosvenor metro.

I would assume that a lot of residents live around Grosvenor station are the citizen who work in the government in and around downtown DC. However, with the COVID pandemic and the flexibility of the teleworking possibility of government employees make the ridership of Grosvenor station. When the pandemic restriction lifts and all the federal employees to go back to work, the access of the Grosvenor station will be back to normal. I wish the Metro system consider this fact in the decision making. By 2020, all government employees will be able to work and ride the Metro daily basis.

See prior red line comment.

I catch the train at Shady Grove with a large number of other people

I use the red line and I like the route the way it is

Need service to Grosvenor-Strathmore for above reasons—Strathmore Hall cultural events, 3 schools within walking distance, parking accommodations, residential community that is undergoing transition/expansion

You will lose our family and many others as regular riders if you close Grosvenor-Strathmore and significantly cut back on trains as proposed.

Anything that involves closing the Grosvenor-Strathmore station is a major inconvenience and not an acceptable solution.

Keep Grosvenor open.

Too complicated

This would be totally unacceptable. Many people depend on the metro that live in the Grosvenor-Strathmore area (me included)!

One of the most used lines doesn't need less service, again these plans will make people find other ways to get around nobody wants to tack extra time to commute or get places. The whole is convenience and no traffic

Less metro times available to riders would inherently decrease ridership since people will be/ are likely less willing to wait 30 mins or plan an extra x min into their schedule to get to places. So this creates, again, the exact problem of not enough riders/ fares that were dealing with now.

Nearest metro to me is White Flint. It is highly inconvenient to have to wait 30 minutes between trains for commute to work and back. At least for rush hour, this needs to stay at 15 minutes.

I do not often use the redline, and when I do, I never go to those 6 stations, so this option is completely fine with me.

Metro may run trains more than 30 minutes apart, or skip Grosvenor-Strathmore Station during off peak time, but never Metro should think about closing this station. Proposal for high rise dwellings are at work, therefore ridership demand will increase and Metro can return to full time service operations. Metro is imperative valuable transportation for this area.

But what about the Strathmore Theatre which is a public entertainment and cultural site.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I have already shared my thoughts concerning the closing of Grosvenor-Strathmore, so Ill just say that it is a lousy idea. If Metro is using this past covid-laden year as a model to judge ridership, I would say that whatever group of individuals who are making decisions regarding this should probably seek another line of employment. I understand that McDonalds has openings.

If we are close to regular capacity, you are going to pack people on a train while we are still dealing with a highly contagious virus. We dont know how long this with last even with people getting vaccinated. The Red line is always a problem.,

Closing Grosvenor-Strathmore doesnt seem like a good idea. Its a major part of the Bethesda community and would negatively impact more than just commuting times.

This will hobble the system into being so unappealing as to be unusable for anyone with a better option like access to a car or the money to Lyft, and be a huge harm to anyone who chose their residence based on walkable access to one of these stations, especially in va/md where the next station is often miles away. These stations closing will hugely change whether I chose to drive or ride

I rarely took this part of the Red Line, so do not feel qualified to comment.

I rode on redline between Grosvenor-Strathmore and Farragut North every working day between March 2019 and March 2020. There were a lot of ridership no matter in the morning or in the evening. Between rush hours, you cant run a train every 15 or 30 minutes. Non-rush hours, maybe. When you talked about low ridership, the reference is the ridership of covid time. It is a wrong reference. It is a wrong reason to consider cutting off service for normal time. Most people on this redline will be expected to go back to work around summer or fall 2021. My husband, our friends, colleagues and me are all on this timeline.

Concentrating service in the center of the line is fine with me, but we need service more often than every 15 minutes on weekdays.

I do not live or work near these stations.

What's the data and equity impact this will have on black and poor communities? How has metro address the lack of infrastructure improvements at black brown communities station and bus routes while spending money to build/invest new "affluent" and white communities west of the river? Why are these cut not coming out of capital expenditures for new stations?

I dont know how you expect anyone with a conscience to tolerate these proposals.

End of line stations should be car magnets, getting cars off roads far away from the city center. Why close stations at or near the ends of a line?

I attend performances at Strathmore Hall so this would make an already long trip from VA impossibly inconvenient..

How about management takes a paycut? That never gets thrown into the pot of suggestions.

Is this a Maryland budget concern or an arlington? Rockville and shady grove seem to be popular stations? If these stations are pared down and are forced to close at 9pm has there been any consideration for increasing bus routes?

You cannot move between these stations easily.

More trains and more frequent times need to be offered 7 days a week

I rarely ride the red line

Grosvenor strathmore should not be closed

This wouldnt impact me at all.

I dont use this station, but I am opposed to closing any stations. Metro needs to find another solution besides discontinuing service to particular stations or bus stops. All areas need to be accessible via our public transportation system, period.

Not my problem, but it appears you are suggesting screwing over the commuting populations in the affected areas unnecessarily

This would not work for me. No access to Strathmore Art and Music Center and friends at the nearby residences... I might as well drive.

I could work for me, but not for everyone.

Strathmore Theater will open again and the Metro keeps cars off the road. #0 minutes is too long between arrivals. if one misses the train it is a LONG wait. Who would bother - they would go get uber/lyft - another vehicle on the road.

Same comment as previous, plus: Medical Center would likely become very crowded as people try to get on the least-bad alternative for getting from Montgomery County to the city. I have a considerable sense of dread reading these proposals. Living in this area would become much less pleasant without reliable and sufficiently-comfortable Metro access (packing into crowded trains with less-frequent service is not good enough).

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Again, if you make trains run every 30 minutes to further out red line trains it will be a disaster. Shady Grove and Rockville are high-volume stations. Last year, when you increased times between trains past Grovesnor, by the time trains arrived from Shady Grove to Rockville they were already over-full. Sometimes dangerously so. This proposal is a disaster and you should not do it. If you do, I imagine myself and many others will have no option but to find other means of transport, further decreasing ridership and your funds dramatically. You'll be almost assuring I'll never be able to get to work in reasonable time. For example, drop off times for my daycare are inflexible, and if it doesn't coincide with me catching a train immediately after drop off I'm then liable to be 30 minutes late to work consistently. Pick up times are also non-negotiable, so if train times don't line up perfectly, I'd either be forced to leave work much earlier than allowed by my employer, and risk my career, or I'd have to routinely be late and be charged a \$5 late fee for every minute that I'm late to pick up my kid. If you do this you will not only make my working and commuting life unbearable, but you may force me to seek other forms of transport, which will also have a huge impact on my finances as paying for parking in DC is much more expensive, but at least it doesn't involve never being able to get to and from work on time. You have to consider that the red line suburbs are filled with commuters and largely families, many of whom will have similar concerns and issues around childcare and commute times that will become near impossible to manage should you do this.

Stop paying management such ridiculous amounts of money in salary and bonuses and put it to good use such as making the trains work for all classes of ppl

Kind of combining two new problems for riders with no clear point or benefit beyond WMATA simply wanting to do less. Doing less can come off as a slippery slope to doing even less later. Not good.

Again, I rely heavily on the Redline to get to work and I do not wish to have a longer commute. It is already an hour each way.

I seldom use this part of the red line, but I'm against closing any of the stations.

Grosvenor is a major meeting place for a lot of people since there's no parking anywhere closer to DC. Anything further north in the line would make more sense.

I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies. I moved to the Grosvenor area because of the metro being right there, am I supposed to see my home and move ?

Fine with turn backs, but 15 min frequencies in the core is far too long to wait for a train.

Not feasible. Grosvenor needs to stay open

This cuts off access to people who use that station to commute.

This seems repetitive of the option shared earlier. It would not work for me for the reasons I have already outlined - namely, delays and disruptions cascading into the core of Metro.

loss for words

I don't live or regularly commute to any of the affected stations, but reduced trips to the suburbs would dramatically hurt downtown businesses which survive on dollars spent by people who ride Metro to eat, drink, and shop downtown.

I don't generally take the red line so it wouldn't directly affect me.

30-min arrivals are unacceptable.

Please do NOT close the Grosvenor Strathmore metro!!! You are being very short-sighted! We are vaccinating so many people, we are going to reach herd immunity very soon and people will return to work! The STRATHMORE CENTER FOR THE ARTS will soon resume performances as well, which brings lots of money to Montgomery County, and you will harm that as well, as it is right next to the metro and brings many people to the area. Furthermore, there are several thousands of people who live mere blocks from Grosvenor metro and work at NIH—one stop away—but can't walk down Wisconsin because there are no sidewalks, as entrances to the beltway are along the route. PLEASE SAVE THE GROSVENOR METRO!!

I do not go that far regularly.

It would be much more convenient if Grosvenor-Strathmore would stay open.

Please take consideration for holding trains at transfer stations.

Grosvenor strathmore is my home station, I do not have a car to get to another station. This would make it impossible for me to get to work in Clarendon

this will cause more crowding on the red line once everyone gets back to work.

Grosvenor-Strathmore is the only station within walking distance for me

Feasibility is dependent on if this timing applies to rush hour travel as well.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Grosvenor metro station is walking distance to our home and we use the metro frequently. The proximity of metro was an important reason for buying our home here. Most of our neighbors feel the same way. Also the Strathmore Music center is here and people who come to concerts on metro would not be able to get here on public transportation. That would likely have a deleterious effect on attendance at concerts and on the Strathmore music centers financial stability. Our quality of life and property values would be seriously affected by the closure of Grosvenor metro station.

If some red line trains must terminate before Shady Grove, Grosvenor Strathmore is the better stop, because it has multi-story public parking and serves a popular performance venue

This works for me. Typically I would drive to that area for activities vs. taking Metro rail because of the amount of travel time & costs for me and my family.

This is like we have a resource that other cities pay billions to create and we simply choose to shut it down. There are families in the Grosvenor-Metro residential area that own a single car thanks to the proximity of the metro station. This option would send all of those people out into the already congested roadways.

DC needs a robust public transportation system that operates like any other major metropolitan area. This is a NO GROWTH mentality and wrong for the region.

This is fine since it doesn't impact my commute in a negative way.

Any reduction in service threatens to drive ridership down, creating a downward spiral for Metro. Reduction in service also impacts those who cannot afford other modes of transportation.

I do not use the red line.

In 2022 it will be important to avoid crowded trains. Therefore, reducing the number of trains when we expect that ridership will be similar to pre-COVID does not help.

30 minutes is too long to wait when weather is uncomfortably hot or cold.

I am not sure of the area mentioned above, I have been living in MD for forty five years.

No, because I don't live close enough to these stations. I would have to see if maybe a bus could take me to the nearest station or move to another apartment located next to an open Metro station.

Especially in the morning, we need rush hour train and buses. I don't mind late time if the buses and metro mid day. We all go to work in the morning

NO, NO, NO, NO. STRATHMORE WOULD NEED TO CLOSE. THIS FACILITY IS A CENTER FOR ENTERTAINMENT AN COUNTY WHICH IS VISITED BY THOUSANDS FROM ALL OVER THE METRO AREA. THE ONLY WAY THEY CAN DO THAT IS VIA METRO. BAB, BAD, IDEA!!

I don't ride the red line often, so it would not affect me greatly.

It is a very long walk, especially for senior citizens, to homes along Rockville Pike, like the Grosvenor condos.

There would be a mess at White Flint. Would need trains more often to accommodate the increase in passengers using that stop as well as the increase in new housing.

I work night shift (10PM-6AM) on Capitol Hill. I take Silver Spring to Union Station at 9PM and I take the 6AM train from Union Station back to Silver Spring. The trains arriving 15 minutes for the Red Line is very accommodating for my schedule.

Medical Center is an added bus ride. I think as the economy recovers the need for the Grosvenor stop will be important.

See above.

I rely on Metro to commute from Twinbrook to Eisenhower Metro station. I would anticipate much greater crowding with that schedule, which means not always being able to get on a train. I would also anticipate longer commutes. My commute is already very long - about 80-90 minutes from door to door.

No! Closure of the Grosvenor-Strathmore station is unacceptable! If I have to listen to every train going by my window, I damn well deserve the ability to use the station near my residence! The priority values of the homes and condominium is partly based on the convenient proximity to that station. The success of Strathmore is partial based on easy access to that station.

Reducing train service is not acceptable. Does the Metro Board even ride the Metro? This proposal is not worth considering for the Nations Capital.

No, this would substantially extend the length of my daily commute

The only time I need to go into Maryland this would be the stop I would use. Again cutting off Marylanders from utilizing DC resources and cutting off communities from one another.

If Grosvenor-strathmore closed and I was forced to commute to another station to get to work, and then that station had trains running only every 30 minutes, I would simply have to get a different job and never ride metro. Its usability would be completely destroyed.

Grosvenor NEEDS to STAY OPEN!!!

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I notice that a lot of riders park at Grosvenor to catch the Red line. Closing this station may impact ridership. 30 minutes arrivals will extend the commuting time from Shady Grove. Having to wait 30 minutes between trains is way too long. Trains should run no longer than 15 minutes apart (at the most) at all stations. Delays will cause overcrowded trains (especially during rush hour) because everyone will be forced to leave around the same time to make the earlier trains to make connecting buses/trains.

Since I live in twinbrook, its just going to add to my frustration with metro. Honestly, I would never use metro if my wait was that long.

Medical center is overwhelmed by hospital and NIH customers while White Flint is overwhelmed by the businesses in the area. These two stops service people who are commuting -to- their jobs. Grosvenor is the only stop suitable for the home owners and commuters in the area that need to travel -from- their homes to their jobs. By closing Grosvenor-Strathmore it would become an undue burden on the existing and new homes being built in the area which would have no suitable access to metro service.

Absolutely not! Why Grosvenor-Strathmore, and not Twinbrook? The pandemic ridership should not determine this closure

I use the train from Grosvenor or White Flint for daily travel to work and cannot wait up to 30 minutes.

Closing of Grosvenor would deprive many thousands of nearby residents with any practical access to the system, since there is no parking at Medical Center and it is too far to walk to White Flint, and 30 minute intervals beyond Medical Center would effectively deny tens of thousands of residents practical access to the system.

I dont use red line

This would make my commute a giant pain. I would more than likely stop using metro all together as it would just be easier to just drive to work.

No. It would not work at all. This would take at least 30 minutes extra to go to either White Flint or Medical Center and then wait another 15 or 30 minutes to metro to arrive. This will keep people away from metro.

As frustrating as it is to wait extended periods of time when traveling over the weekend (I think having to wait more than 15 minutes is problematic), on weekdays it would lead to overcrowding, in addition to frustration.

Ride a train one stop, back and forth? Constant single-tracking to get around it? Might as well just go on strike and shut the whole city down.

30 minutes waiting will lead to over-crowded trains and further delays on the red line. Not reliable to go to work.

I have not used those stations in years.

Would have to go to Med Center which means dealing with Bethesda traffic. No joy nor convenience there. You are really pushing us to Uber/Lyft arent you?

See previous comments. I dont have a car, I am disabled, and I live far out on the red line. This would be terrible for me

I commute from White Flint. Trains every 30 minutes would be an unacceptable transportation option for me. I would find other solutions instead of taking metro to work

I and many people live near Grosvenor-Strathmore and use it. After pandemic, people need train to commute and closure make large impact on our life.

I don't use this station.

I think it is a mistake to close the Grosvenor-Strathmore station.

Do not close Grosvenor

Grosvenor-Strathmore is a key metro station for work commuters and families as this location has parking. the next closest stations, White Flint and Medical Center, are not as easily accessible. Closing this location would have noticeable harmful impacts to the community.

As a regular commuter from Grosvenor-Strathmore to Metro Center in pre-pandemic times, the cars would fill up from Grosvenor to Bethesda and every next station would require people to remain standing up. Every car was packed, which presents a huge concern in terms of public health. The trains in pre-pandemic times during rush hour would arrive every 5 minutes and would present the challenges described above. If trains arrive every 15 minutes there will be no way for people to get on once the train reaches Grosvenor. The Red Line would ultimately serve populations at the very ends of the line. This, in turn, will increase traffic on the roads leading to more accidents and overall negative influence on the environment. The proposed changes are simply not feasible.

Trains should every 15 minutes at Shady Grove, Rockville, Twinbrook, White Flint, and Glenmont.

Ive already commented that I think this has more of a negative impact on poor people than wealthy people but it does not affect me personally all that much.

This would have no net effect on my commute. I could handle this.

This would negatively affect the workforce at NIH, Walter Reed, and USUHS... So many people live around the area and use the metro to get to their workplaces in Bethesda. This would crowd the trains during rush hour and mid-day shift changes, and we need to keep our biomedical and support staff safe by allowing them to socially distance on public transportation.

I dont use that station, but the unacceptably infrequent trains would be a major problem.

As stated before, to be an effective means of transportation, Metro needs to run the trains 15 minutes apart at a minimum.

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there are so many people who depend on quick access to the medical center/NIH; it would be detrimental for healthcare workers for sure

I know lots of colleagues who live in these neighborhoods and come to work in non-pandemic times every day from these locations. This would be a huge disservice. Waiting 30 mins for a commuter line is too long.

This is fear-mongering. Why are you throwing out these counterproductive proposals during a pandemic when no one knows what their post-pandemic commute will be??

This would significantly hurt ridership for commuting purposes and therefore negatively affect revenue and further reduce metro service. Add service so people want to use the metro, stop cutting!

We absolutely do not want Grosvenor Station to close.

I explained in other questions

No this does not work at all. It increases the length of my commute too greatly.

I no longer travel to white flint since work from home

Many people live close to and use the Grosvenor station, and moved in its proximity to get into DC and Rockville area. This would add extra burden on those people, especially folks still employed and who might not have a car. Perhaps the weekend trains could be further apart to save \$\$?

im answeing yes but, just for the record, even a 15 minute wait is very difficult for working class commuters to accommodate. yall better pick it up the literal MOMENT you get some funding

Ask for more funds but keep all metro stations open. Partial closure is not going to work, either close them all or none. Closed metro stops cost us money, what is the point for throwing money away for something we cant use?

The ridership at Grosvenor-Strathmore can only be estimated after the garage is open again and Covid is behind us. Plus, thousands of new housing units will be opening up within the foreseeable future due to nearby construction. Grosvenor-Strathmore will not be a low-ridership station in the future.

Not during M-F peak commuting hours. Yes, for everything else.

I live next to Grosvenor Strathmore, so the closure of Grosvenor Strathmore would prevent me from using the Metrorail at all.

Walking from the Grosvenor -Strathmore Sta area to Medical Center sta is virtually impossible due to the ramps to and from MD 355 and the Beltway. And, walking instead to the White Flint station is tedious and uphill, along MD 355, a major highway, on a narrow sidewalk immediately adjacent to the road.

Parking at the Medical Center is not as good as at Grosvenor therefore making it a very poor alternative for Grosvenor.

I will likely only use the red line in downtown DC

People use the redline to access the National Institutes of Health. This would cause hardship for people seeking treatment and participating in research studies as well as for the people who work here.

The wait time for trains to arrive every 30 minutes throughout the day, with the following exceptions listed is too long. Will trains be waiting at each station for 4-5 minutes and allowing passengers to board?

Anything less than 15 minutes makes the train essentially useless.

I believe this would work for my commute.

I don't use these stations often

I do not utilize this station, as I live in a different area.

See reason in other questions

Not walkable distance from Grosvenor-Strathmore where I live. We need Grosvenor-Strathmore to stay open. We made our home and work choices based on the location of that Metro and depend on it enormously. Please keep Grosvenor-Strathmore open.

I am not impacted by these stations, but have noticed through the years the significant negative impact changes at other stations have inside the city.

Closing stations is not an acceptable solution and will be very disruptive for regular Metro riders.

See previous answer. I cannot believe G-S would have low ridership post-pandemic. It is amazingly convenient and the only not-auto access to the Strathmore Performance Center.

Once again closing stations defeats the purpose of metro. Once the pandemic is over what options will people have to use the metro.

Grosbenor-Strathmore is a busy station and plenty of residents in this area are dependent on this station

n/a right now, dont know in future

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Again, people should not be penalized for where they live. It is important to provide equal service for all.

I would find it inconvenient, because I don't like waiting.

don't know area.

If this proposal is adopted then Metro should consider running shuttle buses (or extra buses along Rockville Pike) between Grosvenor-Strathmore and nearby stations such as White Flint at times when there are events at Strathmore Hall. Part of the value proposition of Strathmore Hall is the convenience to public transit, and if the Grosvenor-Strathmore is closed and nothing is done to make up for that then you'll be killing this important taxpayer-financed entertainment venue.

Consistent reliable service, not on-again off-again service!

Medical Center is a useless station, unless you work there. Very inconvenient, traffic is horrendous, no parking. What are you thinking??

As long as the trains are consistently arriving/leaving at specific times, then I would be able to time my arrival time at the station. For example, as regular as the trains in Tokyo. If the trains come and go whenever on no set schedule or have delays, this makes it impossible to plan getting to work on time.

Works only because I don't have to go far on the red line.

How to accommodate for heavy space needs during rush hours at the most distal stops?

This might work in the middle of the day, but not during morning and evening rush hour.

For the same reasons I stated on the first proposal

Trains need to run at frequency intervals of less than every 10 minutes. This is ridiculous.

Part of the economic appeal of these outlying regions is that they have timely metro access to the city. While I can see the advantage to limiting service, it should be done provisionally with an option to increase the frequency for early morning and evening rush hours.

Same issue: every 30 minutes for the further stations would not work for large events. Keep in mind that people board whatever train comes first; someone who needs a further station and is in the station but can't get on the train because it's crowded is now waiting an hour or more for a train.

We use Grosvenor Strathmore nearly daily.

If Grosvenor-Strathmore station is closed, I will no longer use METRO north of Bethesda.

Infrequent trains could be a problem

No, this is inappropriate. Students use Grosvenor station to walk to Georgetown Preparatory school. Child could not travel to school if station is closed.

I live at Grosvenor and do not have car, so no this would not work for me unless you were adding very frequent, regular, reliable shuttle service between Grosvenor and medical center.

I would need to understand how this could affect crowding on trains during rush hour in downtown DC.

See previous comments about further crowding on the Red Line, decreased Metrorail ridership, new investment requirements for roads and parking, and the increase in the contribution of DC area transportation to global climate change.

It is a nightmare to negotiate the bus ride to Medical Center and walking is an impossibility due to the lack of through streets from my home to the Medical Center site. If patterns of use return to anything like normal by January 2022, crowding creates real difficulties at Medical Center. There are many, many seniors in this area. This plan would leave us stranded and isolated--it would be a continuation of the reduced world that seniors have experienced through the pandemic. We also have a lot of care-givers for seniors in my building who rely on the Metro to get to this building and serve their clients.

I would recommend having trains arrive every 30 minutes between Medical Center and Silver Spring stations unless there is current documentary evidence to show that current ridership warrants the 15-minute incremental train service.

We are considering Wheaton because of the Metro

I don't like any of the options where trains operate every 30 minutes.

Get this straight: Metro can ONLY be successful if you provide clean, safe, reliable, rapid transportation during all hours of operation and at all stations on all lines. Beyond Strathmore, the time between trains can be stretched a bit to every 15 minutes, but from Silver Spring to Strathmore, every 10-12 minutes is needed. The more you cut back on service, the fewer riders you will have. You're just driving yourself further into bankruptcy.

I live on the Red lines. Trains should arrive every 10 minutes between Medical Center and Silver Spring. I do not use the trains on the Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton and Forest Glen, but they should be spaced not less than every 20 minutes.

Do NOT close Grosvenor-Strathmore.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

this makes no sense Every Other Train on the Red Line Operates Between Grosvenor-Strathmore and Medical Center these are 2 adjacent stations.

When I use Metrorail my trip starts at the Grosvenor-Strathmore Station and my return trip ends there.

This is not an ideal plan, but it is one that is feasible.

I dont see how this proposal is different from an earlier one. I will repeat my answer: As a passenger who commutes daily from Wheaton, I am sick of bearing the brunt of the Metros issues. During rush hour Wheaton is a heavily used station. I will not add a potential hour to my already long commute, Id switch to driving.

If this change is implemented, I would likely stop using Metro altogether. There is insufficient parking nearby the Medical Center metro station. If I were to need to drive to the Bethesda station, I would almost always decide to drive to my final destination. Not to mention that I have used Metro to travel to NIH from the Grosvenor station. If you close Grosvenor, I would interpret this as a statement that you dont want my wife and me as customers for Metro.

Time changes are a much more reasonable and appropriate proposal than closing stations. People can adjust their schedules to the train schedule. If some peoples train stations close, they may not have a way to get to another station or it may add a significant cost burden to them. Many people choose where they live according to their train station, so I encourage you in the strongest manner to change train schedules and not close stations.

This station is great with the stratmore and the many condos bringing in lots of riders. You would lose so much ridership its not worth closing this location at all. The lot is always full and there is always a constant draw of riders with the residents there. The condos are visible to the highway and therefore the station would be known to prospective residents. Its not worth closing this location. This would only create more parking hassles at the other lots. Please keep this one open!!!!!!

I dont regularly access these stations

How do you expect people in the stations you close to get home. Do you provide free shuttles???

I and my out of town visitors would have to use cars to go to Bethesda and DC.

I do not live on the Red line, but if I was to use the Red line, I think this would be sufficient.

I would have to use White Flint to commute to work, I would need frequent arrivals like currently 8 minutes to get to work on time.

I live at Grovesnor and work in DC. I need to commute to get to work. Please don't close.

If rider numbers return to normal by Jan 2022, then this would lead to massive overcrowding at many stations during weekday rush hours.

Medical Center is not a viable alternative to Grosvenor. I would have to drive there and traffic and parking there are unusable. This option is confusingly written. Its not clear if it WILL or WILL NOT close Grosvenor.

The 495 beltway makes it impossible for riders who normally use the Grosvenor-Strathmore station to walk or drive to the Medical Center station. Rockville Pike/Wisconsin avenue is not walkable along that stretch. There is no public parking at Medical Center.

My wife and I would have to drive separately to our jobs because of different start and stop times at work. We now walk, and have already gotten rid of one car, and were planning to sell the other during this year.

No, as it stops supporting the Strathmore events, which is badly needed

This would impact travel to and from work.

30 minute intervals are not conducive to ridership.

Closing Grosvenor would be very problematic

As with other proposals, the increase in populations along the Red Line in the White Flint and Rockville vicinities should not warrant such a drastic measure. With the White Flint redevelopment, the reopening of the Strathmore Music Center, these outlying stations are going to be negatively affected by such a proposal.

If I wanted to go into DC, I wouldnt be able to get on the train, it would be too crowded!

As long as trains arrive at Grosvenor every 15 minutes daily and weekends, that is fine.

No problem.

I have friends who live near the Shady GR station and have used it, previously, to commute into downtown DC. A 30-minute interval would be very inconvenient, and would further diminish ridership, and revenues!

People depend on these stops. People planned their lives around these stops. Do better.

Waiting up to 30 minutes at peak times will likely be too annoying and Ill find other ways to commute (bike, car, bus, etc)

For the same reasons stated previously, current and more frequent train times will be much better for people who actually use the metro (which will increase in ridership in a few months)

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Cutting service will more negatively impact ridership.

I use the Rockville station and every 30 minutes is not convenient during rush hour. It might work in the middle of the day if the schedules were published and strictly adhered to. That would be a big change for metro and it's hard to imagine Mitchell would be able to do that. So I have to say Every 30 minutes won't work at all. It is too long of a wait between trains

This would have an adverse affect on commutes. Prominent businesses are based in Rockville. A 30 minute wait would disincentivize people from riding Metro anymore.

I wont have a way of getting to and from work without a line from Grosvenor station to Twinbrook.

My easy commute to Rockville Center and to downtown events will no long be an easy commute and will put more traffic on the road that is a mess

The turnarounds were phased out for good reason and should not be brought back. Treat the red line as one line and not two.

Over crowding on metro during rush hour

I would have to take the bus, bike or walk from Medical Center to Grosvenor where I live (without a car). This proposal is backwards with regard to fighting climate change. Please apply for funding from agencies supporting the fight of climate change and change your marketing strategies so that more people are taking metro.

This is not a destination for me

If Grosvenor-Strathmore is closed, I will no longer have a need to ride on the Metro. Ill just drive.

#6 is incorrectly headed -- if Grosvenor-Strathmore is closed then why would you be asking about every other train operating between G-S and Medical Center???

Grosvenor is a much busier and more accessible station than the other 2 on Rockville Pike. The thousands of riders at Grosvenor would likely NOT go to the Rockville or Twinbrook station and would opt for driving, which defeats the whole purpose of rail service. This is a plan plan and will create hardship to current riders. Remember, when the pandemic ends and people go back to work the ridership will increase rapidly.

As stated the Grosvenor-Strathmore station is the closest and most convenient to us.

My previous comment regarding the closing of stations is the same for this one.

I use Metro to access Strathmore from Arlington. Closing that station would make it impossible for me to go to programs at Strathmore.

I dont use the Red line

Seems similar to plan 2

I try never to go that far up the Red Line.

Again alternative stations add too much time to a planned trip. In our case there are no alternative stations for 15 min arrivals.

Dont close any stations!! Get additional funding from Congress until ridership returns to pre-Covid levels!

I would no longer be able to ride metro from Grosvenor-Strathmore to downtown DC for meetings or to airports (or be able to get home from downtown DC or airports by metro).

What about the arts? What about students-- there are schools in the areas you want to close--and diminish service to students.

Im not sure how this is different from a previous proposal. Can Metro apply for COVID funding to help carry it during low ridership due to COVID? I have avoided riding Metro during COVID but very much look forward to resuming ridership soon!!

stated earlier. Plus, it would make more sense to close White Flint, since there is no parking there.

I need to use the Grosvenor-Strathmore station.

I need Grosvenor-Strathmore Metro Station to stay open.

I live near Strathmore metro. Moved there because of metro station.

I may be misunderstanding this plan. I can support a plan with all stations receiving service even if some stations have reduced service. Do NOT eliminate a station.

As long as the trains run until at least 11:00pm. I do understand the need to budget cut, but remember who your most needy riders are.

I promise, Grosvenor will return to its high occupancy and ridership within a few months when the pandemic lessens! To close it entirely in 2022 solely based on pandemic ridership levels would be a shame and, truthfully, quite foolish.

This would work for my needs, although it would make accessing an important regional cultural site more difficult.

The expansion of Walter Reed will require more not less Medical Center commuting access.

I need grosvenor

Dont use red line much.

If Shady Grove station arrives every 30 minutes, I may be more inclined to use other transportation.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

It wouldn't work for multiple reasons including lack of parking at medical center and insufficient parking during workday at Grosvenor transportation beyond to my home. (My daughter who lives elsewhere so has different needs than I do uses medical center for her work and sometimes Grosvenor when she has to drive and has to metro to medical center since there is no parking there)

I would be able to plan accordingly.

Ideally, we would want Grosvenor open. It would be a huge inconvenience to close Grosvenor. If Grosvenor is closed, yes we would want trains to medical center to run every 15 min

I do not expect to use this route or stations.

suggest you increase bus service and bike parking instead to boost ridership at this station

This would not be a good change because it would force some riders to wait at most an hour for a train to arrive which would take them to their destination. This would make it difficult to plan journeys and would leave people transferring from other lines to the Red line waiting for long periods of time in stations.

My understanding is that patrons of these stations largely own cars and use metrorail mainly to commute for work (not for other life needs). I believe that reducing service at these stations is reasonable.

For the same reasons listed in the previous section, the closure of Grosvenor Strathmore station in particular would be devastating to my current situation. Other stations are too far in terms of foot distance for me to realistically consider as a viable alternative for daily use.

Requiring commuters to add a bus leg to their rush-hour routines would be a huge hardship.

I need Grosvenor.

The drop off in ridership and Grosvenor Station is due to a temporary condition - the pandemic. Ridership wasn't always low at Grosvenor, and it will return once The thousands of people who live adjacent to the station return to their offices. In addition, causing the Grosvenor Station will cause the Strathmore auditorium to close permanently.. The idea is a very bad one that will have significant unintended consequences.

Again, this is simply not enough service for 2022, which is when we are expected to go back to normal from the pandemic.

This is ridiculous, Grosvenor is essential to many commuters "if we were not dealing with COVID you would not even be asking this question! Grosvenor is usually very busy.

Another same type of issue: u will have crowding that can kill people as we do not know yet how long vaccines will work, how the new covid strains will evolve! Keep things as is! Metro CEO and high payed leadership can all take a paycut and save ordinary people who rely on metro and want to be safe and healthy. Change leadership otherwise! Keep metro running as 1st world country, not 3rd world as u propose!

Once again train intervals and service should not be impacted. Shut down stations that are not being used frequently and close at 9PM.

I do not use those stations.

As Ive stated before, the outer branches of the rail system are often where folks are most in need of access. Extending already unreasonable wait times in Glenmont and Shady Grove to 30 minutes weekdays and weekends alike would be devastating.

We at grosvenor NEED this transportation in order to get to our jobs. Many of us are after hours watch

I live and work in DC and do not use the MD stations

Id rather you close Twinbrook which isnt by events than Grosvenor-Strathmore.

I rarely travel to that end of the Red Line so not sure how that affects me.

My previous comments cover this. It would be a travesty.

I have friends who live at Grosvenor. They need the metro to get around, Closing the Grosvenor Metro Station would have an enormous impact on the theaters at Strathmore.

I don't use Red Line often, but closing any station is always an inconvenience at best. It could reduce ridership even more.

I live in DC and rarely travel outside of DC.

If I have to drive to another station, Ill use a lternative transportation to my destination. Probably will drive.

Grosvenor is my station so I do NOT like this option. It would also hurt Strathmore Music Center. Grosvenor is the closest parking for getting into DC on this side of the Red line.

I would rather close White Flint than Grovesnor. BTW if you were going to shut the thing down, why do all the parking upgrades. You got a beef with the performing arts center next door or have you completely taken leave of your senses!!!

All trains should run 30 minutes. Why do they receive special treatment?

I would stop attending any events at Strathmore.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Please see previous responses.

This would hurt efforts to redevelop the corridor accordingly to TOD principles, however, and potentially undermine some of the good things happening around White Flint/Pike & Rose, etc.

I use the Rockville station. Thirty minutes between trains is too long.

Again, the Red Line at Union Station was already inadequate.

How can you possibly be considering closing Grosvenor-Strathmore. Consider all the affordable apartment buildings adjacent to the station that make it possible for lower income mothers to have a place in a great school district and be able to access the metro on foot to get to a decent paying job in the city. The social impact on this idea would be traumatic.

This is a horrible plan. Where will people park at Medical Center? PLEASE DO NOT CLOSE STRATHMORE.

If its going to be ever other train, then it should be ok to make such change

Red line trains should arrive at least every 10 minutes.

It may be better idea to close White Flint metrostation instead of Grosvenor-Strathmore Station, because there are no residential areas and no large business areas around White Flint Station.

Presently, I walk to the subway station. I have no means to get to other subway stations.

Leave Grosvenor open, add trains when Strathmore has shows, bunched pre and post showtimes, Turn White Flint into a cab / Uber stand.

If schedules were regular, people can time their arrivals to meet the trains. Trains must be large enough to accommodate passenger demand. More education on not taking up two seats would be helpful - no leg spreading or, when the train is full, using a seat for your bag.

Trains operating every 15 minutes between Medical Center and Silver Spring would be a serious problem. It would cause serious overcrowding and prevent timely arrival. Weve already seen what happens when there are serious delays on the red line. I want Metro to remain my preferred method of transportation in DC and this would really prevent me from regularly choosing Metro.

Im not familiar with this route. See previous comments about effects on congestion

Open the station back up when concerts at Strathmore open back up or there is sufficient demand for the parking garage.

Would be a hardship for those in the 30 minute arrival stations and will encourage more commuters. Also, this could make life difficult for lower-income service workers who tend to live further out from the city center and use many of these stations.

Skipping stops is difficult, but every 15-30 minutes is far too infrequent for trains.

Fortunately I dont go out there

Too inconvenient for anyone needing to travel to outer stations. Many DC residents do not have cars and do not want cars, but are now having to reevaluate this, given huge public transportation gaps.

See past answers. I need grosvenor station trains

I dont use these stations frequently, but I feel that there can be a reduction in the time gap between trains, that may make this option less severe: lower the gap between trains of 15 minutes to 10; lower the gap between trains of 30 minutes to 20.

I dont have a car and have a good friend that I visited frequently at the Grosvenor Strathmore metro stop. Not sure how Im going to continue visiting her if this station is closed.

Again, please dont cut costs by closing stations. Isnt doing this contrary to your fundamental mission to provide transportation to those who need it most?

This would impact individuals commute greatly to / from work, potentially being late to their job by an hour if they miss a train. This also relies on accuracy of other services, like bus service.

Absolutely not!

I dont often travel to those stations on the red line but it will hurt ridership for commuters in those areas. With the inconvenience of 30-minute wait times, people will be less likely to ride Metro.

I rely on Grovesnor Metro.

Trains need to leave out of shady grove every 15 minutes on the weekdays due to working early mornings buses & trains are not friendly to meeting up right example if I have to be to work at 7:15am I have to come to shady grove at 5:30am

It has been some time ago when I used Grosvenor stop.

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Please do not close Grosvenor-Strathmore. Many people rely on that station who will be taking the train again post vaccine. This would cause great inconvenience. I do not have a car and walk to Grosvenor-Strathmore. There is no straight forward bus route to allow me to get to White Flint or Medical Center without taking multiple buses. Please do not close Grosvenor-Strathmore. I will be taking the train again post vaccine.

This would not work for me.

This plan would add to traffic and parking congestion in Wheaton and White Flint or other adjacent stations. I suspect this will become a problem since the parking lot at Grosvenor is often close to capacity, at least during the day

Fewer cars are longer wait times, but I could make it work. Not ideal.

A train every 30 minutes is not a metro. This is the schedule for VRE, but not for a metro in a big city, not to mention in the capital city. This is simply pathetic.

Personally, since I do not ride out to the ends of the Red Line very often, this proposed change doesn't significantly affect me. However, I can only imagine the significant impact it will have on those who do live in the area, esp. those trying to be climate conscious by not hopping in their cars for every trip. Kiss that good-bye.

Every 30 minute service is NOT convenient for commuters.

So the proposal is to close Grosvenor-Strathmore, causing riders to have to travel a mile further to the next closest station, and then wait 30 minutes in between trains? Its become necessary to destroy Metro in order to save it? That didn't fly in 1968, and its not a philosophy that has gotten better with age. Is DeJoy running Metro too?

Not one of the considered "close" to metro line is walking distance to Grosvenor-Strathmore station. This will be a disservice to residents using it. It should remain open, otherwise people will start using their cars and all together not use the metro at all. No one will go to the perceived closest station at all. That is a guarantee.

Metro is already so unreliable that it is a poor way to get around. Cutbacks would hardly matter. However, it is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA.

We need trains more frequently than every 15 minutes.

Medical Center is a packed station already? I would prefer Bethesda and work with local bus companies to close the gap.

There would need to be some bus that would be able to take work riders to and from Grosvenor to the available stations, but I don't like the closure.

I ride the redline infrequently, but when I do I don't want to wait 30 minutes between trains. It will encourage driving. We need more frequent trains and a robust schedule to encourage people to get out of cars and into mass transit.

I live at Rockville Town Center which is adjacent to the Rockville Metro Station and commute via the Metro everyday to Metro Center. Reducing service to 30-minute intervals would add a significant duration to my total travel time.

I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else. I see doctors at the Holy Cross Hospital from time to time so I don't like this proposal either.

I am not a Maryland but I suspect those who live near those stations will oppose this proposal.

Closing stations should be a nonstarter.

trains running too infrequently to be viable. Metro should keep to trains every 10 minutes or less except at night and weekends (but even then more often is better)

This seems like a waste of \$

Grosvenor-Strathmore now has low ridership since the BSO and the National Philharmonic are not performing at Strathmore, By 2022, both organizations should be performing at Strathmore and ridership should be back to the pre-pandemic levels. If you close Grosvenor-Strathmore, the BSO and the National Philharmonic will lose my and many other persons attending the performances.

Again, the Grosvenor-Strathmore station should definitely not be closed. The proximity of the station to the Strathmore and residential areas makes it essential for transportation for both work and entertainment. The area is continuing to grow as townhomes, etc., are built, and ridership is also expected to relatedly increase.

This would significantly negatively affect weekday commutes, adding need for additional planning to ensure one reaches the station in time. Not to mention that it would lead to platform crowding and crowded trains at Medical Center and Silver Spring.

I feel like you need to wait at least year post-pandemic to accurately gauge ridership needs. January 2023 may be a better target for assessing.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Is this written by a literate person? The headline has nothing to do with the paragraphs below. All you are really proposing is to add Grosvenor to the lousy 30 minute service of the other stations. This is awful, because then there is no place to park AT ALL for 15 minute service. Perhaps you could hire actual railroad experts to figure all this out. Are you going to turn the train around after Med Ctr, or still go light past Grosvenor to turn it around? Unbelievable. But then again, this is the same system that allowed people to leave the entry station for free 20 years after London permitted it on the Oyster Card. The same system that waits 10 seconds to open the doors, and wonders why the trains go so slowly. The same system where the drivers dont the lengths of the cars, yet they have known it NYC since 1904.

Again having long wait times are not a good thing especially since it's always delays for some reason or another

I do not regularly take the Red Line. Orange Line rider.

I rarely go past Medical Center or Silver Spring

This plan for closing stations it is stupid and make peoples live worse

I use the red line to commute to and from work and for non-work travel needs. I live close to a red line station. Reducing service will make the trains so crowded as to make them inaccessible for people with disabilities like me who need to have a seat on the train in order to ride it safely. Pre-Covid, it was already very hard to find a seat during rush hour. People without disabilities ignore the signs and sit in the disabled seating, or there is not enough of it. When I politely ask for a seat, people have their headphones in and pretend they cant hear me or just outright ignore me as if Im not there. Reducing service will only exacerbate the problem of disabled seating not being available because the trains will be so much more crowded. As DC employers call people back into the office, the train system wont be able to handle the crowds if it reduces service. You will be making WMATA inaccessible to people like me with disabilities.

Will likely not affect many riders in the DC metro area who rely on public transit,

My bus goes to Grosvenor. Its important to my commute.

I am against closing the Grosvenor Station.

Seems wise to maintain frequency in higher trafficked areas.

I rely on frequent trains to get to and from work. I need to take a bus to Glenmont and Wheaton stations. Any delay in the bus would make me late for work. I already have to account for any delays now so I would have to leave even earlier to ensure I get to my job on time. The trains would also be overcrowded.

This doesnt immediately affect my travels but will impact those in the suburbs heading to DC for work.

NO!! NEVER!! THOUSANDS OF PEOPLE LIVE AROUND THE GROSVENOR METRO, AND OTHERS NEED A WAY TO GET TO THE STRATHMORE MUSIC CENTER!!

The time between trains is too limited on the red line.

Please do not close the grosvenor-strathmore metro station. I use it everyday to commute to work.

Grovesnor is central to suburbs. I think it should stay. It would make going to the strathmore less desirable from the city.

Like many other Metro riders, I live beyond Grosvenor-Strathmore and use the Red Line to commute into DC to work. Before Metro stopped turnbacks several years ago, my commute from Twinbrook station to Metro Center could be over an hour during rush hour, if I wasnt lucky enough to catch a Shady Grove train. All trains coming out of DC were extremely crowded, sometimes to the point where you had to wait for multiple trains to pass before you could get on. When Metro stopped turnbacks, the same commute was cut in half (at about 35 minutes) and crowding was significantly reduced. I hope that Metro will keep trains arriving at all Red Line stations every 15 minutes.

I dont ride this section of the Red Line

GROSVENOR-STRATHMORE metro station should not be closed because the metro station near many apartment buildings and condo buildings. Alsomany people uses the station.to get to their places. This idea is a very bad choice.

This is absurd. Maryland and Montgomery County have to continue funding public transportation in the DC metropolitan area. The citizens depend on it. The highways will not be able to accommodate the increased traffic if metro is unreliable. We need increased and more reliable public transportation, which is the opposite of What you propose. You are very shortsighted.

Read my previous comments

I live near Grosvenor-Strathmore and will be commuting every day again by January 2022. This proposal would force me to abandon Metro use entirely and, more globally, it would permanently reduce Metro ridership across the board. In addition, Metro just received a large federal stimulus. Closing stations after that would mean acting in extremely bad faith.

Please do not close Grosvenor-Strathmore station please!

This would not affect me much.

A 30 minute wait time to get from Glenmont to Wheaton or Silver Spring is way too long, I can see maybe 15 minutes.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

To close Gro-Stra would be dreadful. I imagine that everyone else living near a closing station would say the same. I moved here near Gro-Stra because of the proximity of the metro station

30 mins is too long for a train from Twinbrook. Grosvenor would be the alternative station to ride from in order to get to a 15-min station, but would not be available then if Metro closed it. Medical Center does NOT have the parking capacity to be the end of the good line. Better option would be to complete all the parking construction at Grosvenor to accommodate riders driving farther down the line to pick up a train.

One train every 30 minutes is not acceptable to practically use MetroRail to go to work during rush hour periods

I use the Twinbrook and White Flint stations

I guess if I never get to go to events at Strathmore anymore because I cant get there, thats just how it is. What bleak prospects we have to look forward to after this pandemic. Who are these grinch-like philistines and enemies of fine music who propose closing the Strathmore station?

As a frequent traveler between Fort Totten and Shady Grove on weekends, it seems very absurd for trains to run every 30 minutes, especially among the Shady Grove-Grosvenor segment. This will force me to transfer multiple times between Ride On 46 to either the 55 or 59 depending on the time at Rockville to catch the bus to Shady Grove. I imagine other riders will be forced to be put in the same position or Uber or wait for up to 30 minutes for the next northbound train.

Its so difficult to know what the world will look like in January 2022 but I do believe there should be no further cuts to train times or stations until we understand that. I know its difficult but there is hope at the end of the tunnel and I do feel like the world is slowly reopening. And then once ridership does go back to normal, youll have to reopen these stations and revamp the train times so I see no necessity in altering anything at this point.

N/A

Grosvenor vs. Medical Center on the West Branch of the Red Line is N/A for me, but the whole proposal wouldnt work because trains would be too infrequent.

I would prefer that all Red line trains run from Shady Grove to Glenmont because I go to stations like Wheaton and Rockville most often.

I like going to the Strathmore Music Center for events; however, I could work around the station being closed. I gather there would still be bus service?

This is way too infrequent! For commuters the trains would get too crowded and take way too long. It would take impossibly long to transfer from one line to another. People who could afford it would by cars, causing terrible traffic, bad air and add to climate change. People who are too poor or who cant drive would not be able to visit friends or family.

See prior comments. I strongly oppose closing Metro stations.

Are you going to install a pocket track at Medical Center so trains will be able to turn around there like they do at G-S, or will they still have to go all the way up to turn around? If so, why not keep the station open?

That works for me

Too long to wait

This is absurd! Medical Center is an option for no one who lives in the Grosvenor area because there is NO PARKING!! White Flint does not have adequate parking. That area has been building up quickly with residences and businesses and it can't handle all that neighborhood plus the Grosvenor neighborhood. The traffic patterns today in no way reflect the day when people return to working as before the pandemic. This is a step backwards and discouraged people from taking public transportation!

This lower frequency at rush hour would add significant time to my daily commute no matter the endpoints

None!

This really feels like Metro doesnt care about its suburban passengers, because all of these changes seem to affect the outlying areas. Its like you forgot that people in the suburbs work in the city, too.

I live at the Grosvenor Park I Condominium. The closure of the Grosvenor Strathmore Metro Station would devastate our community. Please do not close the Grosvenor Strathmore Metro station. My wife and I bought our condominium here to support Metro and public transportation generally by taking Metro as often as possible. Our entire community here depends on this station.

I use this route infrequently.

This will work if Grosvenor-Strathmore does not close

We would no longer ride Metrorail since the other stations are too far away and lack adequate parking. Other residents, too would likely find other means of travel and Metro would suffer even lower ridership.

I dont live on the Red Line so this does not impact me as much (as long as trains arrive every 15 minutes at Red Line stations within DC).

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I use Forest Glen Metro Station to get to my neurologist, and it already takes me 2.5 hours on Metro to get there and that is Metro running regular. This would substantially lengthen my trip and as a result I would have to get up earlier. I already get up at 3 am to leave the house by 5:30am and cause me to go to bed extremely early and get up extremely early.

I don't frequent these stations.

At least run trains through every 15 minutes during the peak hours.

No one will ride the metro if it only comes every 30 minutes.

The Grosvenor Metro station provides Transportation access to thousands of people in the immediate area of the station. This station also has a parking lot which provides access for several people who drive in and park in order to access METRO. The stations that would remain open do not have parking facilities and are not in walking distance to thousands of residents in this area. This is not a feasible option for many who do not have cars and depend on access to Grosvenor Metro station. This would also completely cut off the Strathmore arts center from having any metro access to their facility.

People who use grosvenor station now would have to go to white flint station because the medical center station doesn't have parking. That means that the parking at white flint will be overflowed, the number of people at the station will be greater than a train can accommodate. During Peak hours it will be a disaster.

Grosvenor-Strathmore Station should not be closed.

I believe that ridership will increase at Grosvenor-Strathmore by January 2022. I feel that many of riders starting and ending at Grosvenor have been able to work from home during the pandemic but will be eager to get out and about.

-

I discussed earlier how trains arriving every 30 minutes would be devastating and hurt everyone living there who depends on the metro, like myself. Same sentiment still applies to this as it did before - 15 minutes is barely an acceptable wait, and has made me late to work before, but 30 minutes makes the metro useless for me (so why am I paying the rent to live close to a station?).

The impact doesn't seem to great in this scenario given my very specific reliance on the red line.

Open grosvenor. Station please

I walk to the Strathmore-Grosvenor Station... if this station is closed, I would have to DRIVE TO WHITE FLINT AND PARK!! It would double my commute time and my COST! This would be a serious breach of our social contract with WMATA. I am a government worker and my cost is subsidized by my agency, BUT NOT PARKING! I would be petitioning my county, state and national representatives to seriously intervene in this foolishness! Again, again, we moved to Grosvenor (North Bethesda) for the life-style, commuting and the Strathmore being near by... we rent but are planning to buy... this would seriously, seriously impact our decision to stay in North Bethesda...

While I do not currently use the station, I strongly oppose closing Metro stations.

I travel from Woodley Park to White Flint. I would not enjoy the 30-min wait between trains, but I can work with it. I'd just have to use the next train info to time my arrival at the station so I don't have a long wait. I might have to go to work earlier and leave work later because of this.

In the strongest manner possible, I oppose closure of the Grosvenor-Strathmore station. I am a federal employee and rely on dependable public transportation and do not own a car. I have taken the bus to work also but do not anymore unless there is no other option because it is routinely not on time or does not come at all. In addition, the bus line that provided a direct route to my employment was cut. Even though it takes longer, I take the Metro to work every day because it is much more reliably on time. Furthermore, one of the main reasons I purchased my condo is because it is in walking distance of the Grosvenor-Strathmore Metro Station. There are numerous housing complexes and residences that are built around and are dependent on this station and this station gets high use so it is incomprehensible that the Grosvenor-Strathmore Metro Station would even be considered to be closed. In addition, a primary purpose for public transport is to reduce the number of cars on the roads and to reduce use of fossil fuels. Closure of this central station will put many more cars on the road causing more traffic and burning more fossil fuels. This is in direct opposition of President Bidens policies to stop climate change. PLEASE CONSIDER OTHER OPTIONS AND DO NOT CLOSE THE GROSVENOR-STRATHMORE METRO STATION.

Unlikely. Keep system open until 11, esp employers like NIH medical center. Maintain Weekend strathmore services stops Or later service adjacent to 11 pm with Shuttle buses from strathmore during concerts. Ask Strathmore

The metro during 8:00am-9:00am is full of commuters, and often on the red line when trains you cannot get on as the train is full when they are running every 3-5 minutes. If trains are running every 15 minutes, I envision lots of commuters having trouble getting to work on time. This would lead to people not being able to rely on wmata.

I do not typically ride the red line.

Strathmore would reopen. More ridership would be needed!

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Since I live within a 5-minute walk of the Grosvenor-Strathmore station, I would not only be significantly farther from working stations but in addition I would have the extra 15-minute wait added to that. Together, these changes would be totally unworkable for me.

I dont know what those commuter needs are.

I think the proposal is worded incorrectly, I assume you are suggesting trains run between silver spring and medical center the way they currently run between silver spring and grosvenor-strathmore (and also closing grosvenor-strathmore). If so, this could hurt strathmore if they are trying to attract audiences again. Also, with 30 minutes between trains regularly, a set timetable would make this plan more feasible for riders.

Closing Grovesnor is not a good option.

This would stop my wife and me, as well as many others I know, from ever using metro.

Trains should arrive every 15 minutes between Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.

My answer would be Not very well. I would have to take a bus, from the Grosvenor Metro station, to reach a nearby station, since neither Medical Center nor White Flint have parking available. Since this would take more time, I would only do this for longer trips downtown. For shorter trips, as far as Tenleytown, I would drive.

I dont understand why we should lose this station. It doesnt make sense to make permanent changes like this just because ridership is affected by the (temporary) Coronavirus crisis.

Twinbrook and White Flint are ghost stations. Grosvenor is actually useful for park and ride and has more housing nearby than either.

This is terrible and probably the worst of all. (Im sorry, but I cant help but compare on this one, and closing Grosvenor is the second worst.) There is no parking at NIH (not the mention its near some of the worst traffic congestion in MoCo). That forces all of us who are closest to Grosvenor to commute north and potentially wait 30 minutes-- both ways). I would no longer be able to ride metro for work, as the metro ride would no become worse than driving, as miserable as that would be. We actually chose our home based on its proximity to the Grosvenor metro. Why pay more for housing to live near a Mero and closer to downtown if there is no commuting benefit? This option would be just awful. I imagine the lost ridership would offset the cost gains. Please note: there is a major flaw in this survey: the title of this option (or the contents) is inaccurate. The title indicates Grosvenor stays open. The contents says it closes. This may give inaccurate results for this question and for the later ranking question for all the options, where this options title is listed as keeping Grosvenor open.

I rely on access to Grosvenor-Strathmore under non-pandemic circumstances.

Again, I think waiting for a train for 30 minutes is excessive. Additionally, metro isnt safe enough (and especially on the red line) to have any patrons waiting 30 minutes on a platform.

30 minutes is too long a travel interval for a subway. When my roommate sees 30 min intervals on weekends she says, Guess Im not going anywhere. You would be sabotaging the system by driving people away so much it would be in a true death spiral.

All Red Line stations should all remain open and normal service (as it was pre-COVID) should resume. WMATA must anticipate increased ridership in to days ahead.

again all am and late afternoon early evening trains should run more frequently.

DO NOT CLOSE GROSVENOR STATION. It is a major hub esp. because of the location and parking. You are making it more inconvenient for people to use the Metro and will simply drive ridership further down.

See previous remarks.

Riders will not want to wait 30 minutes for train unless they have no other option. Most of these options will ensure that ridership stays low.

Could not be more strongly opposed to this change. This is a vital stop that provides great value and accessibility to the nearby community. This stop must remain open, and the proposed 15 minutes between arrivals should also be shortened.

This is just stupid. Grosvenor-Strathmore is not a low-ridership metro station. Anyone riding Metro from downtown knows that more than half the train empties at Grosvenor, and the rest of the riders are split between White Flint, Twinbrook, Rockville, and Shady Grove.

Medical Center is too far from where I live. I would have to find alternative transportation.

So trains would arrive every 30 mins at Grosvenor-Strathmore?

Again, trains should arrive every 10 minutes during rush hour at these station including some not mentioned above:Shady Grove, Rockville, Twinbrook, White Flint

This plan would be very problematic for the Strathmore music hall.

I am a frequent Grosvenor rider during the week and I connect to Ride-On buses from the metro at that station and those buses only go to that station, not to other subway stops. In addition, this would be devastating to Strathmore because many of those folks who attend Strathmore events use the subway stop that takes them directly into the theater.

| |
|---|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| Operate trains from beginning to end of every line |
| It would be too crowded after work from home ends, and it'll be too hard to wait at outdoor stations for long times in the winter and summer. |
| My usual metro is Grosvenor. Additional concern with closing it is that it has more parking availability than White Flint does and a lot of the travel will shift to White Flint |
| Reduction, not elimination is a reasonable approach. |
| My family is against the closure of Grosvenor-Strathmore metro station. We live very close to it, and would not have a way to get to work without it. Due to disability we cannot drive, and Metrorail is the only option for us. |
| This station closing wouldn't affect my travel plans. |
| I rarely use the Red Line, so this plan would be fine for me, but the frequencies that you are describing in the urban core would make it very difficult to keep Metros function as the backbone of a truly urban transit network. |
| Please refer to my previous answer on the Red Line question. |
| Too much lag time will create major congestion inside the trains during rush hour. |
| Wait times would highly discourage me taking the Metro. |
| Long wait times discourage use of metro. |
| As stated in previous proposal, stopping service to existing stations unfairly affects people with residences or businesses in affected area, possibly affecting property values or business traffic. It's not clear that would substantially help the situation: closed stations would still require some upkeep, security, etc. Nearby stations would experience greater parking load and surrounding roads might have traffic patterns/load affected. |
| Again: maybe ridership is lower in Grosvenor, but it does not mean that it is ridiculously low to merit a shutdown. |
| As I mentioned before the pandemic could end sooner than January 1, 2022 but, if that happens, ridership will have to increase as soon as this is all over we know that you guys are in low ridership right now because of the pandemic but, ridership will increase completely and more and more people will take advantage of the metro rail as soon as this pandemic is over there's no need to have to do Low rider ship after the pandemic has passed As I mentioned before the pandemic could end sooner than January 1, 2022 but, if that happens, ridership will have to increase as soon as this is over we know that you guys are in low ridership right now because of the pandemic but, ridership will increase completely and more and more people will take advantage of the metro rail as soon as this pandemic is over there's no need to have to do low rider ship after the pandemic has passed |
| Grosvenor is strategically located, and generally provides adequate parking. Discontinuing service to Grosvenor, and cutting service in half for outlying stations, would result in unacceptable crowding of trains to those stations, or discourage ridership from those stations, or both. Making plans for 2022, based on ridership patterns during the pandemic, isn't rational. |
| I do not regularly use the red line so this plan would not impact me. |
| The International Airport and Metro in the nation's capital should impress. These are many people's first impression of the United States. |
| I don't usually travel that route but I would imagine such a move would be highly disruptive to those who do. |
| My family members work and take metro rail back and forth from Medical Center. the wait times are too long. The ride is too long anyway - especially when I have to transfer from the Blue/Orange/Silver line from the end of the line to the Red Line and the ride on the red line to get to Glenmont. This is not okay. |
| Depends on ridership levels. |
| No! Why not close Twinbrook or White Flint? Grosvenor receives a significantly higher amount of foot traffic than these other stations (I've seen it having been a rider for 7-8 years). As a result, the parking lots remain open for people traveling from afar, to park at the only red-line station with parking, closest to DC. This community has built homes, apartments around the metro for walkable access. At all other red-line stops leading to Shady Grove, these stations are mostly accessible by driving. If you take away metro access from surrounding Grosvenor communities, imagine each of those riders now requiring a car to park at another metro stop. It will cause a huge influx of cars requiring parking at nearby lots that are already full. If you are going to close a station, it should be one with the least foot traffic because for those stations accessed by cars, it will cause the least inconvenience since those folks were driving anyways! |
| If the Grosvenor-Strathmore station is closed, using Metrorail at all would be almost impossible for me. Any possible work-around like taking the Ride-on bus from Grosvenor-Strathmore station to Medical Center to get a Metrorail train there would add maybe an hour to what should be a 10 minute Metrorail trip to Bethesda. |
| This would not be a problem for travel within the DC portion of the system |
| My commuting patterns do not apply to this scenario. I do not live in Maryland nor commute to that neighboring state. |
| I live near Grosvenor-Strathmore and cannot walk to another station. If this plan were adopted I could no longer use metro and would spend NO MONEY per year on metro. |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I wouldn't use Metro for shopping or for medical appointments anymore as it would be very inconvenient for me due to the long wait times and crowded trains.

Grosvenor-Strathmore Metro has many apartment buildings near it with residents relying on public transportation.

That service is too infrequent for my travel needs.

Not at all. Grosvenor is an essential station for those living in Potomac. Personally I would recommend pushing Montgomery County to further urbanize that area and increase walkability as they have done to other parts of Rockville.

It is critical that Grosvenor metro is open for my commute, this would also be a complete below to all the folks that work in my building as they take the metro to work.

It is my understanding that the red line has always been the highest in traffic.

Every 10-15 minutes would be effective....

More service is needed

Why live in a city if you can't access it easily?

Couldn't get anywhere on time

Cause I need to travel beyond Medical Center or Silver Spring if I ride the Red line to get to certain places.

I live near the Grosvenor station, so this plan would mean no metro at all for me and my neighbors. No other station is in walking distance, and biking is terrible in this part of town. I would need to drive to downtown DC, or drive up to Twinbrook and spend \$350/mo for parking. This could be different if there was a regular shuttle to the next station.

This is still a half-hour wait in between trains, and the bus service is not as timely or reliable. This proposal would add an additional half hour to a daily commute, and would raise the price because of the necessity of riding the bus.

15 minutes is too long-- increases my commute and crowding.

I do not travel frequently to these stations.

Metro should canvass how many healthcare and frontline workers use those stations with low ridership.

This station isn't one we'd use.

There is no parking at the Medical Center station. How do we, and the many others who walk to Grosvenor or park at Grosvenor, get there? Pre pandemic Grosvenor was a busy station. As employment in Downtown Bethesda increases with the opening of the new buildings under construction, e.g. just the Marriott Headquarters will add several thousand workers. No way will the many who live in this area and have worked in the buildings off Democracy Blvd. find parking in downtown Bethesda. Some portion will be able to walk to Grosvenor. I suspect the other new buildings will offer similar possibilities of increased Metro use.

Unthinkable

See all earlier comments.

If anything get rid of medical center station. When post COVID life in Maryland gets to a stable/positive state, lots of commuters will rely on Grosvenor Strathmore station, more than medical center riders. Like in the first comment I think express lines can be beneficial as lots of commuters get on between Shady Grove and Grosvenor, but then very few get off until Farragut North. so every 15 minutes and express line during rush hour will be beneficial

Go back to the drawing board and work these issues out.

Grosvenor-Strathmore is an important location for the community due to the location of the music center and music school there. Metro access provides an important service to the community. 30-minute intervals would increase automobile traffic, unfairly deprive low-income residents of essential service, and damage the economies of localities in the Maryland suburbs..

Do not close Grosvenor-Strathmore metro station. Ridership will improve as people receive vaccines and the impact of the pandemic lessens. This option is very short-sighted. Many people and businesses depend on this station being open. Walking to either of the alternative stations, given the traffic on Rockville Pike, is dangerous. Have fewer trains or longer wait times between trains but please don't close this station!

The continued operation of Eisenhower Metro Station (Yellow Line) is my greatest concern. I'm not aware of any of the individuals I live amongst or work with that are required to commute to Grosvenor-Strathmore and Medical Center (Red Line).

DO NOT CLOSE STRATHMORE. Do not close strathmore. Honest To God - What the hell are you thinking. People were not using metro because of covid. Many many people use this station - Staff that work at nursing/assisted living homes, people that do not have cars and depend on this stop to get back and forth to work and into DC, VA, MD and surrounding areas., doctors offices, etc. People bought houses and condos, etc to be close to metro, walking to White Flint or medical center is dangerous and too far. The music center is right here. People use the metro to visit museums, get to the airport, shopping, etc. DO NOT CLOSE THIS STATION.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I walk 1 mile to get to Grosvenor-Strathmore during the day. At night I drive and park at the station. There is no parking at Medical Center and I worry that there wont be enough at White Flint to handle all of the Grosvenor-Strathmore spillover.

I dont ride the red line very often but when I do its usually to one of those stations.

I believe that this is a good plan but trains arriving every 30 minutes is too long. Every 20 minutes would be acceptable.

The closure of Grosvenor-Strathmore Metro station would severely curtail my patronage of the Metro and Washington, DC.

As a red line user, I am afraid red line trains will be too crowded during rush hour if running at 15 minute intervals.

The headway's are insane and should never be accepted. Also, overall like I said the Silver Spring turnbacks like I said are fine but the Grosvenor Turnbacks are ridiculous especially if they're actually going to turn back at medical ctr if Grosvenor is closed

I would hope that detailed analysis would be done (if data is available) on who/levels of people currently dependent on reliable transit service in the areas affected, outside of what you may receive from the survey. I understand the suburban context gives those stations an uphill battle in attracting ridership to begin with, but I hope youre considering the underlying tradeoffs regarding who is most dependent on the service in the first place.

Grosvenor-Strathmore is key to my commute.

I have to drive to metro because it is too far to walk to a bus, especially in poor weather or when carrying things. I cant get to NIH/Medical Center station because there is no parking. Every 30 minutes from White Flint is unacceptable because of the total commute time, so I would not use metro but drive instead.

I FRQUENTLY RIDE TO MEDICAL CENTER FROM VIRGINIA SQUARE BY TRANSFERRNG AT MEDTRO CENTER.

Again, you are punishing some of your ridership. Its not fair.

No. This plan would not work for me. Not at all. I would like to know more about your premise. Due to low ridership. So, ridership was low during a once in a lifetime pandemic, where everyone was closed to stay home. Your response is to reduce services 2 years after the start of the pandemic, and after people are expected to be vaccinated, when demand will increase.

People arent going to Strathmore because theres a pandemic. Have you heard? Ridership will increase once Strathmore programming resumes.

My daughter takes metro between Shady Grove and Grosvenor to attend a nearby high school. This would cause significant issues for multiple schools.

Same feedback as before. Residents north of Grosvenor-Strathmore station had to endure years of train service that wasnt the same as what other riders received. That changed when all Red line trains became through trains. Reverting back to a north of Grosvenor gets less service plan isnt acceptable.

DO NOT CLOSE THIS METRO STATION!

Again, it would be likely to cause difficulties for my son and his family, and my daughter.

Optimistically assuming things are â€œnormalâ€ by then, Strathmore is a performing arts center and Metro is used by its patrons.

I only use Grosvenor-Strathmore

I can walk to Grosvenor/Strathmore, but would need to drive to all other nearby stations causing more traffic on Rockville Pike & clogging parking spaces near any & all nearby stations

It would be harder but would work.

As described before, Closure of Strathmore will be inconvenient for me

Grosvenor-Strathmore is a major concert area and in January 2022 it will most likely be back to conducting entertainment. In addition, Grosvenor-Strathmore has parking (garage and outside parking). The Medical Center area is operated as office space area, so this would depend on the office space traffic.

too infrequent

Any employee that has to arrive to work, in these areas, to get to work on time, will become quite agitating due to the long wait for a Metro train to arrive, at that specific station. It also reduces the amount of employees that work with Metro, employment at high levels and cutting off employees will begin a number of growing of unemployment.

Hope this helps with budget. If you notice crowding. Will you make a change?

As I stated in response to Proposal #1, I really dont want WMATA to have to cut Metro service on any of the lines.

It may work for my but it would take more time.

Closing Grosvenor-Strathmore will be highly inefficient for my travels.

I dont ride this part of the red line, so it doesnt affect me.

Grosvenor is a huge commuters hub and should not be closed. Medical center is hard to get to and does not have parking.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

There is no parking facility at Medical Center Center. We do not have anyone to get rides to the station. There is no bus service from close to our home. Considering inconvenience for all riders, please do not consider closing Grosvenor - Strathmore Station at all.

Please do not close Grosvenor. It is the station many rely upon due to parking.

As indicated in comments to metro proposal 5, this proposal should be viewed as the last possible course of action to rectify fiscal challenges, taken only in instances wherein EVERY OTHER COURSE OF ACTION HAS BEEN ATTEMPTED AND DULY FAILED. The closure of Grosvenor-Strathmore would negatively impact thousands of employees at both the NIH and Walter Reed Medical Centers, front-line personnel who not only constitute part of the national response strategy for the provision of care during the COVID-19 pandemic, but who are/were also directly responsible for the very research and science that led to the successful development of the very COVID-19 vaccines (e.g., Pfizer, Moderna) that are now saving the lives of citizens across the DMV areas and the United States. Closure of this station would displace thousands of these critical and dedicated employees, whose expertise will continue to be counted upon to develop effective responses to the additional strains of coronavirus currently being discovered and for which public vaccine boosters may become necessary in January 2022 and beyond. It is unlikely that the metro board intends to slap these critical front-line personnel in the face, but the closure of Grosvenor-Strathmore would be interpreted as such, given that it would constitute the functional equivalent of this action if implemented. This is just one example of the reactivity of this specific proposal. The proposal does not appear well thought out nor grounded in (or driven by) data or careful analysis and consideration. Given its implications for metro and its stakeholders, coupled to its impact on employees deemed critical for public health and safety, this proposal should be used only as an absolute last resort. The low ridership experienced at this station - as referenced in this proposal - is likely due to the federal policies allowing for telework and remote work (e.g. MaxiFlex policies) during the COVID pandemic and thus would constitute an intermittent data point. Historical, pre-COVID ridership data and trends would represent a more accurate data point or analysis. Note, too, that service can also always be scaled commensurate with ridership data and trends over time (including those over the course of a single day, week, or month). This proposal to close stations, including Grosvenor-Strathmore, should be used only as a last resort.

See answer to proposal 1

If this means substantially reduced frequency further down the line (Metro center - cap hill), then no, it would not work. Infrequent trains mean that commuters cant rely on the system and likely wont be able to get on the trains because they are so full. Theyll stop riding and Metro will fail permanently.

For the previously stated reason, 15 minutes between trains on the heavily traveled Red Line corridor between Medical Center and Silver Spring (or Grosvenor and Silver Spring) is simply too long an interval.

30 minutes is a long time to wait on trains especially on week days

Just collect more from MoCo for the 15-minute service headways.

What about all of the people in the apartments that will definitely be inconvenienced, and back to driving carbon-producing automobiles? Last I checked, electric automobile charging stations wont be in apartment complexes for quite a while.

If I walk to Grosvenor how would I get to Medical Center?

White Flint and Medical Center Stations are not as accessible as Grosvenor station, so this would be difficult. There is more traffic around the medical Center Station in the mornings, so people getting rides to the metro would have to deal with traffic, and would be creating more traffic-it is very congested there in the mornings and evenings when people are going to and coming home from work. Having Grosvenor open helps alleviate and prevent that. People could drive away from traffic to White Flint, but that means going in the opposite direction of work if traveling downtown.

Seems like there would still be reasonable wait times to more frequented stations.

Will there be a free shuttle to Medical Center?

Again, not great to have anything less than 15 minutes, but for suburban, higher income areas, I guess.

Unless the Panemic situation worsens and no one is travelling anywhere, the density of the population surrounding Grosvenor Strathmore is very high and growing. I cannot comprehend the rationale behind these decisions??? To shut down this once bustling station at the time we hope normal travel to resume? The crowds that would potentially gather if service is reduces is likely to alarm most still recovering from social distancing frenzy.

Grosvenor-Strathmore stop needs to stay open. It is a vital stop.

Responding to reduced ridership with a reduction in service is going to cause a further reduction in ridership. Why would anyone choose MetroRail if they can drive in half the time?

Trains would be absolutely packed -- to the point that people would have to wait for the next train, IF THEY CAN FIT ON THAT ONE -- during rush hours. Additionally, I take the MARC to the Metro as it is, and have a Metro transfer to a different line. So, Id have three transit lines with relatively long wait times in between instances, and that would likely mean Id opt to drive.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

There are people that use the metro, especially medical Center because they work late at night hours or returning home

Closing Strathmore would keep us and many, many other people from attending performances at the beautiful venue. Could Strathmore even survive without Metro access? It would be cruel to make Strathmore inaccessible for so many people. The place is packed for every evening performance we have ever attended.

I dont use those stations

I say no to this mainly because of the Parking available there.

I dont use that part of the Metro typically.

Closure of Grosvenor station would be a major obstacle to my ability to utilize Metro as I require parking at the station-especially when I use Metro for evening trips into the city and back. I also know that many older people who reside in the Grosvenor apartments and the condos that have been built in the area specifically due to metro proximity and access will be negatively impacted by the closure of this station. My husband and I most strongly object to closure of this station and sincerely hope that Metro can find other means to reduce costs.

Grosvenor-Strathmore must remain open for my travel purposes. Maybe, you should not open the Silver Line if you cannot afford to maintain services to existing stations.

This will significantly increase my commute time. I would likely no longer take metro

While I dont regularly travel to and from these stations, I have occasionally used Metro to get to restaurants or cinemas near them to meet friends. Traveling by Metro saves me driving the Beltway which feels increasingly unsafe to me as an older driver. Increasing times between trains would mean adding up to an hour more to my travel time.

the 15 minute frequency works toward delaying an on-time work arrival for me, not to mention for those coming from the far suburbs.

During rush hour, trains should arrive faster than every 15 minutes because there are more people and typically train delays. If a train breaks down or is delayed for any reason there will be twice the number of people on the next train, and those people will be waiting 15 minutes to get to work. Moreover, the Red line has two of the bigger stations in the metro system with large transfers - Metro Center and Gallery Place/ChinaTown.

Im sure 270 can handle the extra traffic...

I don't ride the red line often but generally oppose service cuts.

Doesn't Grosvenor-Strathmore serve a major music and theatre venue?

I would like to be able to rely on Grosvenor to commute from.

This will severely jeopardize my sons ability to find a job. He has a disability which prevents him from driving and walking long distances, and we bought a house specifically within a walking (10 min.) distance to metro (the Grosvenor-Strathmore station) to increase his chances to have a job for which he is studying so hard and have more chances to socialize which is a lifechanging opportunity for him. Without a realistic access to metro, he will be confined to our neighborhood, continue staying at home, with very serious long-term negative consequences.

No, this plan would not work for me because Im an essential-healthcare worker at an area hospital. Unfortunately, our shifts end at 11:30pm, which conflicts with your 11pm closure. This is also a problem for retail workers. If ridership is down, maybe you should consider extending your hours to Midnight to accommodate the needs of late night essential workers whod rather pay more to ride metro than an over-priced Uber/Lyft/cab.

By January 2022, it is likely workers will have returned to the office. 15-30 minute headways will result in crowded stations and trains.

I rarely use these outlying segments

I don't usually ride the red line, but when going to some locations in DC where parking is horrendous, I still consider taking the metro off I can get to my destination without walking miter than a short block or two. As a woman, I don't feel safe during darker times of I have to walk through unfamiliar areas alone. Plus, if I'm going to an unfamiliar area, I can get turned around trying to destination, so I really hesitate if the destination is a long walk from the station.

Closing Grosvenor station does not work for me. It will make it pretty expensive to get to the closest station

This would increase travel time for service workers.

Your projections aren't reflective of municipal demographic goals insight of economic recovery from covid - 19 .

Confusing and likely will create lots of complaints.

See prior response regarding Shady Grove.

NOOOOOOOOOOOOOO. Go to NIH for doctors. Go to Walter Reed for training. Go to end of these lines to get to other parts of the city. THat will stop as im not adding even more time than it already takes to get to those places. nor will my friends. You are destroying DC and making it a horrible place to retire. Im already rethinking that. NO NO NO NO

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

The Grosvenor area is very densely populated With lots of traffic at peak hours. Metro is the only efficient and reliable mode of transportation in the area even with the existence of the Rideon bus lines.

I live inside the Beltway, so this does not affect me. However, if you reduce train service at the stations outside the beltway, that makes it much more difficult for those riders to access the Metrorail system. It would be a much better proposal if you ran a supplemental train from Shady Grove to Medical Center and from Glenmont to Silver Spring, this might be passable. I used to live outside the Beltway and didn't use the Metro at all specifically because the bus did not come frequently enough for my trips to be worthwhile. If you reduce trains to become that infrequent, you will lose more riders than you will save money.

As mentioned previously, this train service would not be frequent enough.

Lowering frequency to the northern red line stations would make it harder for me to choose metro to visit family.

See prior response regarding reduction of red line service during rush hour.

I live within walking distance of the Grosvenor Metro station and frequently take red line train. I would be very upset if it were to shut down !!

Grosvenor-Strathmore is a popular station for access to the Strathmore Music Center. Closing that station would increase reliance on vehicles for transportation and force more cars onto 355/Rockville Pike which is already crowded and dangerous for cars, pedestrians and bike riders.

This would not impact my commute.

I use public transportation to travel from Prince Georges County, Maryland to downtown Washington, DC. I don't travel into Montgomery County, MD.

As previously discussed, I commute from/to Rockville, but I could not rely on a train once every 30 minutes because it would almost inevitably result in me missing school pickup on a semi-regular basis. As a result, I would either drive to and park at an already crowded station/parking garage further down the line, or I would not take metro on weekdays.

Maryland residents who rely on the Red Line to commute into the DC metro area, whether for leisure, work, or other purposes, should not have to wait 30 minutes for a train to arrive. Rockville, in particular, has a sizable commuter presence, and reducing operations in the area would harm our economy and reduce interest in moving out here for DC transplants like myself. It's unreasonable that essential workers, low-income riders, and passengers with disabilities would essentially be trapped at a station for 30 minutes if they just happen to miss the train. This proposal is offensive to the Maryland residents who strive to be environmentally friendly and use WMATA rather than drive around the DC metro area for their various needs.

Other stations are too far away for seniors with mobility problems- this works slowly to walk to the Grosvenor station

I am concerned that even retaining an every-15-minute schedule will make the Red Line a difficult commuting option because of increased numbers of passengers per train and the impact on arrival times during rush hour.

While it would be better to close one metro station than several, I think this is also not an ideal option. An option earlier, maybe option 2, seemed to do a similar thing to do this without any closures. I would prefer that option to this one.

I do not understand this question. Please don't close Grosvenor

Trains & platforms would be too crowded & packed

Somewhat inconvenient. but workable.

It's sad that we have to make choices that might not affect some, but will affect others, in this case those on the Red Line.

You called time on me. Moving on.

Trains operate every 15 minutes between Shady Grove and Glenmont. No turnaround on Red Line.

NEVER CLOSE GROSVENOR-STRATHMORE. It is WMATA's crown jewel. It connects with EVERYTHING and the massive development all around this station was erected for precisely for SMART GROWTH so that people could have very close access to the subway and not rely on their cars to get everywhere, which kills traffic, kills the environment, contributes to climate change, overcrowded schools. I have relied on this amazing station which is very close to where I live to get me to buses (including Ride On in my own neighborhood and areas nearby) to Union Station, to National Airport; to downtown festivals which are many, to museums, to conventions that I attend; and to the Zoo. If we lost this station, the county's economy and quality of life would be doomed. My relatives also rely on it when they come to Maryland to visit me. Its closure would be brutal for everyone--including the whole DMV who come here via the subway to attend performances at the Strathmore Concert Hall and outdoor summer concerts. It could even threaten the Concert Hall itself. Use this station to go to all sorts of concerts everywhere every weekend all spring, summer, and fall.

No, no, no. Shady Grove, Twinbrook and White Flint have some of the most parking available. It wouldn't make sense to deter riders from these locations. This would discourage people to park and ride - to pay for parking, only to have to wait 30 minutes (2 each hour) for a train. Also, closing Grosvenor is a ridiculous idea - it is an incredibly popular station, majorly convenient given access to highways, and has lots of parking.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

There arent any stations in walking distance of Grosvenor, so Im afraid those communities (and the Strathmore Center) would be stuck without a metro.

I dont think this would affect me.

Those time gaps are too big and will lead to crowding or reduction in ridership and more traffic.

This will impact theatergoers adversely especially older folks who prefer not to drive at night.

I use the orange line so this doesn't affect me.

The closure of the Grosvenor-Strathmore station would add additional time to my commute. The nearest station would require using a bus to get me to either Medical Center or White Flint depending on the travel needs. I am 100% dependent on public transportation, as I do not drive due to medical reasons. I use Metro for all my daily needs: work, grocery shopping, medical appointments, and pre-COVID time: religious services, visiting friends, community events, and other activities.

I do not use this metro station

This proposal would be extremely burdensome for my family. We have two full-time jobs and a young child, but only one car. This proposal would be seriously harmful to us and our ability to get to work and obtain child care.

This is a terrible plan to make Red line train service slower and more limited. I use the red line the most often since it is near me station Fort Totten and would be hindered from timely arrival for work and medical appointments by such a horrible plan as this.

I work at the federal building at twinbrook and 30 min during rush hour would be problematic.

This effect getting around the DMV for jobs and checking on family members without a car

Grosvenor station is our bloodline

There is a critical high volume station, this plan will inconvenience lots of people. The supply will not meet demand.

I rarely take the Red Line, so while this proposal would work for me, I am not the best person to weigh in on this topic.

Please refer to previous comment about proposed reduction in train frequency.

Parking resource at Grosvenor-strathmore is valuable complement to metro service inbound to DC.

Again, I live near the Twinbrook metro station in Rockville, MD, and this proposal of trains arriving every 30 min. at stations north of Grosvenor would make trains too crowded. Even with the previous pre-pandemic schedule, many south-bound trains arriving in Twinbrook for the morning rush were full. I have waited for up to 3 trains at Twinbrook during the morning rush in order to find space to board safely. I experience a similar issue during the evening rush hour from downtown DC to Twinbrook when trains to Twinbrook only leave from DC every 30 min. Post-pandemic, no one is going to be thrilled about being in such close quarters with so many other riders. People will start to drive to work instead of cramming into metro trains like sardines. Loss of the riders north of Grosvenor station post-pandemic will compound Metro's budget issues. It's not clear why metro hasn't reduced service now, when there are fewer riders, to save money now instead. I see trains at Twinbrook much more frequently than I would expect during the pandemic. It doesn't make sense.

Issue of traveling between Medical Center and Shady Grove in the evening home from work shift that ends at 8 pm.

As a White Flint resident, this is pretty terrible.

Not sure, only if it is due to low ridership.

The Grosvenor-Strathmore station is a very important part of the neighborhood it is in. Many people chose to live where they do because of the close by metro. The next two metro stations are not accessible by walking and would make Metro much less accessible.

This is really terrible. This makes public transit entirely unviable for our commutes.

Closing Grosvenor-Strathmore will not work for me

I can accept this proposal because it does not close stations.

I worry about overcrowding in the middle of the red line with trains only every 15 minutes during rush hour

Such plan would leave the important Grosvenor/Strathmore community without service.

30 minute headways at stations is unacceptable. Be a reliable mass transportation system, or close your doors so we can get another business to service the needs of the people.

Metro does NOT have an alternate service connecting Medical Center to Grosvenor which makes travel more difficult. In addition, Ride On (Montgomery Co.) service provides NO service between Medical Center & Grosvenor either except for Sunday. As stated, closing this station and 21 other would hurt customers who live in that part of Montgomery County. Metro used to have a bus route that connected Grosvenor & White Flint before it was eliminated (J5). Senior citizens would suffer the most under this proposal if Grosvenor was closed, as well as people who live and work along that stretch of Rockville Pike.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

If the Ride On buses were not running, I would be in deep trouble. I have no car and this would also add to my cost of transportation. I bought my Condo based on the fact that Metro had a stop there. That was the main reason for my buying my Condo.

I dont understand why Metro would abandon Grosvenor, with the parking garage there, which is the closest parking garage to DC on that side of the Red Line.

Not sure because other people go that way.

need higher frequency during rush hour

I do not frequently travel to these locations so every 30 minutes would work for my specific travel needs

I do not and have never lived on the Red Line.

I currently do not often use the Red Line.

30 minute headways dont work period.

Red line trains arriving every 15 minutes is just bad.

While I dont ride this segment often, there is too much time between trains for those who do.

Do not close/shut down any metro station even if there is low ridership-- to compinsate increase fare prices on subway or bus & have shorter trans on subway lines or have subway trains skip stations that have low ridership-- like having a subway train only service a station with low ridership less frequently having trains blow by certain stations but only service those stations with every 2nd 3rd or 4th train, but have it be at predictable intervals. Essential workers, elderly & schoolchildren use subway & bus to get around.

Absolutely not! My commute is Grosvenor to LEnfant EVERY WEEKDAY (Monday through Friday). GROSVENOR IS AN ESSENTIAL METRO STOP -- ESPECIALLY OVER TWINBROOK AND WHITE FLINT BASED ON RIDERSHIP DATA COLLECTED PRE-COVID. I need to use the metro to get to Department of Homeland Security (DHS) campus everyday. Please dont make my life harder than it needs to be. I already have to take the red line to switch lines to get to LEnfant to then take a shuttle to DHS campus. I dont have time to take a metro bus from home to another red line train. I currently walk to Grosvenor-Strathmore metro and need to be able to do this instead of moving as well as losing value in my home.

Wait times are too extensive especially when one has to connect to another line or bus transport.

Trains should be at minimum every 20 minutes to each station. Alternative bus service exists between Grosvenor and Medical Center but should be increased in frequency.

I dont have particular affection for grosvenor-strathmore but every 15 minutes is slow

See prior comments. 30 minute wait times for end of line stations is not in the best interest of riders and I can assure you, I would rather drive ten wait the additional time.

This proposal seems consumed within the others. Not sure how it is different than Proposal 2 (I think).

Would cause overcrowding

No - this segment of the red line is essential for my work commute!

If we can afford tax breakers for billionaires, we can afford to pay for mass transit. Simple as that!

Basically, the working class is doomed with this plan. This isnt manageable for us

This might work for the short term. This doesnt affect me right now.

I dont currently use the Red Line, so this wouldnt impact me.

You would be asking me (a neighbor of the Grosvenor station) to wait up to 30 minutes for a train? Unless Metro could publish a reliable schedule of train times, why should I ever take Metro? Answer: I never would. I would count on Ride-On, which runs more frequently up and down the Pike now than Metros proposed 30 minutes and can at least be counted on as to time of arrival.

No comment

I would have no way of getting to medical center . I would be very upset if you do this.

Again, less frequent trains equal more people on the train once it arrives which does not allow for good social distancing. Additionally, what service will you provide to those without means of transport who will lose their metro access at grosvenor.... will you provide free shuttle services to other stations? If not, then cut costs elsewhere.

Will have to find a way to get to that area by bus, which will cause many people problems to get to area. Having the station open help everyone to get where they need to go without commuting a few hours to get to that area.

No objection to the proposal to run a train every 30 minutes at the listed stations, but trains should run more frequently than every 15 minutes at core stations during prime commuting hours

See above.

| |
|--|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| if i take the yellow/red lines to work, I change at Metro Center. Given how busy Metro Center gets, every 15 minutes would likely be too infrequent |
| Too much time, 30 minutes. Too many trains packed with too many people at rush hour |
| I rarely use this section of the system but given the push to remove the turnback in years past I believe that this will be difficult. |
| I dont use the redline, but this again would hamper DC traffic. If it must be done why not reallocate and do this now when there are fewer riders? |
| It would work far better for me if the more frequent service was extended to Wheaton, which is already a giant nexus for outer MOC residents. |
| I do not regularly use this station |
| Too long between trains. |
| If you consider running 30 minutes to Rockville, that would discourage me from using the metro to work at Montgomery College in Rockville. |
| People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around—especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinated, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around. The hours listed above also create a hardship on riders. If you miss a train, you have to wait a considerable amount of time for the next train to arrive. This can impact riders dependent on Metro to get to and from work. |
| I dont use the stations youve named as likely to get service every 30 minutes, but I do occasionally go to Strathmore and Rockville in the evening. A train every 30 minutes is a daunting wait for someone who is tired after a long day and wants to get home. I know you know this. Each of these proposals is drastic and would shut off an important share of your riders and prospective riders, turn their attitude against Metro, and lose their patronage for the short and long term. |
| This sounds very complicated especially for those visiting the Washington, DC area for work or family visits or other things. Consider keeping everything at 20 minutes between stations. Its hard enough to plan. |
| I live near Grosvenor -Strathmore station (3 minutes walk). It will make it extremely hard for me to get to Medical Center station in order to get to work or going to downtown DC |
| I dont use Grosvenor Strathmore and havent in 7 years. |
| Need trains more frequently during rush hour. |
| Our hiking club bus uses the Strathmore parking lot every weekend. |
| From Medical center to strathmore - road are not pedestrian friendly. |
| I don't use Grosvenor-Stratmore but the time between trains is insufficient |
| Grosvenor is an important stop for me, because I live here! |
| Need shady Grove and White Flint more regularly than that. |
| As someone who used to live right at the Grosvenor Strathmore stop, I can say that reaching another station from that area is not convenient. Some people who live there would be terribly cut off- it would affect their commutes horribly. |
| I will be commuting to work as I did before the pandemic and will need reliable train service more frequently during the week. If the trains run every 30 minutes I will not use the trains and will find different way to get to work. |
| However, I think this removes an important option for those who travel to Strathmore for performances. |
| Strathmore is a culture icon in the DC metro area. Closing the closest station would only hurt one of DCs oldest cultural venues. |
| Closing Grosvenor-Strathmore is a very bad idea and will result in even lower ridership. |
| No, no, no! People headed to the District of Columbia DO NOT want to drive away from their end destination in order to find a Metro station with parking. If I drove south towards my final DC destination, I would find Metro stations with little to no parking spaces available. This makes no sense and would not work for me or others. |
| Again, I dont do Montgomery County unless I absolutely have to. |
| I need Grosvenor station to stay open. |
| My family commutes from Rockville to the last stop on the Silver line. This would adversely impact that commute |
| Are you basing these decisions on pre-pandemic ridership or pandemic ridership. Once more people are vaccinated and venues in the District are open for business again, the ridership patterns will change. Pre-pandemic, I don't think the ridership from Grosvenor was low. |
| This is probably not an issue, but I would need to check the map. |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

All of these 30 minute intervals between trains is ill advised, especially during the winter months. Jan, Feb, Mar, and sometimes Apr dont have the most hospitable weather for public transportation.

My commute is impacted just the same as I indicted on previous questions.

I worry about over crowding during rush hour on platforms and in the cars

Not my region.

30 minutes is not frequent enough

Again, Grosvenor is only station walking distance from my home.

My family depends on the Metro train from Grosvenor-Strathmore.

I would need access to Grovesnor Strathmore.

I do not regularly travel on that part of the red line, so not sure how those changes would affect me or others.

I mostly use the yellow/green lines with occasional red line use in the city.

Again I am at Twinbrook this schedule is outrageous

Similar to plan 2:For work this is fine and meets my needs since I commute from Gallery Place to Tenleytown.I do have family and friends near the Rockville and Wheaton lines though, so the extended wait is certainly frustrating. But not impossible to work around.

I dont take the red line.

This would not affect me personally.

This would cause inconvenience and severe crowding at downtown stations, particularly change points and those adjacent to sporting arenas

Run more trains.

I work in Rockville.

Should be shorter cycles.

I don't ride red

Not for 2022. 2021 perhaps. But not 2022

My travel time for work would increase drastically.

I oppose to the shutting down of entire stations in any scenario.

Can metro adhere to a fixed time schedule make available to the public.

There will be no appeal to take public transportation.

I ride red line to my job Rockville. I am legally blind but there are many others without cars riding these trains. This is not a good solution. I have to leave on the first train of the day to get to work on time. Changing the times would not work for many, many riders.

One of the places I often use metro for is Strathmore, where I rehearse and perform.

Are you nuts?

I dont use the Red line much so these scenarios seem ok to me.

This is the best so far

More stations equals more access and the metro is a key environmentally friendly and cost effective travel network..

This is getting more and more ridiculous. WE NEED TO GO PLACES.

Lame

I do not often need the Red Line to those out-lying stations and have used Grosvenor-Strathmore station only once. Again, the important thing is schedule and consistency of train operation so trips and connections flow.

I rarely ride the Red Line.

Your proposal disproportionately affects the working people and the poor. This is structural, economic discrimination.

This station is important because it's the one I use. Please do not close

15 minutes is too long to wait and too infrequent. It would stretch my commute out to where it would be more efficient to use a car.

Please see my remarks re: trains every 30 minutes on the Red Line previously in this questionnaire.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

I am not in favor of closing stations, in general. I tend not to take the red line as often as the orange line, but I don't relish the thought of a 30 min wait in the instances that I do need to. It would discourage me from taking metro"which sets up a vicious circle (fewer riders" > less income" > less convenient metro service " > fewer riders...)

When Metro needed us to support its expanded service, we responded by encouraging the building of this station. Now that we have supported you for decades by building businesses and new homes, you are saying we are no longer necessary. The pandemic has affected us also by having to work from home. Now that offices are opening back up, help us to get back to work and maintain our lives and ability to exist.

This does not appear to affect my anticipated travel needs as an infrequent, out-of-town Metro rider.

none

I think it would make more sense to turn back at White Flint instead. White Flint has been a pretty regular stop for me for the 24 years I have lived in the area.

I take the train home and i work in that area. My family and friends work by these metro stations

Not sure but please keep in mind those who depend on metro at these stations to get to and from work.

Dont use any of them routes

I live in Bethesda. I frequent the metro to Rockville and other places North of me. My concern would be what other alternatives. Are their conversations with Ride On? Because they have already reduced services so if these are the proposed cuts, will they increase services?

Similar to an earlier plan, I believe this one is more viable

Keep it 15mns arrival in all the train stations

Porq yo vivo en glenmont y es demasiado tiempo para la espera

Is ok for the metro to runs every 30 minutes is not that bad.

None

...

That might work.

Again, frontline healthcare workers and medical researchers rely heavily on dc metro transit systems, especially the metro rail system for daily transportation back and forth to work or to the connecting Marc train lines to get to work. We need frequent service at peak times

Si debido alo que esta pasando creo que si

Si cierran estaciones, tienen que dar facilidades a los usuarios, para que lleguen a su destino. Usando buses. Y en la relaci3n al tiempo, cada 20 minutos.

To date, Ive only used Rockville, Medical Center& Bethesda stations.

If this is absolutely necessary, schedules must be made available to help people plan accordingly.

Suelo usar mucho la IÃ-nea roja

It interferes with ability to reach locations

Leave that alone because it is another route to going to work or the hospital.

No parking at Medical Center means this is not a good replacement for Grosvenor-Strathmore even though the two stations are close to each other.

I don't use these stations

I need higher frequency on the red line since it's my main line.

Go

Same as previous reasons, this drastically impacts work commute

My commute on the Red line starts at Silver Spring so this is fine for me

Too far apart

Keep that station open.

This sucks, but I don't use the red line as much.

Do not travel to these stations

This would be good because it gives you time to be early what I mean by that if I know they run like that and I gotta be to work a current time it allows me to improve time management

If Strathmore reopens, wont this be a problem for its audiences

N/A

| |
|--|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| I don't travel to none of those stations. |
| I'd like to see every red line station in service plus that was the first line that was create it |
| Trains should operate every five minutes |
| I dont ride the Red Line |
| Heck no. Please upgrade technology to self driving and cut labor, not decrease transportation options |
| Likely further reduce ridership, especially at major stations with other options like Rockville. |
| No |
| This acceptable with planning. |
| Again, what determines "low ridership"? |
| I rarely take the red line, when I do, I usually dont need to go further than Medical Center on the western side or Silver Spring on the eastern side. |
| I dont ride the red line. |
| That's a long time |
| My work needs dont require me to travel to any of these stations, however, i think Metro is making these suggestions based on 2020 trends, which isnt accurate at all. |
| too long in between trains |
| FAMILY MEMBERS ONLY MEANS TO WORK AND WILL NO LONGER WORK IF STATION CLOSES. |
| This is my daily commute, 15 mins is too long to wait for a train. |
| None |
| Not a red line commuter |
| I don't even understand this plan. Rewrite.. |
| Again, as with earlier proposal, I could make this work though it would not be ideal. |
| That would effect the working class |
| Again, I dont take the Red Line really. Plus, this looks like youre just making excuses to pay your employees way too much money. |
| I don't ride the Red line. |
| I f do not use red line |
| This closes a valuable station and still runs too infrequently to be functional. |
| don't use these stations |
| Rarely ride those lines |
| I don't use the Red line, as much |
| This works. |
| Ideal solution. |
| I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus |
| Impacts commuter time to meet other trains to get home in a timely manner |
| Don't use red line. |
| This would work for me, but I also dont plan on traveling through Grosvenor-Strathmore station. I imagine those who do will feel differently. |
| not using it metro now, later i will |
| There will be a increase especially during summer mouths. The Fall seasons... people need to go and come as is... do not close out the above mentioned stations maybe the 30 minute wait is negotiable |
| I dont travel that far up usually, so Im not directly affected. |
| I use the Wheaton Metro station, & would need increased frequency of service after the pandemic. |
| That works since it will also maintain the trains underground more which maybe helps? Medical Center is important for all the workers at NIH and WR. |
| My stop is silver spring |
| The trains are going to very over-crowded |
| I will do everything to plan around the schedules. |

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

This plan could possibly work for me.

a longer commute time

wouldnt like to see Grosvenor-Strathmore closed

Would it be possible for the redline train to run every 15 minutes for all of the red line stations?

30 mins. is a long time in cold or hot weather. Absolutely against this too.

these are very long waits if your are near the end of a line.

I do not use the Red Line frequently.

No comment

I commute to White Flint so it would be my preference for trains to come more regularly to that station

digo que si pero desconozco esta ruta

No will not work for me because the red line heavy traffic all hours of the day

Low ridership could be temporary.

I dont have first-hand experience with whether these get busy or not, but seems reasonable.

No impact to our travel.

Why is the Redline being targeted?

I do not regularly take red line

None

As I recall every time metro has expanded service ridership has increased.

We do not use Metrorail.

I have never been that far out on the Red line. Close it.

Getting off one red train to get on the next one is very inconvenient.

When I lived in the Bethesda/Rockville area, Grovesnor was my #1 location for ridership. I still use it when I go to Strathmore events. A lot of neighborhoods rely on it, especially with how hard it is to get into the Medical Center station if you must park.

No comment.

This would not affect my travel.

You will force everyone to find alternatives for their commutes.

Closing grovesner okay but trains need to run from shady grove to glenmont

I use the Grosvenor-Strathmore Metro Station Daily.

I live in Wheaton so I would still be late for work.

Every 30 minutes to Shady Grove is not a high enough frequency to ensure that I maintain my job. Every 15 minutes would be the bare minimum to successfully maintain my current employment status.

15 min for all stations

Long commute If my commute becomes longer with longer delayed connection I will most likely start drivingMy commute currently 1 1/2 hours30 min to metro transfer 20 minutes in orange/ silver line sNd 20-30 minutes on bus 1A or 3 A

This plan will not work for me at ALL. I live in Glenmont area and wait 30mins for a train is way too long.

This would work as long as the trains were not at full capacity such that people could not rely on the train that arrived having enough space for them.

Again, with 30 min wait from Shady Grove that train will be packed just leaving the station

I would just have to plan and hope for no delays when going to wheaton

Absolutely not - I get on at Twinbrook!

This will kill the metro ridership. The metro will never recover. Look at cities with successful public transit system. Theyre reliable and very frequent, there fore people use it. Decreasing times and stops will encourage people to never use it.

Don't use these stations

I would not feel comfortable taking more crowded trains while social distancing.

Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure

Living in Wheaton, this is essentially the same as proposals 1&2.

In the past when a similar schedule was in place it worked because the arrival times were more frequent. I use the Wheaton and Forest glen stations so the extra long waits would be probelmatic.

This would cause numerous obstacles for those who use these stations.

Just have all red line trains run every 30 min

my son rides to Ft Totten from Naylor Road or sometimes PG station where I work.

Between the NIH and WRNMMC there are far too many employees at Med Center that don't have the option to telework (nurses, orderlies, service staff, etc) and with all the parking restrictions in Mo County, slowing service to Med Center is simply hateful, lol. Surely you've seen that even during COVID, Med Center patrons are pretty consistent.Plus, don't forget that once school is back to normal, many of us will be avoiding certain train times due to all the loud and awful HS kids that ride around 3:30p. Please Metro, use this time of low ridership to figure out a better plan on how to deal with the unruly, loud, smelly and ever-harassing school teens! You know exactly what I'm Talking about too...

I'M NOT WAITING 30 MINUTES FOR A FUCKING TRAIN

I primarily commute during rush hour on the Red Line, so this would completely change my perspective on the metro. I would reconsider driving instead, which would be upsetting in many ways.

It adds longer time to my commute to the office. People will have start to consider transportation that is not clean for the air such as Lyft and Uber

To the same point as the other proposal, getting home to Forest Glen would be very difficult and make the trains packed with travelers going to those limited locations. Taking the metro would not be continent anymore in that case.

This is terrible. I need this station to commute to work. The next nearest station would be a 30 minute walk away. This is a terrible idea and the station is incredibly important to me. I work for the navy and have to commute to navy yard

people in rockville need transportation! 30 minutes is a ridiculous wait

Not applicable to me.

Coronavirus

I don't understand what metro is trying to do closing such a big and important station Lake Grove now I think this is ridiculous they should not happen they have spent a lot of money creating more parking it is one of the biggest stations for parking on the red line this absolutely cannot close it is vital to my commute every single day I have lived in this area for over 20 years and grove the station is an absolute lifesaver for so many people that live within walking distance of this metro station

Why are you picking on the red line people this way? Is ridership that low? WHY? Explore that - metro isnt a build-it they will come - something is wrong, either they cant get to the stations by walking or bus or with parking or some other inconvenience is keeping them off your trains. Parking is so expensive, that something is forcing people to drive instead - you ought to explore WHAT that is.

Not terrible. This is a good compromise... Can there be one train that goes back and forth on the last few stops of the line? A dedicated train with fewer cars. Just to transport the outer edges to busier stations.

Does not affect where I get on and off on the subway.

During rush hour, they should come more than every 15 minutes between Medical Center and Silver Spring. Everything else is fine.

I ride the red line to work. This would decrease ridership even more leading to lower revenue.

I think this will be terrible for people in that part of Maryland. Any train breakdown will destroy peoples commute, which will have the biggest impact on low wage and hourly workers. There probably isnt enough parking to absorb the additional riders that have to use a different station.

You might as well shut down the entire Metro rail system that my taxes have paid for for years. This is disgusting. You need to try to get the country to return to work in office buildings rather than fire everyone and shut down! Montgomery County has done a lot of new growth (residential) in the Grosvenor/Strathmore area and developers sold people on moving there because of its proximity to Metro!

This will prolong my commute from Glenmont to Foggy Bottom

Work and no car

This works for me but would probably be bad for many others.

This is not the best but I could accommodate to that plan

Should be 10 min during rush hour

| |
|--|
| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure |
| I live near Grosvenor-Strathmore metro station and I will need it to commute to work. |
| There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy |

| Proposal to implement Red Line turnbacks with Grosvenor-Strathmore closure (Spanish) | Translation |
|--|--|
| Por qué cerrar Grosvenor Strathmore? Hay mucha gente que usa esta estación. Para que ampliaron el parqueadero entonces? Que va a pasar con los eventos de Strathmore. Cerrar esta estación sería una pésima idea | Why close Grosvenor-Strathmore? There are a lot of people who use this station. Why did they expand the parking lot then? What's going to happen with Strathmore events? Closing this station would be a terrible idea |
| Necesito trenes en Grosvenor | I need trains in Grosvenor |
| Si no hay muchos pasajeros se debe cerrar la estación | If there aren't many passengers the station should be closed |
| No me afecta | It doesn't affect me |
| No entiendo que razón tienen en insistir poner largos periodos de espera y existiera mucha gente esperando y exponerse a infectarse de cualquier enfermedad | I don't understand why they insist on long wait times and there are a lot of people waiting and exposing themselves to infection from illnesses |
| Porque yo vivo en Glenmont y es demasiado tiempo para la espera | Because I live in Glenmont and it's too long to wait |
| Si debido a lo que está pasando creo que sí | Yes, due to what's happening, I think so |
| Si cierran estaciones, tienen que dar facilidades a los usuarios, para que lleguen a su destino. Usando buses. Y en la relación al tiempo, cada 20 minutos. | If they close stations, they have to give users a way to get to their destinations. Using buses. And regarding time, every 20 minutes. |
| Suelo usar mucho la línea roja | I usually use the red line a lot |
| Digo que sí pero desconozco esta ruta | I say yes, but I'm not familiar with this route |

| Proposal to implement Yellow Line turnbacks |
|---|
| I don't use those lines |
| Opening the Silver line as soon as possible is key to the regions economic recovery. |
| This does not affect me. |
| I only take the silver line. |
| Totally unacceptable |
| Need more stops open |
| I do not take the yellow line regularly |
| During non COVID times I take the Metro to College Park from U Street everyday. Shutting down this service is a huge hinderance to anybody who works in College Park and doesnt want to live with college students. |
| almost never ride yellow line |
| The college park station is critical to my ability to get to work and home. |
| Make it to Columbia heights as a lot of hospital workers get off at that station to take shuttle |
| Absolute foolishness. |
| I go to UMD and like going into the city. The metro is the best way of doing so since I don't have a car |
| Metro needs to reduce labor costs. The ATU is driving up costs. Metro should be about serving the public, not a jobs program for union members. |
| Either scrap completely or do your job! |
| Many in the Greenbelt area commute to DC |
| Lots of government employees rely on all routes affected. Leave all routes open. |
| I dont like this because it eliminates stations. |
| I rely on this service |
| Please do not close Grosvenor-Strathmore Station! |
| This would not affect me personally. |
| College Park stop is important |
| That loses a lot of stops that I need. I do not support this change at all. |
| Please do not do this |
| Dont use this line |
| Yellow line trains are super helpful when commuting |
| I do not take the yellow line very often. |
| I commute to the University of Maryland, or will be, from Huntington. |
| I don't use the yellow line. |
| Depends on how the Post-Covid ridership resumes and when. |
| Provide busing between Greenbelt and Huntington |
| Makes for fewer trains for trips going north of Mt. Vernon. Not great. |
| Need the yellow line to Greenbelt |
| Most riders seem to take the YL from Virginia to downtown DC, so continuing to Maryland is not a requirement. |
| Doesnt hurt me, impacts others. |
| I dont use this line. |
| Green line trains would be too crowded on the north end of the Green Line |
| As long as airport transportation isn't further hindered |
| I transfer at Ft Totten |
| Do not use yellow line |
| This would inconvenience me, but based on what I have observed north of Mt Vernon square in terms of (lack of) crowding, I think this is a tolerable option. |
| Again, this would make it very hard to consistently ride metro |

| |
|--|
| Proposal to implement Yellow Line turnbacks |
| i live in alexandria,commute at night,work in hospitality, you are cutting off the life blood of people working in restuarants including immigrants |
| Do not use Yellow Line |
| As long as at least 1/3 of the yellow line trains traverse to Maryland |
| Im moving to Greenbelt specifically because its an easy commute into DC. I know so many who choose to live there for the same reason. But its already a choice to take the metro when its so inefficient, especially when you need to get to the other side of the city vs. just to the center. Metro needs MORE stops and more trains and more options! |
| Dont take the yellow line north |
| Greenbelt is a major hub for airport and amtrak transit |
| This cuts off large parts of the district - at least operate to college park. |
| Needed for weekend travel to Elkridge, MD |
| This would work for our needs |
| I dont travel in these areas |
| More frequently |
| I rarely use trains from greenbelt |
| Dca |
| I dont take the Yellow line. |
| I live in College Park and utilize the Yellow line during peak hours. |
| Doesn't impact me |
| Might not work. My work may move to Greenbelt, so I would need to take Metro all the way there from Arlington. |
| people who need service live farther out. By limiting trains, youre adding a burden |
| yes |
| This doesnt affect me |
| Wonderful idea! |
| This is just stupid |
| Whatever it takes, even if schedule is limited, make sure the green line continues to greenbelt |
| Greenbelt is my main station of transport. It is the closest to me. |
| PLEASE, PLEASE do not bring this back-- it is so frustrating |
| People will need the extra service between Mt Vernon Sq and Greenbelt. If they send yellow line trains all the way up there it could be a train to Greenbelt every 15 minutes as apose to every 30 which is better. |
| I am dependent on Metro for my commute. Closure of metro would force me to change jobs or purchase a car. |
| Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| This would hamper travel for northern DC significantly without the yellow line service |
| Having both trains going to Greenbelt is very convenient. |
| Needed: more train coverage |
| WMATA needs to completely fail and be rebuilt from the ground up. The current leadership and administration must go before any changes are even contemplated. SHAME on each and every one of you. YOU ARE THE PROBLEM. |
| I LIVE IN PETWORTH AND WORK IN TYSONS. I COULDNT GET TO LENFANT TO CHANGE TO SILVER. |
| I will be traveling more once more people have the vaccine. I plan to frequently use the yellow line from pentagon city to Shaw. |
| This plan also sucks |
| Service to all George Mason University campuses (daily) required |
| If I recall correctly, this is how things operated several/many years back and it was fine. |
| For work, I go up to Fort Totten |
| No Problem |
| It is not too difficult to transfer trains at this location. |

Proposal to implement Yellow Line turnbacks

Not liking the idea, but I dont use the Yellow Line much - if I did I would not be happy about this.

I like that yellow line trains currently go to greenbelt.

This is how things used to be and its fine in my opinion.

I rely on getting on at Georgia Ave-Petworth to get to work; Green line only doesnt provide frequent enough trains for me to get to work on time

I do not anticipate using the yellow line.

Green belt is helpfulFor the airport.

Shut it all down. Rip up the tracks - sell for scrap. Sell off everything else. You will save a lot of money.

Cutting out the Fort Totten transfer from the Red to Yellow line will increase crowding on the Green line, especially for folks going to/from LEnfant.

I rely heavily on somewhat speedy service from Greenbelt for my academic and personal needs.

I take this line from Hyattsville

Needs to go to Georgia Ave

Need to improve, not pare down, public transit.

This is an equity issue. Many communities of color live in these areas. How exactly are they supposed to get home, to their places of work?

This makes sense and would be helpful for stations along the end of the Yellow line in Virginia.

We will eventually go back to our offices stop this madness

Did cars write this?

This wont affect my commute, but I think its a more reasonable solution than some of the others posed.

Need the Yellow Line from Greenbelt when I go to Pentagon City

Need to be able to go above Mt Vernon Square

I live in columbia heights and commute to Virginia on the Yellow line. This would absolutely not work for me.

This is a great idea as yellow and green are doubling up on much of the same route

same as before

I don't use that line

Trains should go to at least Hyattsville

It would be more inconvenient, but it would still work for me.

I don't use that line

Easy change and does not affect me.

Lame, but wouldnt affect me

Cut staff not service. Most metro workers are incompetent

I do not use the yellow line so this is not applicable to me.

I have to sometimes travel between Greenbelt and Huntington and not having to transfer especially if youre decreasing the time frames will make life easier.

I live on that line past mt. vernon square. We need the access to both yellow and green.

I need the College Park stop

I dont typically use the yellow line.

I rely heavily on the yellow line and this is a terrible idea. Reduced frequency when more people are going to be able to start riding the train is a terrible idea. As people get vaccinated, more and more people like myself will be returning to using the metro. These plans are very shortsighted.

I live in Greenbelt and work in DC, and take the metro everyday. This would not work.

About time

This would harm those who use the line to get to work from MD.

I rely on the Yellow Line and the College Park Metro Station in particular to get to work. This would make my commute much more difficult.

I ride the Yellow from Huntington to Gallery Place, so this would have zero effect on me unless I needed to ride Metro north of Gallery Place for an errand or something else.

The yellow line provides essential access to DCA, but having to switch lines at Mt. Vernon would be acceptable if necessary.

This would reduce ridership from out in greenbelt and college park

| Proposal to implement Yellow Line turnbacks |
|--|
| Limiting access to these lines cuts off access to lower-income wards in the city |
| If Greenbelt AND the College Park station are closed/not running, it really limits the ability of people at the University of Maryland to enter the city via public transportation, which was a draw for many of them to attending. |
| The Yellow line should go to at least Fort Totten |
| I live in College Park and use the College Park station. Please do not close the College Park Station. |
| Could Metro restore yellow line service to Greenbelt if everything goes back to normal |
| Why are you cutting service in 9 months as opposed to now? Well be back to work in 2022. |
| I think this would be workable for me, but as a commuter to College Park, it would certainly affect my commute. |
| I need the yellow line to green belt. |
| N/A |
| I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I dont care if they have to raise my taxes for it. |
| I'm not as familiar with the yellow line but I do not have a problem with this |
| Horrific idea. We pay a fortune for this service and now you want to reduce it. Its hard enough to early a living wage, now we wont be able to get to work! |
| I do not use the yellow line at all. |
| I use the metro to go between Eisenhower and Columbia Heights. I have experienced it when the metro only ran to Mt Vernon Square and then Id had to transfer to a Green line train which is an annoyance and a waste of time. |
| Rarely use METRO in MD |
| DO NOT CLOSE STATIONS! |
| I get on at Greenbelt |
| Would Greenbelt be an area where a transit system is really needed for their residents to get to jobs? What accommodations would be made for them? |
| I use the yellow line from College Park and Greenbelt |
| That does not allow for me to get to areas north of Mt Vernon Square. |
| I only ride GR/YL to Nats Park. |
| Metro should be heavily subsidized by the federal government because most if its riders are federal employees or federal contractors |
| Please remove peak hours fares if there are not additional trains during peak hours. |
| I begin my travels at Huntington. I will not be affected by this change, as I offload at Gallery Place/China Town. |
| Im indifferent. I travel to Bethesda Metro. |
| I use Columbia heights and petworth stations all the time |
| I rarely ride the a yellow line. |
| I typically only use the red line |
| It should go to Fort Totten AT LEAST |
| Live in Shaw could switch if absolutely needed |
| this doesnt affect my usual travels on Metro |
| The Yellow line trains should go at least to Fort Totten. |
| Not applicable |
| The green line runs frequently enough. Yellow line service would need to be provided on critical dates for the University of Maryland, though. |
| I do not use the yellow line, so this would not affect me. |
| This is not my area |
| While this would be frustrating, I would deal with it and make my plans around the green line. |
| Yellow line NA to me |
| I live on the yellow line and don't go past mt Vernon |
| As someone living near Mt. Vernon Square, thats the primary way I can get north into town (I end up going to the Columbia Heights and Ft. Totten stops most frequently) |

| Proposal to implement Yellow Line turnbacks |
|--|
| Not planning to travel to the outer stations on the Yellow Line |
| Needs to go until the greenbelt, it cuts out too much access and too many stops |
| As long as green line trains were frequent. |
| At least run the yellow line to Fort Totten to give more frequency to riders along that corridor. |
| Limits commuting options to College Park. I work at the National Archives in College Park. |
| The more access to Greenbelt the better! |
| If you absolutely have to do this, I can cope, but it means I would never use the Yellow Line sine it wouldnt come out to my station in College Park |
| I would need to transfer to another line on my daily commute if this happened. |
| The greatest growth in population in the city in the last decade has been along the Green Line. The Yellow must continue to run to Fort Totten. |
| I do not use this section of the system. |
| Please continue people to have access to the city in an affordable way. |
| I need more frequent trains to go to work in Mt Vernon Sq from the North |
| I use yellow at Fort Totten |
| I do not regularly ride the yellow line. |
| Yes but I am not a big Yellow Line user |
| Mostly I take yellow line into DC, so although it would be obnoxious the occasional times i need to take the Yellow line into Greenbelt, it wouldnt change my commute drastically. |
| Disenfranchises communities of color |
| I often take this line between Pentagon City and stops beyond Mt Vernon Sq, and this creates a great impediment for my daily schedule. |
| This was one of the worst and most inconvenient things that happened in the last 5 years. The yellow line must run further north. |
| Not ideal but workable |
| Please don't close any of these stations. |
| good idea |
| do not use yellow line in that direction |
| This would limit the number of trains going to greenbelt which would make the wait times too long. |
| This is inconvenient because Greenbelt would be a starting point for me. |
| Depends on frequency of Green Line trains to connect to DCA |
| I often take the Yellow Line to stops in between Mt. Vernon Square and Georgia Petworth |
| That would double my commute and I wouldn't take metro |
| same as red line |
| This would eliminate an efficient way to get to Greenbelt. |
| Does not affect my commute |
| I rely on regularly arriving yellow line trains at Hyattsville |
| The pandemic has changed ridership at an unprecedented rate. It's not fair to close items just people return back to work. |
| I dont live on the yellow line so this doesnt affect me. |
| Greenbelt is a critical stop for me. |
| How would passengers get to Greenbelt? |
| I can always opt for the green like going north instead so no big deal if the lines dont overlap |
| Trains would not run frequently enough |
| I use the Green or Yellow line to get to work from College Park, and when only the Green line runs, it does not come frequently enough |
| I use the U street station. |
| I dont really travel north of Gallery Place |
| For me personally? Sure, but you should be beefing up metro. |
| I ran that line sometimes |

| |
|--|
| Proposal to implement Yellow Line turnbacks |
| I work at Howard university hospital, this will cause unnecessary delay when going to work |
| Impacts plans to purchase a home in the area. |
| Would be fine if green line still operates |
| I do not utilize stations beyond Mt Vernon Square. |
| I dont use the yellow line between these stations, but Im sure many rely on it to get out to greenbelt, or even just to get to U Street |
| I live in Shaw Howard University. Having the yellow line stopped at Mt Vernon is not feasible to me. |
| As a commuter to green belt this is not helpful and I would need to find alternate ways. |
| Whats the point of this? |
| need to get on the yellow line at Petworth/Georgia Ave. |
| Im located in College Park. Using the direction connection the Yellow Line has to and from the Airport is my main method of social distancing so I dont infect others in case Im infected on the plane. I can stand at least 15 feet away from people while using the Yellow Line. |
| I live near PG Plaza/ College Park so your proposal would cut my access to the yellow line. I strongly oppose |
| Why would you cut out Greenbelt? |
| Greenbelt and college park are needed |
| If this were to happen, I would hope that there would be increased green line service. |
| i dont care about the yellow like in that region |
| I stop at LEnfant |
| This assumes Green Line trains will continue to Greenbelt. |
| Again, this is not a good idea. |
| I would be late because I take the green/yellow line |
| I don't take those trains so this wouldn't affect me as much, but a lot of people rely on Greenbelt and this would make their commutes impossible. |
| Its very convenient to be able to ride from Prince Georges County all the way to Alexandria. |
| This line is a great connector to my job in Virginia and a key connection to the development in Virginia with Amazon. |
| Many people live in Shaw, Columbia Heights; and Petworth and work downtown. Fort Totten is a better end of the line for this type of approach. |
| Ride to college park, so ending at mt. Vernon would be inconvenient |
| It would depend on the frequency of green line trains. Every 30 minutes to college park would not be helpful. |
| I only go as far as Eisenhower Ave. |
| That would make it impossible to get to work on time if you miss your train. The difference in a half hour in getting to work is enormous, plus this lack of trains would cause them to be extremely packed. This is a very concerning once people start to go back into the office. |
| If need to go further now will have transfer. Should go entire way |
| I am a student at the University of Maryland and live out of state. The yellow line train from the College Park station to DCA has been extremely helpful for commuting for breaks and holidays. Please keep the service as it is. Thank you. |
| I dont travel to greenbelt on the yellow line so this would be fine. |
| I dont anticipate needing to use that end of the Green/Yellow line. |
| Same answer as before, by January 2022 things will be back to normal and so Metro should return to normal service at all stations. |
| This is the way it was for when I first moved to DC in 2006, I believe. It seemed to work fine then. |
| Yes |
| Do not go to Greenbelt |
| OK, as long as stop at all stations along the route. |
| q |
| I do not use the yellow line. |
| The yellow line is needed to be full service. |
| The change to push yellow to greenbelt really helped make that commute better, and would be a shame to revert back to a system that cause severe delays and overcrowding. |

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| Proposal to implement Yellow Line turnbacks |
| this would be disappointing, but isnt a massive pain? would prefer the yellow line going to U Street instead |
| I ride orange |
| NO CUTS! |
| This goes back to the old Yellow line schedule that seemed impractical before to force people to switch trains at Convention Center terminus. |
| Not a yellow line user (at least for those stops). |
| this is bad but less bad. |
| I'd prefer full yellow line service to greenbelt but understand the need for compromise. |
| I live north of Mt. Vernon Square and this would make it harder to go home. |
| I don't ride the yellow line. |
| No - during rush hour, this causes crowding and long wait times. I would end up riding my bike instead of taking Metro. |
| Why would you have a metro station and not run trains to it? |
| I do not use this line - so I'm not sure of the implications. |
| Archives/Navy Memorial included or no? |
| I need frequent reliable service at greenbelt from yellow and green line for my commute from Baltimore to Greenbelt via the MARC train where I transfer from greenbelt to columbia heights! |
| This would make my riding much, much more difficult |
| I take the Yellow Line into Archives or Gallery Place so would work for me. The proposed changes to train frequency make it far less likely I will take Metro.. |
| Depending on the new working model |
| U-Street, Columbia Heights and Petworth stations are highly trafficked, and are in growing areas in the city that need more service, not less. 30 minute headways (i.e. if the prior cuts go through and they are only serviced by the green line) would be un-workable, and lead to incredibly packed trains. |
| Access to Greenbelt is essential |
| People coming from bwi would have one less option. |
| I do not ride the Yellow Line but I would hate to see Greenbelt, which I assume serves a diverse community, hurt by the lack of public transportation. |
| No. Go to the neighborhood that needs you. |
| Stop reducing operations, INCREASE operations! |
| I take the blue line. |
| I dont currently use the Yellow Line on a frequent basis. |
| I have never understood why you stop at Mt. Vernon Square. It makes no sense to people who dont work for Metro. |
| Pre-pandemic and post pandemic, I use Greenbelt station a lot! This would be insufficient. i would drive instead |
| This dramatically reduces the capacity north of Mount Vernon Square along the Green/Yellow corridor. |
| N/A |
| No, I rely on the yellow line at the College Park station to get to work in Alexandria every day. |
| how does this make sense given Columbia Heights and U Street Metro use levels? |
| would the green line still run throughout? What would its schedule look like? |
| I do not use yellow line for my commute. |
| More frequent trains when more people ride and when getting to/from station is more difficult (traffic), as well as when schools are operating, is more equitable. |
| My main metro stop is north of Mt Vernon. This would DRAMATICALLY increase my wait times. |
| Not applicable to be as I do not ride this line |
| That would increase the wait time to 30 minutes on the green/yellow line |
| I dont ride Yellow |
| i ride to greenbelt on the yellow |
| Some, if not all trains, should proceed to Greenbelt |
| I need to get to College Park. |

Proposal to implement Yellow Line turnbacks

The purpose of the extended service serves commuters. This would not serve commuters.

I do not ride the yellow line that far north, and am thus unable to answer this confidently.

It would depend on the frequency of Green line trains between Greenbelt and Mt Vernon Square

Trains every 30 minutes from columbia heights on the green line only is unsustainable and dangerous

not sure if my job would change that would require me to go further toward Greenbelt.

The yellow line should extend to accommodate the north central residents of DC. I rely on this service, and the Green/Yellow lines are often packed when I am traveling for work. Should not cut this out.

Don't take those metro lines

I do not ride that portion of the line. So this would have no impact on me.

This would be a terrible idea. Many people need to jump on the yellow line far above mt Vernon and would hurt commuters IMMENSELY. This cannot happen.

This would work for me, but I dont think all trains should terminate at Mt. Vernon Square, some should continue to Greenbelt.

Cutting the yellow line will cut off access to the airport for columbia heights petworth and shaw residents. We could hypothetically switch trains at my vernon square, but it is inconvenient

Reduces the available ridership for me at College Park station

I do not take the Yellow Line.

Need service to Greenbelt

Needs to go to more northern stops.

I rarely take the yellow or green line so this wouldnt affect me

You finally did an obvious thing and reversed this, and now youre going to go back to the bad system. Because you hate your riders, and love not providing service.

I often use yellow line trains from Greenbelt and College Park.

Not on my travel

Greenbelt is an important terminal station - with PARKING

I use Yellow line to get to College Park station.

We need to keep everything as is.....

That's useless should go to at least Georgia ave

Fuck this plan

This would really hurt my ability to use metro.

This would really hurt UMD students and could prevent them from having internships or jobs in DC.

I don't use the yellow line and can't voice an opinion.

I dont take the yellow line

Greenbelt as it is is a VERY hard area to get to and the Metro station is one of the most important transit hubs. Reducing service there cuts off huge segments of low-income folks from getting to better paying jobs downtown. What you are doing is adding an additional burden on our lower income residents by preventing them from accessing a vital public good that was meant to better them. Why are you insisting on not servicing our lower income communities???

Reducing transit frequency (and reliability) reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself.

This will mean a lot fewer trains to U street. Not good.

Sounds good

Ft. Totten would be a better endpoint if possible, to help those who still live in the District north of Mt. Vernon Square (Shaw, U St., Petworth, etc.)

Feedback on this plan should be actively solicited from within affected communities.

Provided headways remain the same, this could work.

I (and many others) am a student at UMD, whose only access to the Metro is via the Yellow Line. For students, professors, and others like me at the school, which is quite walkable, many do not have personal transportation in order to access DC and rely on the Metro to do so. Closing down the Yellow Line beyond Mt. Vernon Square would cut off College Park for a huge number of residents and university students and faculty who do not have the means to access the city otherwise.

This would make my trips home from the gym untenable given the extra time

Proposal to implement Yellow Line turnbacks

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| I rely on the Yellow Line for service to/from Columbia Heights. Even though the Green Line would operate, it would mean an additional transfer with trains only running every 30 minutes. |
| I do not ride the yellow line |
| I do not take the yellow line at this stops. |
| I do not live near or use the green line |
| It would be better to have the yellow line go from Huntington to at least U Street. |
| As long as the green line still operates as normal, this is fine |
| It is imperative to me that Yellow Line service extend at least to College Park. |
| This does not really impact me. |
| Center city stations in DC like columbia heights needs more service. |
| Green belt, Laurel, and Beltsville areas prime areas for commuters. I live in Beltsville and there are also great child care facilities near these metro stations. |
| I don't use this line. |
| I live further north between U street and Columbia Heights metro so service would stop too far south. |
| There will be increased ridership! Dear lord!! |
| Do not cut level of service. |
| I am fine switching to green for points north. |
| I would like to see Yellow Line trains arriving at 10 minutes intervals instead of 15 minutes interval. It can mean a world of differences in arriving earlier to secure my bus ride at the Pentagon Transit. |
| Greenbelt is important |
| Green belt is a vital stop for the yellow line since it's the only direct way for Virginians to get to NE MARYLAND |
| Need trains to travel to greenbelt especially if the frequency drops |
| I do not take the Yellow Line, so cannot comment. |
| This would not work at all. |
| I use this route frequently to Ft Totten and would no longer have a direct route. |
| Anything less than full operations is unacceptable. |
| Does not work the station closest to my home is fort totten station. How would I get there? |
| I go to greenbelt |
| Reducing service to the metro area is a mistake. |
| I work in Virginia. Changing trains in Mt Vernon is a hassle with my bike. When I get on at Lenfant its a disturbance to other riders with my bike. It makes the commute very difficult. |
| Thats the way the Yellow Line operated before, and it was extraordinarily frustrating for those of us living in Hyattsville (and further out). |
| No, it will make commute longer with having to switch trains |
| Why have a line that doesn't support its whole length? |
| See previous response |
| Still not a good idea |
| NA |
| What will happen to the people that need to go out as far as Greenbelt? Why have the infrastructure when it is not being used? This will end up being more costly in the end, when you have to operate more buses, as well as it will exert more pollutants in the air. |
| I rely on service to Greenbelt |
| I rely on the Eisenhower Station. This plan definitely WOULD NOT work for me. Its why I moved to this area in the first place - the Eisenhower Metro station. |
| I am opposed to closing ANY existing MetroRail stations. |
| Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office. |
| As long as Green line is running, this is not a problem. |
| Only need yellow trains to go into DC and not into Md |

Proposal to implement Yellow Line turnbacks

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| I transfer to Fort Totten from college park, so taking away yellow line would only give me and other people the option to take green which would be majorly inconvenient |
| As mentioned before, all proposals must take into account current ridership and the fact there will be fewer commuters as working remotely is expanding. |
| Same comment as before. This would destroy traffic and typical commuting once COVID quarantine is over. |
| Being able to go out to Greenbelt on this line is really nice. |
| Fewer trains to Fort Totten, followed by fewer trains to Forest Glen could double my commute times if Im unlucky. |
| If I have to take a flight, how does this impact connection? |
| I dont use the yellow line |
| The yellow line run to Greenbelt is incredibly convenient when I have a need to commute to National Airport, but transferring along the Green Line to the Yellow Line is not difficult. |
| Important to have more frequent options to travel to greenbelt |
| I currently do NOT use the Yellow Line |
| Cutting service to College Park and the University of Maryland would be detrimental. Many students, faculty members, and other members of the campus community rely in Metro and commute to work/school via Metro. President Pines has already indicated a full return to normalcy for the 2021-22 academic year and the university needs to be accessible by Metro. Further, many airline employees who ride the Metro to Reagan will begin commuting again as furloughs start lifting. |
| I live in Maryland, but work in the Pentagon. Extending yellow line trains to Greenbelt was a welcome change. |
| This wouldnt affect me personally, as I only take the yellow line between Huntington and Mt. Vernon Square, though I would still oppose it. |
| I ride the yellow line all the way to work from greenbelt |
| Good plan. |
| Im a government employee, and need this route to get to work. |
| Don't travel on the yellow line much or commute on it for work, so I don't feel able to accurately state an opinion. |
| yes, i can take green line elsewhere |
| I transfer between yellow line and green belt trains very often |
| The yellow line should at least extend to Ft Totten, especially during rush hour. The stations above Mt. Vernon are pretty busy and could use additional trains. |
| This will cut down the ability of many people to get downtown quickly from further stations such as greenbelt. |
| Yellow Line is one of the most duplicated/redundant lines in the system. |
| Do not use this line regularly |
| This seemed to be the case most of the time during normal service anyways. |
| I take the train to Greenbelt from DC. Until recently the Green Line has been the only train up there and its been a huge improvement to have two line options. Having the Yellow Line stop downtown might work for people in Virginia but it essentially renders it a Virginia-only line. If thats the case Virginia ought to pay for the whole thing. |
| I dont ride the yellow line |
| There are no other stops near Greenbelr |
| This would no longer allow my husband to metro to work. With the bus lines near us also being cut, his commute time would increase significantly. |
| Never ride yellow line |
| Sounds reasonable |
| You've done this in the pst with rush plus and it screwed me over |
| What about for riders on the greenline in PG county? We would have to wait every 30 minutes for a train. |
| The yellow line needs to run to at least Columbia heights I |
| Given the high number of people who live north of Mt Vernon (Shaw, Petworth, Columbia Heights), it is necessary for the yellow line to continue service to these areas |
| Is this saying that Greenbelt wasn't a busy station during the covid-19 pandemic? Wouldn't it be assumed that once people are vaccinated the number of riders will be back to high numbers when things open up again? |
| I do not use the Yellow Line. |
| Closing stations would be unacceptable |
| I live at the waterfront metro, but I liked the option of using yellow line from Columbia heights and walking home from LEnfant Plaza. I go to Columbia Heights & U St. station for personal errands and removing the yellow line would affect my travels. Not greatly, but it was nice to have the yellow line option. |

| Proposal to implement Yellow Line turnbacks |
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| I dont ride there |
| As Federal government reopens, I would ask that this be re-evaluated. |
| It is so nice to be able to take the yellow line to Shaw / U Street! Eliminating yellow line service to these stations will decrease the likelihood that I will visit these neighborhoods for restaurants / bars. |
| If you do this it would force me to have to drive to work. |
| Riders in areas heavily dependent on service would be harmed by reducing yellow line service. |
| Dont take Yellow Line any longer with my present job. |
| I live near-by Georgia Ave/Petworth metro station. Eliminating yellow line trains at that location would drastically reduce my use of metro. |
| Keep public transit open! |
| I am in Virginia, does not effect me. |
| Ive never ridden the Yellow Line. Defer to others to offer commentary. |
| Having two lines, yellow and green, run from greenbelt to lenfant is extremely beneficial and having only one line north of mt. Vernon would cause a fair amount of delay |
| This would affect visitors coming to DC |
| I travel out of the city to College Park (post-pandemic), and this would significantly reduce train frequency during rush hours. |
| Running yellow line trains to Greenbelt significantly reducing platform crowding and wait times during rush hour. When yellow line trains stop at Mt. Vernon they are always practically empty and the platform is full of people waiting for a train to Greenbelt. |
| The people at Greenbelt will certainly still need transportation, please dont remove access from those who need it. |
| no yellow to Greenbelt is a problem |
| How are you going to do that if you close Mt. Vernon Square and trains only run every 30 minutes? |
| Don't ride these stations |
| I dont live on the yellow line so i cant opine |
| I think this could impact where we choose to live |
| Given the amount of travel to U Street this seems like it would hard, causing the green line to become crowded. |
| Yellow line should continue to service all stops in DC. |
| I rarely use the yellow line. |
| I travel from Old Town Alexandria to Mt Vernon Square, so this would be fine for me. I am unsure if MVS is able to handle the transfer traffic. |
| This would limit the number of trains headed past mt. Vernon. |
| Typically a blue orange silver user, so not sure how this would affect me at this point |
| I live on the yellow line and often take it all the way up. |
| If Yellow doesnt go to Greenbelt I would have to stop taking Metro. Its long enough already to go to my College Park stop. |
| Why all the change |
| It would make it very difficult to get from l'enfant to Columbia heights if I needed a green line train. |
| I rarely take the Yellow Line, so this would not impose a significant burden on me. |
| I live in Vienna and use the orange line |
| Now you are going to over crowded trains when people are still feeling unsafe from covid-19/ the recovery. |
| Unclear of impact on GR line service |
| This completely gets rid of my stop at College Park |
| Trains should go the entire distance. |
| I remember when yellow line trains previously only ran to Mt. Vernon Station. |
| This would reduce the number of trains going to the College Park station, which could lead to longer waits |
| Stop changing the yellow line. Its great that it goes all the way to Greenbelt; just keep it that way. |
| Two lines to Greenbelt is great! |

Proposal to implement Yellow Line turnbacks

The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming.

Why would this be implemented in January 2022? By then I think well be back to almost normal, this would be useless.Plus, I use the College Park metro station so that would be bad for me.

THis propoal probably would have the least impact on commuters using the system

I don't ride the yellow line.

I do not use the yellow line to greenbelt

I use metro for work, pleasure, and getting to friends. This plan would impact my ability to utilize metro to get around town.

Yellow needs to go to at least Navy Yard

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

Find the money. Northern Virginia is rich enough.

This would leave our family with much reduced access to our jobs downtown!

I have grown to be accustomed to having the occasional yellow line that goes to Greenbelt (My closest station); and that works really well on the weekends. I can see how it would work but it does not continue to go to Greenbelt, but wonder if any other reduction in service for the yellow and green lines would affect availability on busier times.

I live close to greenbelt and this line is essential for federal workers (and students) to get into DC, to get to the airport, etc

Most people live farther north than Mt. Vernon and this creates a bottle neck for them.

I live off the Silver Line in Fairfax County

I rely on Yellow line service to greenbelt for a half-decent commute

Wont be traveling on the Yellow Line

We dont usually use this part of the yellow line, so these changes would not affect us.

See previous answer.

wouldnt change for me

I live in Ward 4; we need access to that service. I remember what it was like to try to get to VA before the yellow line was extended. The trip was considerably longer.

This would make it difficult for me to get to Virginia, and it would likely increase the amount of time that I have to wait for a train to arrive at Columbia Heights since it would only be served by the Green Line.

I very rarely take the Yellow Line so this would not affect me personally.

I do not use the Yellow Line

The trains should run to Chinatown given that the vast majority of riders need a way to CHANGE trains when they are going into work and this would result in a huge back-up of people at Mt. V.

I am retired and rarely us the rail system. I do use the bus line hen going downtown due to the lack of parking and the high cost.

No change, keep yellow as it was pre-pandemic

I mainly use the Orange line.

Metro to airport needed

This would reduce service at my home station, which is further north on the Green/Yellow line.

This would not impact me

Y'all it's not really necessary

I dont use the yellow line for commuting

Unable to social distance

Im a majority red line user

I use the U Street station. Both it and Columbia Heights get lots of traffic; not sure why the train wouldnt just go for two more stations. I would probably ride less often, as trains wouldnt be frequent enough to make it worth the wait.

Extending yellow line trains to Greenbelt increased my use of Metro, especially on the weekends. Metro should be planning to increase service not decrease. This will bring ridership back when vaccines are widely available this summer. Decreasing service will put Metro into a downward spiral.

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| Proposal to implement Yellow Line turnbacks |
| Yellow line should run from Huntington to at least Columbia Heights. Traffic there is quite high and warrants support. |
| I dont use this part of the line so it would make no difference to me. |
| I dont ride this segment often, but run more trains. |
| I would lose service at my home station and would not ride Metro if this change happened. |
| It used to be like this. So I think it would be acceptable if needed. |
| The suburban MD stops on the Yellow/Green line are the main reason I use Metro. Pre-pandemic I used this route daily and the evening switch-off of the Yellow line stopping in Mt. Vernon Square instead of bringing me to my home station was regularly disruptive and delaying. |
| I live in Petworth and I really like and sometimes depend on the Yellow Line coming up past Mt. Vernon. It makes my use of the system so much easier. |
| Absolutely not! I currently live on the green and yellow line and to watch a train go past you toys for another train is absolutely crazy. The green and yellow line need to run all the way to Greenbelt as they are currently and again whoever is writing this is not taking into account that more people were likely going into the office towards the autumn part of 2021 |
| Would be concerned if wait times between green line trains beyond Mt Vernon Square |
| However, this seems counterproductive; these people need metro service. |
| I park at Greenbelt to commute several times a month. Reducing train availability would decrease efficiency and increase crowding. |
| While this is not ideal, this plan would minimize commuting disruptions. |
| I dont use the Yellow Line, but this would inconvenience others |
| This doesnt include frequent enough service. |
| Service on the mid-city section of the Green/Yellow line is well utilized and serves a portion of the city with high transit use. If trains are going to only be operating every 20-30 minutes, consider running the Yellow Line at least as far as Fort Totten, the frequencies should be such that trains can turn around there even though they foul the mainline while doing so. |
| One of the things that make a good and effective public transport system is the frequency of trains during heavy travel periods (rush hour, etc). I recommend trains coming every 5 min. (if not more frequent) at every station in order to make taking public transport more attractive. |
| Do not use these lines |
| I do not use the Yellow Line |
| The Shaw, U Street, and Columbia Heights neighborhoods now have many residents, shops, and dining opportunities. Better rail service would make these services available and aid the small businesses. |
| The train line I use often is yellow from Huntington up to U St, Columbia Heights, and Petworth. Having the yellow line extend to Ft Totten is important to me. |
| I generally use the blue line from Franconia/Springfield so it doesnt necessarily impact me. |
| Trains seem to come frequently enough at these stations with blue line options |
| This is not my route so I can offer my opinion |
| In really appreciate the yellow coming to greenbelt. |
| Expanding yellow line service to Greenbelt was a big win for public transportation in the DMV area. Cutting that back just eliminates the gains for those that depend on public transportation. |
| I don't take the yellow line |
| I travel to the petworth station everyday on the yellow or green line |
| As long as the green line remains in rapid service, having yellow extend all the way out to Greenbelt only helps me once or twice a year |
| The yellow line is the line I use the least. |
| Cuts off service to NE DC |
| This would be a great improvement. I like it |
| This would work for me, but what about service at the stops after Mt Vernon? Service will be cut off from a section of the city? That is unacceptable. |
| This change would not affect me. I like across the street from Eisenhower Avenue station and work near Gallery Place. |
| Greenbelt is a huge commuter hub and provides access to the largest bus hubs for out of town travel |

Proposal to implement Yellow Line turnbacks

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| Mt vernon square is not a reasonable end to the line for yellow service. This misses the entire commuter population north of mt vernon, makes airport/future amazon travel more difficult |
| dont typically use yellow line... |
| Turnbacks were clunky before and theyll be clunky now. And the outer stations like Greenbelt arent equipped to handle long waits (no restrooms, public facilities, etc.). |
| Would be important to maintain at least some travel to Greenbelt |
| Please dont do this. There are communities that will be heavily impacted by this change. I would gladly pay a higher fee or wait longer for a train than to have ANY of the stops, anywhere, removed. This kind of change is short-sighted. It may stop partial bleeding in the budget, but create long-term problems with the communities impacted. It isnt worth it. |
| I use mainly the red line. |
| I do not use the yellow line very often. |
| PG Plaza is my closest station and losing yellow line service would be a big inconvenience. |
| I don't take the yellow line so sure. |
| We'll still have the Green Line to get us to Greenbelt; this change feels doable. |
| The yellow line must accommodate the increased population along its route. (Amazon) |
| I dont use the yellow line. |
| I don't use those stations for my commute |
| I need a College Park or Greenbelt stop to get to my federal job in DC. |
| Yellow lines going to Petworth would be much better |
| I take metro and the B30 bus to get to BWI airport, which is already takes a lot of time. Fewer yellow line trains means I have to budget even more time to make sure I can catch my flights out of BWI. |
| This would eliminate 15 minute service to greenbelt since it would only be served by one which contradicts the first survey question. This would not be acceptable at all for greenbelt residents |
| I do not take the yellow line. |
| Increased headways at W Hyattsville |
| If this were the case, I would struggle to get to work, as I take the yellow from Columbia Hgts, like many people. |
| This would make sense ONLY if green line service were increased to take up the slack |
| Works for me but would cause quite an impact at U street and Columbia Heights |
| Need the yellow line to go all the way to Shaw and sometimes Petworth. |
| Havent we done this? Assume you have data from when we extended the yellow line already. The Mt Vernon square pockets always lead to delays. More importantly, it creates an unnecessary train switch. With the proposed headways, this would be unworkable. It would more than double my commute. |
| Makes no sense to stop the train in the middle of the city at Mt. vernon sq |
| Shaw and U Street are busy stops and waiting for the Green line train at Mt. Vernon isnt always practical or adds significant time to a commute. |
| Up for a job in Greenbelt so not having train access to Greenbelt wouldnt work. |
| WMATA should not reduce any service. |
| I need to travel to Columbia Heights from Eisenhower daily. Yellow preferred. |
| How will I get to greenbelt if there no train |
| I travel to College Park, and a reduction in service would lead me to select other forms of transportation such as driving. |
| I dont use these lines |
| Can yellow AT LEAST go to Fort Totten?? |
| Depends on the frequency of Green Line trains. Yellow Line trains provide valuable service on this route. |
| As long as there is still a green line |
| I only take yellow to gallery place. |
| I would not want to lose access to greenbelt station. |
| N/A |

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| Proposal to implement Yellow Line turnbacks |
| Yellow from Huntington to LEnfant Plaza is my primary work line to FEMA. |
| I dont need to travel north of Mt. Vernon Square on the yellow line, so this change works for me. |
| The Mt. Vernon turnback is insufferable. It makes getting to DCA airport needlessly difficult. |
| i only use red line. i will come back to metro when the world is safe, im sure many people feel the same way, and ridership will increase. cutting the service, stations, times only makes it harder for us to come back |
| I rarely use the yellow line to greenbelt, so this impact would be minimal for me. |
| Frequent Greenbelt access is important to me. |
| Sounds good |
| Lines between Mt. Vernon Square and Greenbelt would still have access to the green line. |
| I think people can transfer if they need to go Green to Yellow or vice versa |
| This works for me because I never go to Greenbelt. |
| I don't use the stations mentioned |
| This is a complete joke. This line serves the core of DC. |
| I can live with this but its not ideal, given that I live off the Yellow/Green line between Mt. Vernon and Greenbelt. |
| I dont travel that route |
| We lived with this before. Again, inconvenient but no more. |
| Cutting Yellow line service to Greenbelt would mean that anyone trying to get north of Mt Vernon Square (which is literally everyone, since no one gets off at Mt Vernon Square and you should probably just close that station) would have even fewer trains, filled with more people, in a pandemic. This would be a public health disaster as well. |
| I used to use Shaw as my primary metro stop and needing to switch lines while on the same track eventually led me to abandon metro as a commuting method. Youd be cutting a quarter of the North/South axis of the city, and the largest residential slice of it, out of easy service area. |
| I dont use the yellow line at Ft. Totten regularly. |
| How come, what about other stations? |
| I rarely ride the yellow line. |
| I think that would work, I seldom take yellow and cant recall going beyond Mt. Vernon Square |
| My yellow line needs are typically between Huntington and Arlington Natl Cemetery |
| I need the yellow line to get to dc or a recommended alternative |
| Not applicable to me now, but I know when I was using the yellow and green lines, having to get off at Mt. Vernon Square or having to wait for a green line train was very inconvenient, especially in the case when the green line trains werent running as frequently. |
| I never go all the way out to greenbelt |
| Sucks for NoVa commuters. |
| I ride from Dupont Circle to College Park, so this would make the commute much harder. |
| I do not use the yellow line very frequently or for business. |
| My verson is my stop. So use yellow to go south and green north is doable |
| Currently don't take the yellow line |
| As a yellow line ryder 8, I was against the extension to Greenbelt anyhow. It was unnecessary and costly. It only makes sense to reduce back to what it was only to Mt Vernon Square. |
| No will be using that line in Hyattsville in January 2022 when I will be again commuting by metro |
| I commute from Columbia Heights to Hyattsville for work. Having both the green and yellow lines reduces my need to wait for a train, which is important to me for health reasons. |
| Does not impact me. |
| When I use that line, I am typically going to Greenbelt or College Park. You would inconvenience college students greatly. |
| this would reduce the frequency of trains going to College Park |
| Silver line rider |
| Metro should not be pursuing cuts, period. This will not help customers at all. |

Proposal to implement Yellow Line turnbacks

I rarely take the yellow line outside of downtown, so the proposal would not affect my typical metro usage.

I do not travel on the Yellow Line

Dont ride yellow line

No impact to me specifically.

please do not increase the need for transfer - makes using metro almost useless

I dont take the Yellow Line.

I usually use Greenbelt as my starting point for my metro commute in the morning and return to Greenbelt stop in the evening so this proposal wouldn't work for me.

I seldom use the Yellow line

This would great

I live on the green line right outside of where the yellow and green split. This cuts off a large chunk of city residents from having decent metro access to other parts of the city.

During service issues which there are intermittent needs to switch trains due to emergencies on the rail, as long as there is service at the major switching stations, ft totten and lenfant, this change would be minimal impact to me

Need yellow line option to Greenbelt

I depend on the Yellow and Green Lines for my daily commute.

This goes back to how the Yellow line worked during rush hour a few years ago. I took the yellow line and it was easy as pie. People just have to adjust a little.

The people who live near and use the metro stations further out from DC are disproportionately poorer and people of color. They should be served at least as well as prepandemic levels. I dont like this proposal. WMATA simply needs the funding required to operate at prepandemic levels.

I used the yellow line to get to my evening job.

I dont use that section of Metro.

I do not use Yellow line

N/A to my commute

Dont particularly use those.

I travel frequently above ft. totten on the yellow/green (but only by one stop)

This would mean that our, generally minority population, would not have access to mass transit to get to jobs in Northern Virginia. Including Arlington where teachers and governmental staff have shifted from single vehicle to mass transit over the last 5 years.

Mt Vernon is so close to downtown, it doesn't really service any people who live further north than downtown

yes, I think you should keep ALL stations on the yellow line open, especially near downtown DC near the federal HQ buildings.

People need access to the metro in Greenbelt

Greenbelt is a terminus station. Terminus stations shouldnt share lines, that defeats the purpose. Shortening the Yellow line would allow more frequent service (hypothetically)

No, youve tried this before while doing construction and it was the absolute worst having to get off only to wait at the very same platform for a green line to come. Led to more crowded cars, and more travel time

No, this would be a nightmare

I really like that the yellow line was extended to go to Greenbelt and provide extra capacity through that corridor. If it goes only to Mt Vernon Sq again, that will make it more difficult for me to get timely service from metro.

No. I live in Shaw, and the frequency of being able to snag a yellow or green line train when going to transfer at LEnfant to visit my parents at Eastern Market is what makes taking Metrorail worth it as opposed to taking an uber or biking.

Close Silver line stations instead of these changes.

This would impact some of the people most reliant on the metro

Makes no sense to do this. Rather lengthen spacing than eliminate a station.

You didnt provide service frequency to the stations impacted.

I do not use the yellow line

As long as the Green line is not affected and still runs to Greenbelt, I think this would be fine.

Sounds good to me - no effect on my daily commute.

Proposal to implement Yellow Line turnbacks

I don't ride this line. However I think the yellow line should consider going to Navy Yard or Anacostia instead of Greenbelt.

This seems like an unwise service cut.

This is a horrible idea. One of your main jobs is to get people from Virginia into the city that means having the yellow line go into the city. Pre COVID I took a bus to the Pentagon and then a seven minute train ride into the city. Going all the way around on the blue line to get to L'Enfant Plaza or any points on the green line is ridiculous. We like cutting off an arm or leg of the metro system. I would no longer take public transportation.

Yellow line should go from Greenbelt to Huntington.

I expect we will be close to normal in person by then, even if more distanced and with masks. so reducing frequency then is going to cause congestion

Mt Vernon Square is one of the 22 stations slated for closure if additional funding does not arrive. How is Metro going to run trains between Mt Vernon/Huntington if Mt Vernon is closed?

30 minute intervals do not work, regardless of where you turn the trains

Waits are too long at U Street and similar stations

If you want to not run the Yellow Line all the way to Greenbelt, stop it at Fort Totten

I don't use the yellow line, but this sounds like the beginning of a death spiral.

If cuts are necessary, this seems sensible given ridership needs in the core Metro area compared to stations that are farther away from downtown.

I use the yellow line all the time to go to U street.

This would add time to my commute.

I rely on Green and Yellow line trains to get to College Park

Is the communities these stations serve suggest this as a need then I would weigh the need/cost/benefit equation and decide.

Once again, this will lead to more crowded train cars on the Green line.

This should only happen at non-rush hour times.

This, coupled with #1 (reducing frequency of trains), would impact me greatly as I currently travel on both the green and yellow lines from DC to Maryland.

This cuts service to the Petworth Metro (my closest) by half. And red line cuts to my workplace are being considered, too, so this would make commutes significantly more time consuming and make me more likely to seek other transportation options

Don't ride that line often

If you're going to make all trains come every 30 minutes, the only save would be for me to have a yellow line and green line option and hope that they're staggered.

Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC.

Never been on Yellow line

It wouldn't be a big change.

Not sure because I would like to maintain public transit connections to the airports and I believe there's a connection between Greenbelt and BWI

I don't travel this section of Metrorail.

I utilize the yellow line frequently and this would work well for myself

It made such a huge difference when the yellow line was going all the way up to Greenbelt - both for my commute and during non-commute hours. Once I'm back riding metro again regularly, as I expect to be by Jan 2022, this will greatly impact my ability to get a train in a timely manner and might force me to other options rather than metro.

I commute between Columbia Heights and Crystal City. This would create a log jam at Mt. Vernon and L'Enfant. It's stupid.

I commonly get the yellow line at Petworth to go to Virginia and would ride Metro considerably less if I had to transfer at Mt. Vernon.

I do not use yellow line

My commute wouldn't be affected by that.

I don't use the yellow line.

I take the Yellow Line from Alexandria to College Park every weekday, usually. This would complicate my travel.

This may impact my ability to travel to work and would be a large inconvenience. By Jan 2022 it is likely that we will be able to return to work. I anticipate my office will require me to come in every weekday. Losing the yellow train at my station means I have less options for getting to and from home.

Yellow line is important.

Green Line service between Mt Vernon and Fort Totten would need to be improved to make this viable

| Proposal to implement Yellow Line turnbacks |
|---|
| Never ride the yellow line that far north |
| I frequently travel north of Mt Vernon Square, and turning trains back there makes service north far too infrequent. |
| I do not take the yellow line, but as previous comment this would still cause traffic jams. |
| Yellow line should go to Ft. Totten, especially if the red line is going to have reduced frequency. This allows more options for people further out in NE and beyond to get downtown. |
| I strongly dislike cutting off access to stops. Nearby communities depend on metro stops. I would prefer a solution that limits frequency over a solution that limits access. |
| I dont take the yellow line, so this option is preferable for me |
| I have concerns about how many of the proposed services cuts harm communities of color. This proposal does so by decreasing service to NE DC and Prince Georges Vounty |
| Almost never use the yellow line. |
| I do not travel by Metro to Greenbelt. |
| Dont use this route in general |
| If I have candidates/employees coming from the closed segment of the line, it impacts my business competitive ability with regard to employee retention. |
| I believe you need to keep in mind the Maryland commuters as Maryland does contribute to the metro's budget. |
| Please keep the yellow line to Fort Totten. There are a lot of people in Maryland that need to go to VA, Totten seems like a reasonable location. |
| Can accommodate to it although access to Shaw would be nice |
| I dont use the northern end of the Yellow Line |
| I do not ride the Yellow Line frequently and thus cannot comment on this particular proposal. |
| I typically use the yellow line train for transfers within D.C. ending up on the blue line to home. |
| I still commute to work. This would be a major inconvenience for my commute especially since I work long hours. My primary metro stop is Columbia heights and pet worth so I wouldn't have a good way to get home |
| I utilize Prince George Plaza station and having both yellow and green lines run through helps spread out passengers during rush hour. |
| I work in the Silver Spring area, so, I do not need to use the Yellow line train. |
| I frequently switch from/to yellow/res at fort totten, or on weekends part at fort totten to take yellow line to sportsOr theater |
| The Grosvenor station and the 46 bus are very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station! |
| Wait longer for green line |
| Yes, this is perfect. No need to go all the way to greenbelt. |
| We live at the Fort Totten station and all our trips originate from Fort Totten |
| They would close stations completely and that scares me, even if I do not usually use those stations |
| Unacceptable. Half metro salaries and enforce turnstile skipping instead. |
| |
| You may not have to go to Greenbelt but look at where traffic is generated Shaw Howard - U Street - Georgia Avenue - Ft Totten. Just because there is a pocket track at Mt. Vernon Sq - this should be a revenue decision not a mechanical one. |
| I often need to travel from Huntington to points further north than Mt Vernon Square |
| Should run at least to Fort Totten, a major multi-line transfer point. |
| Depends on the underlying headway. At 4-8, it's fine but inconvenient. At 15-30, it's a dealbreaker. |
| I don't ride the yellow line |
| I don't use the yellow line regularly, so this would be fine for me. |
| Given I would never wait more than 15 minutes for a train, this would be allowable. |
| I live right past this top so this would delay my travel time by a large marginâ€"plus this would lead to overly congested trains. |
| We rarely use the yellow line. |
| This would make it difficult to arrive at Reagan Natl. Airport in a timely manner from Greenbelt where I live. |
| You would cut of University of Maryland, College Park? When many students, faculty, and staff rely on this to commute? |

| Proposal to implement Yellow Line turnbacks |
|--|
| Your catering to areas that have higher income rather than catering to low income areas. |
| Yes, since I use the Yellow from Eisenhower -- which you plan to close. That makes Metro rather useless for me. |
| Dont like it, but if this is a temporary change can work with it. |
| I rarely if ever use the yellow line. |
| I dont use the Greenbelt station. |
| I dont know if things will be back to normal in January. Id like to get to U St on the Yellow line under normal circumstances |
| Metro is in a self-destruction trajectory with these crazy ideas |
| This works because I do not travel further than this on the yellow line. |
| This not good at all we need the metro station to reman open you have people work in the dmv area. It will make it hard for them to get to work if you all shutdown 22 metro station |
| If the Yellow line trains could go higher but not all the way to Greenbelt, that would be a better solution. With the increased number of people living in Shaw, U street and Petworth, there would still be extremely crowded platforms and confused tourists. |
| Again, thinking about crowding on trains. Many commuters and travelers need to get to Greenbelt. Shoving all of them onto green line trains and having to get off at Mt. Vernon Square isnt ideal |
| n/a |
| wtf yall |
| The increase in Yellow Line service has been wonderful and youre spending millions to rehabilitate these stations this year. Cutting service to them next year is a sick joke. |
| Yellow Line trains should terminate higher on the green line if possible, maybe Columbia Heights. |
| It works if there is no reduction in service on the green line to Greenbelt. |
| This would not affect me |
| LOTS of people rely on Green/yellow lines beyond Mt Vernon. You'd need to increase frequency of green. |
| Based on where I work and where I live, I tend to travel on the green/yellow line between Columbia heights and l'enfant plaza. This change in service would mean I'd either have to take only the green line or transfer every time at Mount Vernon. |
| I live in NW DC and commit to Alexandria. The reason why I chose this neighborhood is because it is affordable and is a direct line to Alexandria. This heavily impacts someone with limited resources and access, as the metro is the only way I can get to work. |
| I utilize the columbia heights metro station and one of the reasons I chose to live at this location was direct access to both the yellow and green lines. This plan would eliminate my direct access to the yellow line and would make transportation to the airport much more difficult. |
| Fewer trains that travel to College Park would inconvenience me. |
| Fine! Please keep the Grosvenor Station open. |
| This doesnt affect me personally, but this reduces access to and disenfranchises many communities. |
| If nothing else changed, this Metro proposal would not effect my travel needs. |
| Primarily use orange/blue/silver - not sure about impact of yellow line changes. |
| Excluding stops while still building new lines make zero sense. Especially when you continue to build lines to airports that higher income people are more likely to use. Stop trying to take access from lower income areas and make things more convenient for people with money. |
| Works for me. I dont take the yellow line |
| I do not take the Yellow Line. |
| Cutting off the U Street stops would be a serious problem for me. I use the yellow line to get from Old Town alexandria where I live to quickly get to entertainment and shops along the U Street Corridor. |
| Bwi airport shuttle picks up in greenbelt |
| Need yellow line from Petworth station. |
| This will negatively impact citizens as we return to normal after the pandemic. |
| I rarely need to travel past Mt. Vernon Square, so this wouldn't affect me. |
| Greenbelt is where many affordable housing are so need to keep the end destinations available. |
| I live on the yellow line past Mt Vernon towards Greenbelt and thats my most used line, so no, this would not work at all. |

| |
|---|
| Proposal to implement Yellow Line turnbacks |
| Green line gets too busy going to Greenbelt. This would make it worse. |
| This means waiting on the platform for green trains and makes the yellow line almost useless for my commute. Overcrowding on the platform would be the result. |
| In non-Covid times, I often take the Red Line to the Yellow Line to DCA. |
| This is back to where metro was 2 years ago. This means lots of turn-arounds at Mt Vernon, and all of the extra trouble that situation created. This plan assumes that ridership stays at the current low level, which seems likely if WMATA adopts these service reductions. |
| Not my route |
| This was the case sometimes before, so that would be ok |
| Seems like an obvious fix. There's already green line service, and the yellow line expansion was relatively new anyways. There's been less time for people to rely on the expanded service. |
| I rarely ride the yellow line in that area. |
| Green and yellow lines to Greenbelt will become more and more critical in 2022 with development occurring in College Park towards Greenbelt and return of students to in person classes. |
| This would make it extremely difficult to get from my office at Farragut West to Greenbelt. |
| I do not take the yellow line |
| I dont take the Yellow or Green line trains, so this shouldnt affect my commute. |
| I need to get to the air port or Alexandria and do not want to take around about way to get there |
| I don't know how many times we've been through this. Run the yellow line to Fort Totten. To do otherwise creates huge bottlenecks between Shaw and Petworth, which are some of the city's most dynamic neighborhoods. |
| Too many people live between Mt. Vernon and Fort Totten to make this feasible. From U St to Shaw, DC is a vibrant community. We deserve access to transportation. |
| I rarely take this line |
| Again, do not utilize the green/yellow line for my commute. However, I believe this proposal returns service to what was in place some time ago. |
| Reducing the yellow lines range would make it hard to get to important parts of DC from Northern Virginia. Such as Shaw or Columbia Heights for example |
| This would likely not affect my daily commute, however, it would affect my travel to University of Maryland College Park, from time to time. |
| We need all yellow line trains to stay the same. |
| I dont use those stations |
| Service should remain more extensive (i.e. the same as it is now). |
| The trains should go at least to Ft Totten for transfers |
| Irony in flip flopping, but whatever |
| Run more trains between Chinatown and dca |
| N/A |
| For riders in Maryland who use the Greenbelt station, it would have a devastating impact. Also, for rider catching the shuttle to BWI from the Greenbelt station. |
| I do not ride the yellow line frequently |
| I don't use the yellow line on a regular basis |
| This would greatly reduce the number of trains that I could take from Fort Totten, the closest station to my home. |
| I do not rely upon this portion of the system. |
| Retain full service to Greenbelt |
| I dont use the yellow line regularly. |
| then how could pg county go to the airport? maybe if you start the b30 back up, i can go to a better, lower fare airport. |
| Although it makes getting to U Street on the weekends less convenient. |
| Trains are not frequent enough for my daily ridership from Greenbelt. |
| We only use the yellow line to go to Arena Stage so i dont think this applies to our needs/use. |
| Greenbelt serves as an access point to many metro rail riders, please continue Yellow line service as is. |
| we arent usually affected by the greenbelt end (we are in arlington) |

| Proposal to implement Yellow Line turnbacks |
|---|
| I would lose frequency of trains to the stop closest to my home. |
| Because it will eliminate less people on the Greenline. |
| I am opposed to restricting or decreasing transportation options given that I use the metro daily across multiple metro lines to get to my job. This would increase the economic hardships of many residents in the Washington Metropolitan area. |
| I take the Yellow Line most often, but I don't know the downstream effects of these changes (if it would change timing or availability of other stations). |
| I spend money |
| Of the three options I've seen thus far, this is the least egregious. However I also don't live on the green line. |
| This works for me because I almost never use this portion of the Yellow Line, vs. daily use of Orange/Silver Lines. |
| Dr appointments in Maryland |
| I need to get to Columbia Heights |
| Would make it much harder for those like me who commute to northern Virginia |
| Please see my previous comments. |
| Yellow line should continue to serve greenbelt. have it run every 15 minutes |
| I rarely take the Yellow Line, this would not impact me much. |
| I dont ride yellow line much. |
| Definitely would affect my family! We get off at Petworth and/or fort totten |
| Its way more convenient to get on one straight trip versus hopping out at Mt. Vernon Square and having to wait for a Green to go the rest of the way. |
| The Yellow Line is only viable for me if it goes to Ft. Totten |
| No Im on the green line, college park. What am I supposed to do if you do this?? I wont have access. |
| Keep Eisenhower Station |
| these stops are not applicable to my present situation (my own expected travel needs) but I believe they are vital stations and should be adequately serviced |
| I don't take yellow line, but I'm not sure this would be ideal for the folks who do. |
| I live at Mt. Vernon Square and regularly go to College Park, this would mean that I could only access anything north via one line as opposed to 2 and the headways are already ~15 minutes if its just the green line |
| Horrible!!! You basically make it impossible for people who work in Maryland and northern DC to support healthcare and construction jobs in VA |
| This wouldn't affect my commute but not having the option to go to Shaw/U Street/Columbia Heights on the yellow line is frustrating. |
| This provides less access to people who rely on more regular train coverage between the green and yellow lines. |
| I frequently ride metro between U St and Pentagon City and switching trains takes a lot of extra time. |
| Shaw, Columbia Heights, and Petworth are all stations I use frequently. Reducing service to these stations will not work for me. |
| i regularly use Yellow Line from Old Town |
| When more facilities are open, and it is safe with my vulnerabilities to ride Metrorail.this would impeded my travel plans. |
| I rarely ride the yellow line |
| I hardly ever ride the yellow line |
| This is better than option 1 |
| My use of the Yellow Line, while daily, is in the Huntington/Mt. Vernon Square range. This would be fine. |
| I live at U Street so this would seriously impact my ability to use metro. Could like line run to ft. Totten instead so it makes it to the red line? |
| I live near Mt. Vernon Square and often take it north to Columbia Heights. |
| Not ideal - I frequently travel onward to Columbia Heights. |
| I live in College Park. Cutting train service essentially in half will not be adequate. |
| I only take the blue/orange lines to get from my home near Clarendon, multiple stations downtown (depending on why Im going downtown) |
| I don't use yellow line |
| So this sounds like racism to me - make the black people in green belt suffer |
| I dont usually use the Yellow line. |

Proposal to implement Yellow Line turnbacks

I often travel to Shaw, so reducing service to Green line stops would not be ideal for me.

I do not plan to use the Yellow line.

i dont give a rats ass about this one, bro

See the last slide.

I don't ride the yellow line

Do not close any stations.

I dont use the yellow line

Needs to go further north. At least to U Street

I dont use the Yellow Line

I need to be able to get up to at least Columbia Heights on the yellow line.

I dont use the yellow line.

Green line is a viable option for travel this route.

do not use this line

The flexibility of having both Yellow and Green trains in more northern parts of the District speeds up many peoples morning commutes.

Would not affect me.

I very rarely travel in that area.

I don't use the yellow line.

So long as I can still use the Green Line at Greenbelt

Would mostly effect return trip from work but the 2 transfer stations between green and red give some flexibility

My home and work are between a Huntington and Mount Vernon.

Its too frustrating waiting to switch to the green line

The Yellow line trains continuing to at least Columbia Heights has made a HUGE difference in my commute. It was the best change to Metros operation in the 3 years Ive lived in DC.

I think it's important the yellow goes at least to ft totten

If we want people to use public transportation we need to make it accessible and convenient.

Its be a bummer - I live near a yellow/green station, so having twice the number of trains is really helpful for both my work commute and also when I want to go out. Id be much more likely to use Metro after I get vaccinated if I knew I could catch a train every 15 minutes or so, rather than every 30.

I dont use this line so I dont feel I should weigh in here.

This makes using metro significantly less useful for a massive portion of the city.

I dont really take the yellow line unless there are delays/problems on the red line between Gallery Place and Fort Totten, so this would not really affect me.

This limits equity of riders.

I do not use the Yellow Line

I must travel to College Park on a daily basis and rely on Metro. This plan would isolate those who work and live in PG county, including researchers in College Park, many of whom live in DC and/or rely on Metro for transit.

This is what the service used to be, so I could live with it, but there is no indication of how often Green Line trains would run to compensate for the lack of additional Yellow Line service.

This wouldnt work unless you increased the frequency or number of green line trains

We use the yellow line to get back and forth to the airport from College Park.

Why are you reducing the utliity of that giant easy to enter commuter lot in Greenbelt? Ughh.

I dont ride yellow line

But only because I don't travel to those stations

Why not Greenbelt? Trains need to operate at all stations.

Should be better keep working from hunting town to greenbelt

Proposal to implement Yellow Line turnbacks

Why is GL and YL service being reduced again? Why do neighborhoods that are plurality Black (like Columbia Heights and Petworth) deserve worse service than the white neighborhoods on the other Metro service lines? Metro continues to use stations from Shaw to Fort Totten as whipping boys, reducing service at a whim without equivalent reductions to other stations with shared lines. Unacceptable. People buy and rent in neighborhoods assuming a public service will continue. Find a way to serve D.C. residents more effectively.

I think this would result in massive crowding at Columbia Heights and Petworth due to the reduced number of trains.

I don't take the yellow line.

I take the yellow line to Fort Totten.

I will no longer be using the Yellow Line past Mt. Vernon Square in 2022. This does not impact me.

Commuters to the Yellow line in Va rely on this direct route from Greenbelt. This is absolutely necessary to regain those riders.

I have to go to college park for UMD

If eliminating service to every half hour, then this takes away half the potential trains and is a very bad idea. Again, it impacts the lowest paid essential workers.

This affects my my personal billing to get to work and therefore I don't wanna have to keep relying on metro and keep metro making me late just getting me in trouble my own place of work

Extend the line to Columbia heights metro.

Although this would not be convenient for the times I have to travel to Greenbelt, this would not affect my daily commute.

This would work well for me as I never travel to Greenbelt.

I dont use either Yellow or Green often.

This is better than #1 and #2.

In 2022, my husband and I will be commuting from College Park to Chinatown during rush hours Monday thru Fridays for work that requires us to keep to a schedule in order to keep out jobs. Also, we have a child who requires being picked up from daycare at a specific time in order for us not to be charged extra. Our places of work will not provide us with parking (whether it would be free or an extra expense). Before the pandemic, it was difficult to get a train from Chinatown to College Park during the evening rush hour. We need the metro to run more frequently during rush hour in order to keep our jobs, and this change will impact our livelihood (jobs and finances).

I do not foresee using the yellow line as much in 2022, but this would make more sense than the current duplicative service that exists on that section of the Green/Yellow line.

I dont use the yellow line, so Ill abstain from comment.

We don't use that line

How will i get to work?

This seems to disadvantage already disadvantaged populations who come in from the suburbs to work in the city.

This would take away my option of taking either train to Petworth home. Could extend commute by as much as 30 minutes in evening

i dont really use the yellow line, but removing the use of some stations would likely deter a lot of people from utilizing it

I'm not on the yellow line so it wouldn't impact me

What about people in Greenbelt

The metro is very important for to commute to work every day, without it would be really hard coming to work. I believe the train station in east falls church helps many people travel to work and to other places too.

I do not use the yellow line.

I

I tend to travel to Shaw, U St., and CoHi more than almost any other stops except a few on Blue/Orange lines. This would really be unpleasant.

I like being able to get to all Metro stops! Why in a time of climate crisis are we limiting where we can get with public transit!

Might be possible, if everybody was aware before fact and the Green Line trains were reliable and not delayed.

This will improve train crowding considering most riders who board in the Greenbelt direction are transferring to the red line

Yellow Line to Greenbelt would get me from work to home without switching.

Please provide alternate transportation to the Backed Up Green Line. Also, please provide transit to Mt. VERNON and Hybla Valley

Yellow line service should always go all the way to Greenbelt. Weve gone through this before, we know thats what riders are looking for and what will bring them back.

| Proposal to implement Yellow Line turnbacks |
|--|
| Could one train an hour leave from Greenbelt? |
| Unless green line still goes to College Park, but not having to switch is always nice. |
| Greenbelt gets me to BWI and local malls there |
| If this does not also include increasing the frequency of trains to Greenbelt, this has a negative effect. Frequent user of College Park station. |
| Why are we cutting out the rest of the route to Greenbelt? It doesnt seem like enough service to me |
| I rarely use the yellow line - this would not impact me. |
| This would be inconvenient, but it could work. |
| how will people get to work who need mass transit? we are hurting those who are minorities more and more these days |
| I seldom ride this line except for special events |
| I do not travel this line so it does not apply to me. |
| Cutting service in any way reduces the purpose and the value and quality of metro. Service should not be cut. |
| Im a Columbia Heights rider so having both the Green and Yellow lines available during the week has been helpful, so this would probably complicate things. |
| The yellow line provides access to the airport. This would require additional time for people traveling from stations further than Mt. Vernon to get to the airport. We want to encourage people to take the train to the airport. This would discourage people from taking the train and they would end up taking cars. |
| These are unacceptable cuts to service. Implementing these cuts will force me to seek alternative transportation options. |
| I rarely use the Yellow Line. So this wouldnt affect me. |
| I dont use the Yellow Line, but cutting out Greenbelt certainly reduces the effectiveness and usability of the service. |
| Would Eisenhower and Van Dorn be shut down with this plan? |
| This is exceptionally exclusive of shaw and neighborhoods north of the shaw stop. This would make it difficult to get to work, and would put an unnecessary burden on buses, cars, and add more people to the roads. Not to mention this would make it difficult for howard students to get to internships. |
| While I understand most yellow line commuters likely get off at Gallery Place, extending beyond Mt. Vernon to Columbia Heights or Petworth would make it significantly easier for those traveling to more residential areas |
| I commute to the end of the line! |
| No impact. |
| As long as the green line still remains this is a fine adjustment. |
| I don't understand ending at Mt. Vernon. It isn't too far from Gallery Place and further stations up the line would be a better stopping point. |
| I dont use this line, but I understand Greenbelt is in an economically lower-middle class area, so this seems like a big disparity and not fair to those who need Metro the most. |
| Rarely go north of L'enfant on yellow line, so don't really care. |
| It appears from the questions so far re Red line that cuts are potentially across the board for all lines. But for those still reliant on Metro regardless of line it doesn't seem fair |
| Not good to reduce service. |
| This is a huge inconvenience for anyone in alexandra or eastern va. prevents any smooth transportation to all northern parts of the city. |
| That will make it difficult for me to travel north if Mt. Vernon square. |
| This option will get the job done, but it wont be easy. |
| Depends on the length of time between green line trains... if it's 30 mini then having a yellow line train come through would alleviate the long wait. |
| It doesnt make sense to cut off service at Mt Vernon since this is directly downtown. I often need to go to Shaw, Columbia Heights, and other downtown stops after Mt. Vernon. |
| I live near the yellow line, and need more service, bit less. |
| I usually only get on the green or yellow at Gallery Place. |
| Reducing service anywhere harms riders everywhere |
| New commuters who need to get to South Arlington from DC will have limited options and housing prices will go up as a result of people wanting minimized commutes, shortsighted |
| I, and MANY other students, faculty, and staff, depend on the Yellow and Green lines to get to College Park for work. PLEASE do not close the College Park stop. |
| Please keep our station |
| This would literally disadvantage thousands of people with no other forms of transportation. |
| I lived along the Green line when the Mt. Vernon turn back was in place. Green line trains were overcrowded and the extension of the Yellow made a great difference. |

| Proposal to implement Yellow Line turnbacks |
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| My regular commute does not rely on the yellow line. |
| I dont use the Yellow Line on a regular basis so there would be no impact on me. |
| This proposal is not applicable to me because I ride the Orange Line. |
| This would eliminate peoples ability to use metro. This is a form of discrimination towards the people who live past the Mt. Vernon Square metro and greatly limits affordable transportation for those residence. This is not acceptable. |
| I dont ride yellow line. |
| Dons use the yellow line |
| UMD will be back in full operation this fall. More frequent trains will be needed. |
| Would render yellow line useless where I live |
| This is similar to pre-covid yellow line service during rush hour anyways |
| This would work for me personally, but limiting travel to Greenbelt in favor of Mt. Vernon Square seems inequitable to me. |
| N/A |
| What about the passengers that attend school at University of Maryland-they will have to find alternate transportation-and the passengers that have to travel to Census Bureau-they already have to change trains several times for their commute/ |
| Not ideal, but would depend on frequency and ease of connection to green line services to complete the Mt Vernon Square to Greenbelt trip. |
| I only use petworth to ft totten. |
| Adversely Impacts communities of color and destroys home values |
| This seemed to work well during pre-pandemic rush hour. |
| I feel that this proposal would result in over crowding at the metro stations beyond mt Vernon square (u street, Howard university) |
| Absolutely Not! This is outrageous! Everyone living in Maryland would have no way of getting around to Washington, DC. |
| I often travel from Mt Vernon Sq to other stops downtown but they are usually short trips so Im not sure how this would affect my trips |
| I seldom use this line, but if I were a rider I would not be happy. |
| I stop at Eisenhower Avenue so it works for me. |
| This would be inconvenient but not horrible. |
| I will rarely take this line |
| I dont typically take this line. |
| I do not rely on yellow line for commuting |
| I need Yello line to go to Columbia heights at least |
| Will work like how it was a couple years ago" quite viable cut |
| I live in Petworth and take the Metrorail from the Petworth station, so the yellow line needs to travel north the whole way. |
| Fine for me but not for the climate emergency and not for low income families. The cuts are a disgrace. Why not try raising the taxes you have control of. Instead you are targeting low-income families who are already struggling because of the pandemic. This will only increase inequality. |
| I need the line to go all the way to Fort Totten to get home. |
| I would not be able to see my family. |
| like you cant even get to ft totten, really? |
| I usually am not on this line. |
| I dont use the Yellow line. |
| While this would not have an impact for me. |
| N/A since I live in Virginia. |
| I don't frequent those stations, so not directly affected. |
| needs to go to greenbelt |
| I use metro in Virginia & DC primarily so doesn't impact me. |
| My commute is from Braddock to DC so I dont think this would affect my commute. |

Proposal to implement Yellow Line turnbacks

Why not consider Huntington to Fort Totten - that would reduce operations but still provide service to central DC

This would greatly reduce the frequency of trains to areas that I frequent to an unacceptable level.

This is essential for people who work downtown

Please provide service to Greenbelt.

I dont use Metrorail very often on those routes.

A single-seat ride the airport is the SINGLE most valuable way I use the Metrorail system right now, riding from Shaw to the airport regularly. I chose to live in Shaw because of the single-seat ride to the airport and in the future I will continue to live along the northern sections of the yellow line for this reason. Ending yellow line service at Mt. Vernon Square ruins this.

As long as the Green line train goes to Greenbelt, that's fine.

I take the silver line.

The College Park station should not be cut

There has to be a way to make the subway work cost-effectively in this area. Less service also means less revenue and less convenience - which becomes a downward spiral.

I plan to live in College Park and commute to DC in 2022 so this would negatively affect me

I would take the yellow line from Pentagon to Fort Totten, this would not work. Travel from Arlington to Silver Spring.

Thats how it used to be before the Green Line

This would greatly increase the time, inconvenience, and number of transfers to get between Shaw/Howard U. and Pentagon, which is currently on five direct stops.

This may cause problems for people who need to get out of areas that have apartments or homes at Georgia ave pet worth or Colombia heights. Depending on how often green line trains run it may cause stress during commute.

Dont use yellow

i dont live in an area where I would take the yellow line often

As long as Green Line service is not drastically pared back as well.

No flexibility

I rarely use the yellow line.

I realize that decreased ridership should result in decreased funding and schedules should be changed.

I need to go from Pentagon City, where I live, to stations past Mt Vernon. I do not have a car.

I do not mind waiting a little longer for another train.

I dont ride the Yellow line very often.

Again, it was this way for much longer than it has been as now.

Currently use only orange and silver lines to East Falls Church and West Falls Church

See previous comments about cutting train arrival times. This just does not work.

I never use these stations

This would completely eliminate the yellow line as an option

I hardly ever take the yellow line (even in pre-pandemic times), and so this change would not directly affect me.

This will create overcrowding on other lines and trains

I never use greenbelt because the yellow has been available

Some of the same comments apply to this question as applied in the case of the orange line on the RB corridor (above).

I do not ride the yellow line

The impact of this proposal is heavily dependent on the assumption that green line service would be unchanged, but with that assumption, this proposal could reduce stress on track and rolling stock without deeply impacting commuter options.

This would increase traffic on the green line for Columbia heights and petworth.

If this would only be temporary until commuting to work gets back to normal as vaccination gets done, this could be ok

Again, adding significant commute times, not to mention space availability on trains.

It is crucial for me to commute between Washington DC and College Park. I need either of the green or yellow lines to continue stopping at the College Park station.

Proposal to implement Yellow Line turnbacks

Yellow line should be continued to Gallery Place if at all possible, as the number of transfers that happen there to head north on yellow and green lines could be alleviated instead of forcing everyone to wait for a green line train to go one stop and transfer again.

As long as there is (green line) train service to College Park, plan is workable.

Why is Mt. Vernon Square the stop point? At least go to Petworth or Fort Totten...

Totally depends on pandemic

I dont use the yellow line trains.

There are many riders at Shaw, Columbia Heights, Petworth, and Fort Totten that need increased service. At a minimum, Yellow line trains should terminate at Fort Totten.

Better than the first option and like the option for turn backs on the red line, focuses where there is higher ridership. Metro should avoid all cuts thanks to the new federal emergency funding of \$30.5 billion nationwide. Any other shortfall should be met by the states of VA, MD, DC and local jurisdictions. Post-pandemic, with increased telecommuting might allow for shift of some peak hour rail and bus service to off peak, evening and weekend which would help workers who dont have 9 to 5 office and help car free and car light households.

I live at U Street, and when we had to rely only on one line, it was terrible. Having both lines service this and the other stops has allowed for greater growth in the area.

30 minute GE-only service mid city would be a disaster. you must keep YL service ti at least Fort Totten if not Greenbelt!!!

This wrecks my one-seat ride from Ft Totten to Crystal City. Transfer times are already terrible - adding 10+ minutes to the ride would make driving easier and faster under almost all circumstances.

Metro rail service has significantly improved since expanding yellow line service to greenbelt.

The yellow line is a currently a great option for those traveling farther north - particularly during rush hour. Just having the green line service the northern DC stations is not sufficient.

Coming from Alexandria, Yellow Line service to Greenbelt is a nice to have. Northern Prince Georges County riders input on this is more important than mine.

This proposed change would not affect me.

Dont generally take metro to those extra stations

I dont typically ride Yellow line trains.

I live near the Petworth station. The increased wait times would push me to other modes of travel.

No effect

I dont use the yellow line, I use the orange or silver lines from NOVA. Those are my priority lines, and closing East Falls Church would be terrible for me.

The region needs a fully functioning METRO to bring back the economy!

What about the commuters/Metro riders from Greenbelt on south to downtown? This seems discriminatory against Columbia Heights -- potentially 90% minority riders, black and brown. DANGEROUS AND WRONG TO DO THAT!

I rode the Yellow Line when that was the case previously and it worked fine.

I live next to the Columbia Heights metro station and work in Crystal city, so this would be very inconvenient for me because I would have to take the green to Mt. Vernon Sq, get off and wait for a yellow line. Please keep the yellow line coming to Columbia Heights, I think it would work well if the yellow line always went to at least Ft. Totten.

I live in Columbia Heights and use the Yellow line often.

There are many people in Greenbelt who do not have cars and, therefore, depend on Metro. The suggested change would be a great disservice to the Greenbelt community especially low-income riders.

It is important to have the Yellow Line supplementing the Green Line at times of high traffic and rush hour. I depend on the Green/Yellow Line for a key part of my travel to and from work at NIH. I live in Greenbelt and use both the MetroRail and MetroBus branches of the Metro System.

Need to provide service to Greenbelt.

I use greenbelt as my start/stop and this would add more time to commute as I have to take addl buses etc to figure shortest/fastest routes

I use metro very infrequently and (so far) only for travel between home (on Westpark Drive between International Drive and Park Run Drive in Tysons) and the airport, so the schedule proposed here should not impact me.

I often need to get into work early, leaving from Wheaton no later than 6:00

I mean it technically would be fine, as the green line services those stations beyond Mt. Vernon Square, but it sure is inconvenient.

It would mean I would have to change trains to the green line to continue north of mt Vernon which is where I live

I dont use the yellow line

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| Proposal to implement Yellow Line turnbacks |
| I use the station, W Hyattsville in order to catch the f1, f2. So no, this will not work. Need to be able to get home. |
| Means taking two trains rather than one to get where Im going. Annoying but doable provided wait times are not too long. Service used to be like this anyhow. |
| This is ok for me living at Huntington, provided that green line trains arrive promptly and regularly at transfer point stations. An alternative would be that possibly less trains go to green belt and more trains go to mt Vernon sq in order to speed up people' s commutes? |
| When traveling to and from DCA from College Park/ Prince George's Plaza, I have found it especially convenient to not have to change trains. |
| Doesn't impact the majority of my travel |
| Don't change the stops |
| I very rarely ride that section of METRO |
| It's ok, but not as good as now |
| I rarely take the Yellow Line train. |
| I don't use the yellow line |
| I use the yellow line to get to Columbia Heights. When theres only the green line the trains arent frequent enough to make it worth using the metro. Mt. Vernon Square is only helpful for Virginia residents and cuts out DC residents. |
| Dont take the train that far up |
| It would mean I would have to change trains to reach one destination, which I do not have to do now. |
| This has been previously ok |
| I don't take the yellow line all the way out to Greenbelt. |
| Not a big deal; alternative exists, it just takes a little longer. |
| better service please |
| Greenbelt is an essential station for PG residents and employees. |
| The green line is sufficient for my access to the stations between Greenbelt and Mt. Vernon Square. |
| Ok assuming service to the stations that are no longer on the Yellow Line are properly served by the Green Line. |
| Would be a major blow to people needing to get to College Park |
| This plan would not affect me in the least |
| i dont take this line. |
| People without cars need to get to work if we are going to have a functioning economy. |
| Yellow line trains should extend to at least Ft. Totten. Cutting service between Mt. Vernon Square and Ft. Totten will disproportionately impact lower-income areas of the city and residence whose only form of transportation is metro |
| Terminating the yellow line early will add to the frustration of the riders and drive some of them from using Metro |
| As long as the green line trains ran at the same intervals, no issue with that change |
| Only need yellow line between King St and Gallery Place |
| Do not currently use the Yellow Line so no comment |
| While inconvenient to end at Mt. Vernon (instead of continuing north at least through DC proper) this could work but would be pretty limiting. |
| I dont travel this route, but it sounds like a reasonable approach |
| If these changes are approved, people will not be able to get into work without a car. |
| Good idea. |
| I dont use the Yellow line. |
| I dont use the yellow line |
| I rarely use the green line. |
| My children use the college park station to get to school |
| Doesn't affect me now but could. |
| Reduced service and longer commute times will force me to look for alternative forms of transportation. |
| Zero! Service! Cuts! |

Proposal to implement Yellow Line turnbacks

That would mean unacceptably less frequent trains to, for example, College Park.

I need all yellow and green trains to work every 3-5 mins when I return to work

I have never liked the Yellow Line turnback at Mt Vernon Square and I prefer it not be reintroduced after finally being eliminated two years ago.

This is not too bad for me, but I imagine it would make things quite difficult for some people

We live at the columbia heights station and this would remove a commute option

Would like to know if it is anticipated if the green line only from Mt. Vernon Square has enough capacity to safely handle the ridership demand to Greenbelt. This would be a least preferred option since PG county residents are typically more reliant on public transit than other counties in the DMV.

With more people moving to PG county, cutting off the outermost stations on any of the lines will hurt ridership.

Never take that line.

I dont use the green or yellow line, usually

But is seems running trains end-to-end of each route would be just as sensible.

This change would not affect me. I ride the red line a lot and blue/orange a bit, but never use this route.

I would be unaffected by this change.

Does not apply to my travel needs. I don't use those stations

While I recognize that ridership is down due to COVID-19, public faith in WMATA has been sub-zero for several years now. The Back 2 Good campaign was a clear indication of this. If WMATA is ever going to gain and more importantly maintain public trust again, it must stop looking for ways to cut service and offer MORE options to residents. DC is the most gentrified city in the country and the influx of new residents demands that MORE transportation options are available. If WMATA does not fulfill its role as the public transportation options, you will continue to see ridership decline as more residents buy and use their cars to move around. This damages the environment and increases traffic on the roads. Trains arriving every 30 minutes i.e. TWICE AN HOUR is unconscionable. Not only does this explicitly prevent any social distancing for COVID-19, it sends a clear message that folks looking to move around should pursue other more efficient options. No other major city in the country is running trains on its rail system TWICE AN HOUR. This is the capital of the US and the system is an embarrassment. Trains need to run at least four times an hour and ideally every ten minutes.

This plan negatively impacts riders who use the Greenbelt station to commute to work.

What about those in Greenbelt? Public transportation is still needed in these areas

Awful idea. What are you going to do with non-operating stations? And how are you going to incorporate the Purple line into this scheme if the College Park and GB stations are closed? You will singlehandedly destroy \$10,000s in property values in College Park and Greenbelt by doing this.

As long as I can catch the green line beyond Mt Vernon Square, this does not affect me.

This would clog green line travel quite a bit at a time where we need to be as far apart from strangers as possible.

I dont typically use the Yellow Line, but it wouldnt be good to cut service to Greenbelt altogether. Maybe one trip to and from there M-F rush hour?

Need to go all the way!

I have clients in this area, and itll be difficult for me to Greenbelt unless I metro, then uber. Im against this.

my answer is totally selfish, as i rarely ride yellow line

The stations that I use on the Yellow Line would continue to receive service, so this does not affects me.

Again, this level of service, especially with the crowding that will result on the Green Line between Fort Totten and Mount Vernon Square, would be untenable. I would drive or take MARC.

I ride the yellow to greenbelt

I commute from Petworth to metro center via Chinatown. Petworth residents really seemed to stock up on cars during the pandemic. If you want us to come downtown by metro, we need frequent Service that isn't crowded. Yellow line to greenbelt was a great adjustment pre-pandemic.

I dont need to go to Greenbelt

This change would not affect my commute

I do not travel that line

Im on the red line, so this would not affect me. On the rare occasions I need to take the metro to Greenbelt, I can wait for the green line trains as before.

Proposal to implement Yellow Line turnbacks

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| I travel from Gallery Place to College Park and rely on both the yellow and green lines to commute. If the yellow line were to cut service, then I would have to rely solely on the Green Train which means I would have to wait longer for the next train. |
| So much for traveling from the district to Virginia! |
| I don't ride the yellow line |
| How long would a transfer to a green or blue line take? |
| no |
| I used to somewhat regularly take the Yellow Line between Fort Totten and Braddock Road, but I no longer need to do that. |
| I do not use the yellow line |
| I do not ride that section of the yellow line. |
| This sounds like it will make traveling to Greenbelt and other areas of Maryland a hassle and would primarily negatively impact communities of color |
| I do not currently use the yellow line. |
| This wont effect me. I dont use the yellow line on the MD side at all. |
| I work in a Federal Emergency Operation Center I will need to get to work on time |
| I commute from PG Plaza every day. Running two lines to that location is very important to me to making the commute somewhat efficient. |
| As I take the yellow line from Fort Totten to U St every day, having the yellow line not go far enough is a major concern to me. With only the option to take the green line, my commute time would lengthen considerably. Not to mention those who live on the southern part of the yellow line (in Fairfax co and Alexandria) would be forced to switch trains, just to go north of Mt. Vernon Square. |
| Wait until the pandemic is over before making these changes. |
| All depends, if you couple this with a 30 minute wait to change trains then I think you realize this is a bad idea. |
| As someone who lives in Columbia Heights and will need the Yellow Train between Mt. Vernon Square and Greenbelt in 2022 for daily commuting, essential doctors appointments, reaching the airport, and other necessities, this would throw significant roadblocks into daily life. |
| having both Green & Yellow line trains serve as far as Greenbelt accomplishes the goal of having more frequent train service at Greenbelt during rush hours |
| Greenbelt is an important stop |
| It's horrible when only one line goes to Greenbelt. If schools open as they are expected to in the next month your ridership will show that yellow line will have significant ridership during rush hours. |
| We dont use the yellow line. We just need East Falls Church to stay open. |
| I am not personally reliant on these stations. |
| It is way better to have the yellow train go all the way to greenbelt instead of having to transfer off/on to the green line. It's the same line and we shouldn't have to transfer, especially when there are sometimes so many green lines in a row. Just let them go all the way to greenbelt. |
| This would possibly work if you consider Metro only for getting into the district and not for getting around metro DC. For my purposes it would be good. |
| I might be affected occasionally, but not most days. |
| I dont take the yellow line |
| I work in Arlington and live in Bloomingdal, so I need to be able to get to the Shaw-Howard station. |
| There should be yellow train services to greenbelt. |
| I use yellow line often and there will be some inconvenience but it would be workable. |
| Given that I live in College Park near the Greenbelt station, this plan would not work for me because I frequently take the yellow line train. |
| I currently do not use the Yellow line for this route so it does not apply to me. |
| I doubt I would take the yellow line. |
| As primarily a Green/Yellow user, this is a reasonable plan. |
| I don't use the yellow line so this doesn't affect me. |
| The yellow extensions during rush hour are never applicable to my situation anyway. |
| I thought this was already happening. |
| Again, i am not relying on the yellow line at the moment but if I did, it would have a negative effect on my use of public transport. |

Proposal to implement Yellow Line turnbacks

I take the yellow line regularly, north of Mt. Vernon Square.

A reduction in the number of these Yellow Line trains going all the way to Greenbelt could be fine--say in the direction of a 40-50% decrease, but not the complete 100% elimination.

Yellow and Green line frequently had delays at the stops above Mt Vernon Sq station. Heavily used stations in the northern part of the city have to rely on a single line where you suggest trains depart every 30minutes? Yellow line should extend further to Columbia Heights or to Georgia Ave since these are high traffic areas and large population hubs of the city.

would leave no viable transportation options

This would not affect me as I do not ride yellow line.

This would seem problematic for people near greenbelt. It's bewildering why cuts are being proposed for exactly the time period when people will need the metro to be functioning at full capacity -- namely, when covid is under control.

Would be nice if it went to Shaw, that is close enough to U street corridor

Greenbelt needs to remain in operation.

Reasonable approach but one issue is if there are problems on the red line. Having yellow line trains go to fort totten alleviates some of the congestion in the system.

Again, eradicating public transport when it was not perfect to start with is a big hit on everything else, including maintenance of the roads that will cost quite a lot, traffic and ecology and impassable highways due to increased flow

I count on the yellow when I miss the green they both will take me to my stops on time sometimes the yellow times will get me there faster

As I rarely use this line, this change would not affect me.

stopping at Mt. Vernon Square cuts off Shaw, U Street, Columbia Heights and Petworth, four of the stations were most residents live.

I would need yellow line service extending to at least Shaw/Howard for my commute

If this service reduction is made (which may be deemed necessary), then Green Line service should not drop below every 15 minutes. Additionally, YL service to Fort Totten would keep more frequent service operating in the busy Mid-City stations.

Rarely, if ever, ride the Yellow Line.

I live in Columbia Heights and use the yellow line almost daily. Ending yellow line (northbound) service at Mt. Vernon Square would NOT help my commute and would make me entirely dependent on the green line, which would be very crowded, especially given the recent boom in housing developments (i.e. more ridership) in Columbia Heights and Petworth.

I do not typically use the yellow line.

I almost never use the Yellow line. So I dont care.

As long as people could switch to the green line at Mt Vernon Square to travel the route to Greenbelt

If the intervals were regular it would work, if erratic, no.

I need the yellow train to include the stop to Petworth

Just need the service

I live in college Park and I use the yellow line all the time

Typically dont use yellow- so cant addresss.

I dont travel to those locations on a normal basis.

I think it is much nicer for the yellow line to go all the way to Greenbelt, and that would be the best thing for commuters. However, since one can transfer to the green line, reducing the yellow line does help the Metro system while not completely cutting the commuter off. Its a compromise.

This will not impact my travel

University of Maryland students rely on the metro to complete internships in DC. Further limiting service will more drastically negatively impact those students access to career opportunities. University of Maryland planned to have a purple line to campus, but now students will no longer have any local station.

This was a terrible plan when it was implemented the last time. Restoring full Yellow Line service was one of the very best things Metro has done in years. Please dont make us get off the train and do a ridiculous train change just to continue up the same track. Its inefficient and annoying, and would make it less likely that Id choose to ride MetroRail.

While this would impact a line I travel (Yellow) my daily commute is within the limits proposed, so I should not be impacted too much.

Yes as long as the green line still goes all the way to greenbelt

Proposal to implement Yellow Line turnbacks

Yellow line should continue to run through Fort Totten to allow the population north of Mt. Vernon higher accessibility.

This works for me because I almost never take the Yellow Line

It is in my opinion that running the yellow line to Greenbelt would be more effective than running it to Huntington. There is more ridership at Greenbelt and the previous stations than it is to Huntington.

I don't take yellow train.

All Yellow Line trains should operate between Huntington and Mt. Vernon Square, as well as Greenbelt.

As long as the green line stays to College Park Station, that should be fine.

This is not a line I ride often, so I'm not sure about impacts.

This eliminates service for many people!

We need trains to Alexandria.

You milked away at taxpayer money and fates for YEARS. You all are expensive! And inconvenient! It takes me almost 2 hours round-trip to go 4 miles on you! And costs me \$10!!

Where is all that money now, when times are slim?

I live in Columbia heights you idiots. Please keep green/yellow Trains going to at least fort totten. Columbia heights is one of the busiest stations in the system

I live in Colombia Heights and use both the yellow and green lines. I would then only be able to use the green line. At least have the yellow line run between Huntington and Fort Totten

This does not affect me personally however I could expect it to be an issue for many riders

I will adjust my travel time as needed to accommodate as I understand the ridership is low. I would prefer to be on a more crowded train than an empty/less crowded train as i am concerned about the increase in crime on the metro.

This line serves the DCA airport. This is not going to serve DC residents trying to plan to get to the airport in reasonable time.

I don't use often so can say yes but those who do will be affected.

Seems to me the people hurt most are the further out stations.

The trains to the outer burbs are essential to reducing car traffic. Reductions in metro service will be a deterrent from riding and will increase car traffic

Service worked well previously when peak service only went to Mr. Vernon Square

Mt. Vernon Sq is not very far up the Green Line; thats a lot of stations to suffer service cuts down to twice an hour.

You should not close the other stations either. Just because a station has low ridership doesnt mean someone doesnt use it.

Again you are putting the costs on the folks who can least afford it. bad idea

Lots of students in College park live in Greenbelt and it would be extremely inconvenient for lots of them to go to the city.

People in Greenbelt should continue having access to the same level of public transportation

I have been on the Yellow Line maybe 2 times in the last 10 years.

Only use the Yellow Lune occasionally

I take the yellow line to the airport from Columbia Heights. This would be an unfortunate decision.

It would be annoying to transfer, but it doesnt actually cut any service/trains.

I live on the yellow line and this would significantly impact me in a negative way. The greatest change metro ever made for my commute was extending the yellow line to run to greenbelt.

The Green line on this side of PG needs the increased frequency due to increasing population density

I don't need the yellow line.

Transfers to the Green line could cause overcrowded platforms during rush hour

Critical segment is RR National Airport to Gallery Place.

Concerned that commuters from ft Totten and columbia heights would be over crowded if we returned to offices

Greenbelt needs to be included

This would cause a major inconvenience to me personally because I travel to greenbelt frequently. As a female who travels at evenings/nights my main concern is getting to point get from point A to point B as quickly as possible.

This would be fine if it was the only change. I only need the yellow lines to go from Huntington to LenFant Plaza

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| Proposal to implement Yellow Line turnbacks |
| Yellow line provides direct route to National Airport. Possible to consider running trains during prime time flight departures/arrivals? |
| As a former rider of the green line I think this is the way it used to be and talking to most people it wasn't an issue. Not sure how it would impact those coming in from Greenbelt but I think the normal green line service never had packed trains either way. |
| Whats the point? If need to minimize sure to covid, seems like pausing yellow makes more sense than this little route that could be picked up with blue line service in a more economical way |
| I generally do not ride the yellow line, so this is less relevant to me. |
| I dont like it, but I was able to work around it before so I know I can do so again with only minor headaches. |
| Only if the green line train runs more often |
| Keep them going to Greenbelt |
| It would be a slight inconvenience but not serious for me. |
| This would eliminate the route that I would take to work from PG plaza on the yellow line, which goes directly to Crystal City. Part of the reason we bought this house in this location was to have access to that route. |
| Would I have to transfer and wait 30 minutes for a green line train? |
| I commute greenbelt to Suitland so my trains would end up more crowded but otherwise it doesn't affect me |
| I travel from huntington to downtown |
| As long as trains are every 10 minutes during rush hour. |
| Im not a user of the Yellow line. |
| I live College Park, and would be unable to use Metro.. Bad idea. Your plan will reduce ridership in 2023 because once I get to the office or elsewhere by other means, I am not going to come back to use Metro. So amazingly short sighted. |
| Whether this would work or not is largely dependent on how common telework is in 2022. |
| Severely prohibits getting to work and from at Stadiums and Arena from Greenbelt. Workers have NO options for driving and PARKING at Stadiums and Arena. Not to mention Fans also will be hurt as well. The economic recovery depends on Metro running at full capacity as before the pandemic. |
| I do not use the Yellow line so this doesn't impact me. |
| It makes no sense to cut train service to U Street/Columbia Heights/Petworth/Fort Totten in half. Those are some of the densest areas of the city and most are not serviced by any other line |
| My travel is mostly on the Yellow line from Eisenhower Ave into DC Area, I never go out past Gallery Place on the Yellow line |
| that is not the route I take |
| No additional comment. |
| Keep it how it is already . The same |
| People in NW DC especially Petworth, Columbia Heights, and Shaw-Howard need the yellow line to go straight through. This is a much used route to get to workplaces in DC and Virginia. If you make it to where people have to transfer and you change frequency the train will become more of a burden than it is worth. |
| While I would miss having 2 trains coming to Greenbelt, this would be a minor inconvenience if necessary to adjust the budget. |
| This would not impact my commute, but it would certainly impact folks wanting to get to and from Greenbelt. |
| I can get to Greenbelt via an alternative route. However, the plan would adversely impact overall Metro service and discourage riders. |
| Run it to Fort Totten. |
| Less likely to use Metrorail with 15 min headways and lack of ability to have two line coverage within DC. Would transfers to yellow line be timed? |
| I ride from Huntington to Archives every day, and have been for some time. I also ride from Archives to Shaw-Howard U, to see my girlfriend, so this would be hurting my ability to go see her via transport. This is not convenient. |
| I take the Yellow Line Metro twice a day for work - I start out at Columbia Heights and I go to King Street/Old Town. If the Yellow Line service only extends to Mt. Vernon Square, then I would not be able to take Metro to work. Since I don't drive, this change in service would affect me extremely negatively. |
| I don't regularly need to take the yellow line. |
| I do not depend on Metrorail to get to work. I am commenting as an occasional rider. |

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| Proposal to implement Yellow Line turnbacks |
| I do not take the yellow line to Mt. Vernon Square |
| The yellow line should extend up to greenbelt. There is too much strain on the green line for people traveling to and from downtown from petworth and columbia heights. |
| This is fine for me. I use the Yellow Line from Gallery Place to Alexandria so this would not impact me |
| This plan would not impact me. |
| As someone who lives in the Manor Park/Petworth area, having yellow line service at Petworth has been transformative. It would significantly diminish the usefulness of Metro service of Yellow line trains ceased running to these stations. I am strongly opposed to this proposal. |
| inconvenient |
| I dont use these lines frequently right now. |
| My commute includes the Red Line and the Yellow Line (to Eisenhower Avenue)_. I think this is a reasonable option. |
| If this does not effect the frequency of trains on the current yellow/green line, it would work. But that line is quite busy during weekdays (PRE-COVID, which I expect will be over by January 2022) so lower train numbers would be detrimental. |
| Yellow line going all the way to Greenbelt (or at least Fort Totten) has been so helpful. It reduces the need to transfer at L'Enfant Plaza that is becoming increasingly crowded and dangerous. |
| When I take yellow line, I sometimes go to Shaw / U Street, Columbia Heights, Pentworth. I would probably take metro less when I ride to those stations, but its not my main route (usually used for leisure, not for work travel). |
| It is important that the Yellow Line run at least as far as Ft. Totten, to provide 15 minute coordinated service with the Green Line in the populous DC section. |
| I am privileged enough to be using metro stops that would not be effected through this proposal, but I imagine shutting these stops down would impact others which may have long-term consequence in terms of movement out of those areas, an increase in traffic due to more cars on the road, or inequitable access to resources for these people. |
| I very rarely use the Yellow Line. Because of the pandemic, I am not now using Metro (and have not ridden in the past year). I have received the first of two shots and expect to resume normal activities after the second shot (and waiting period), which should be in early April. I expect that many other riders will return and expect the same service we were used to pre-pandemic. |
| I do not use yellow line frequently |
| My station is college park, plz keep open |
| Yellow line should extend AT LEAST as far as Fort Totten (a major transfer hub). Otherwise many residents will have restricted access to the DCA airport |
| I dont use the Yellow line. |
| How will customers get to Virginia. Will Blue line be running? |
| I need access to green belt |
| I like the original setup |
| I like it. The GR runs along same segment of YL thru Fort Totten anyway. And it covers the important stations in The District anyway from L'Enfont Plaza up to Convention Ctr. Perfect. It also gives the GR more free space between stations to operate at higher speeds |
| The yellow line connection to Greenbelt is relied upon by many people who would otherwise need to transfer trains. This adds significant delay and unreliable arrival times. |
| As a rider of the metro pre-pandemic, I never needed to go on the yellow line past Gallery Place anyway, and if the Green line will still be operating to Greenbelt then I see no issue with this change. |
| My primary stop is Columbia Heights. This proposed change would be acceptable for me only if the green line continues north of Mt. Vernon |
| While it would work, Fort Totten would be a better option. |
| For me, personally, I use the Yellow line extensively during normal times. Im more concerned about the frequency of trains going down to 30 minutes. That alone would be a dealbreaker for me. |
| Doesnt affect me, I dont use those lines. |
| Why would you spend all the money building and deploying a mass transit rail system and then shutter stations? Why not shut down the whole system and just admit defeat. |
| Yellow line service is critical at Fort Totten. This service cut would result in overcrowding of green line trains. |
| I use this line to get in DC. Not to greenbelt |

Proposal to implement Yellow Line turnbacks

The loss of connectivity to Columbia Heights and Petworth would be missed, but this is a weekend need and the Green Line is roughly sufficient. I imagine this has greater impacts on those who live further up on the Yellow Line now, hurting their ability to and from work especially.

I live in greenbelt, and i also believe that once the pandemic begins to fade the commuter revenue will be more prominent and public transport needed. Longer waits may discourage commuters that are already weary of public transport because of the pandemic scare.

I hate that this plan would hurt people who ride the yellow line, but it would not affect my travel needs because I use the red, orange and blue lines on my daily commute to work.

I am not a yellow line rider.

Take the trains from beginning to end.

This is a stretch of the network that I rarely use.

This would seriously impair my use of the metro system.

I don't use the yellow line.

I do not take yellow line past Mt. Vernon Square.

Wouldnt affect me, at least.

Going to Petworth or Ft Totten would be more ideal

The yellow line starting at Greenbelt is relatively new.

Eisenhower is my home station and my work commute takes me to McPherson Square.

This schedule change would mean a 30-minute wait for a green line train. This is unacceptable.

I dont often ride this section of the yellow line, so am relatively unaffected.

Not a problem. I rarely need to go as far a Mt. Vernon Square and I never need to go beyond it.

Given that my home station is College Park, it would not be convenient, and given the growing number of people living near stations in the regions north of Mt. Vernon Square, does not seem to be a good option.

If this proposal were combined with 30 min intervals for greenline, this would be hard and and crowded but doable, a sacrifice to keep metro afloat

I rely on the yellow line to take me to work all the way to green belt

Mass transit is much better than using cars and trucks.

I ride yellow line and I never need to go beyond Mt. Vernon Square.

This eliminates access to the city for hundreds if not thousands of people.

U Street and Columbia Heights are stations I would still want to access so this would depend on green line availability

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

Rarely use the yellow line

No, this will not work for me as a young person who is very much planning on using the metro as my primary source of transportation in 2022 because I do not have a car, nor can I afford to buy one. At that point, I largely expect to feel safe enough to go about the city, which includes going to work, going to dinner, fueling the local economy, etc.

This is not applicable to me.

I need to go from Columbia heights to fort Totten for work. Trains should run to fort totten and occasional trains should run the greenbelt.many people work in the city but live outside and will need access to metro

This would halve the number of train options available to me at the closest stations to my home.

Same as before. I dont particularly use this line, but it would affect many others.

I take the green/yellow line from Fort Totten to College Park to commute, and the yellow line service is essential. By 2022, Metro should be planning on running the same service as pre-pandemic.

This particular change would not affect me.

As long as Reagan Airport and Crystal City are served I will be OK.

Sorry, but I dont know enough about ridership between Mt. Vernon Square and Greenbelt to be able to parse this.

I rarely go to Greenbelt, but thats a long trip for me, anyway, so I expect a long commute.

There are no enough trains going to greenbelt at times, reducing yellow line will add more time between the stations after Mt. Vernon

Trains stopping at mt Vernon square only cause transfers to further north stations and does not make sense.

Proposal to implement Yellow Line turnbacks

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| Suburban neighborhood deserve access to transit. unless it is proven that this station has VERY low ridership, this plan would not be equitable to those in that neighborhood. |
| Your service cuts will not support reducing auto emissions;it will cause more car use as Metro fails to provide service |
| What does this mean in terms of train numbers? |
| While I dont often take the Yellow Line in the direction of Greenbelt, this change would make it more difficult if I ever need to. |
| I don't ride this line and am not familiar with this change proposal |
| This would have a huge impact on traffic in the DMV. Cuts off affordable transportation in disadvantaged neighborhoods, and cuts off access to DC nightlife hotspots which could lead to increased driving under the influence. |
| Green line covers Greenbelt so i dont see the need to double up train service. |
| We are talking about the nations capital metro system and not a suburban train line. Moreover, we should not discriminate against cities and towns within the DMV. Some essential workers live in these places and need the yellow line to work and get back home. Furthermore, by January 2022, a relevant portion of the population will be vaccinated against the coronavirus. |
| Needs to at least go to Fort Totten |
| This makes it harder for those who live further from the city to get to work or appointments on time |
| Needed Greenbelt |
| I dont think every Yellow Line train needs to go to Greenbelt, but Mt Vernon Square is too early to turn the trains around. Fort Totten is a more appropriate terminus to include more of the urban core in the enhanced Yellow Line service. |
| This may be okay as the green line still goes to Greenbelt and transfer is possible. |
| I do not regularly rely on the Yellow Line. |
| I dont know this stretch, but would concede to those who use it. My guess is that most people will feel the same about this as I do about the Red Line. |
| I do not regularly travel on the yellow line to Greenbelt. This would impact those who do. |
| I do not use the yellow line. |
| Id prefer if they went to Ft. Totten for ease of transfer, Mt Vernon square is a little awkward. |
| People bought homes in those areas because of public transit access. You would be leaving a lot of people without transportation (and dont pretend taking 3 buses is a viable solution.) |
| Having both green and yellow go to Greenbelt is very helpful when commuting. This is also helpful going to and from the Reagan National airport. |
| I enjoyed having the yellow line run through Greenbelt given trains used to be more infrequent and this helped make traveling the metro system faster. If this adjustment was made I would still get to my destination, but obviously at a slower pace. |
| Works for me ... thats not the area where I ride. |
| What are the people who utilize greenbelt metro to get to and from work? Are they simply supposed to just walk? |
| This plan would result in reduced service to my home station (College Park). |
| My closest stop would be the Shaw/Howard metro. Also I often travel up to Columbia Heights so ideally the yellow line would also go up that far. |
| Fully fund metro. No cuts. |
| I tend to rely on yellow or green to Columbia Heights and would highly recommend extending yellow at least until there due to the number of metro users in that neighborhood |
| I rarely rid to greenbelt. |
| I transfer at Fort Totten and would prefer not to have to wait for a green line train each time |
| I don't use this line. |
| The change would not affect my commute |
| Given my age , I need as few transfers as possible from Greenbelt to downtown With only green line to Downtown and a need change to yellow for airport, this would be a hardship. Especially if the G12 buss is discontinued in Greenbelt to and fro the station. |
| Parking not sufficient to accommodate change. Loss in ridership guaranteed. In addition, increased driving to get to other metro station increases carbon emissions. |
| Would substantially increase travel time to work in at UMD-College Park |
| No, the yellow line operating only between Huntington and Mt Vernon would disrupt my commute. |
| I live at the Petworth metro and commute to Silver Spring; taking Yellow Line service away means much longer waits for metro |

Proposal to implement Yellow Line turnbacks

Questions: Are these changes to be considered temporary or permanent? If life post-Covid-19 returns to closer to normal, will Metro and Metrobuses resume a more normal schedule?

I like to go to Takoma

we do not live on a yellow line.

Stations should never be closed. Frequencies ok, but to close stations is to effect access to travel, to work, will disproportionately affect low income and BIPOC communities, and drive housing prices down. It could ruin communities that people moved to specifically because there was metro access. Once built, it doesnt make sense to close stations.

What is the expectation that people get off at Mt. Vernon Sq. and take the green line from there? That just adds to peoples commute times and frustrations.

The Greenbelt station is vital to many who depend upon business in that area

I am a current health sciences student that relies on the metro for morning, daytime and evening hours to get to and from school and various clinical rotation sites in the DC metro area. Having the metro bypass Greenbelt directly impedes my ability to access essential medical educational activities.

I ride Yellow between the Pentagon and Gallery Place, so this would make the turnaround for Yellow trains faster.

Similar to the upper Red line, this negatively affects the people who live further out, who arguably need it more.

Not ideal, but I remember a bunch of yellows used to stop at Mt. Vernon Sq anyway so it doesnt seem like too big a departure from something thats been done in the past.

Need to eliminate duplicate service

Need access to DCA from Ft. Totten.

If the yellow line does not operate all the way to Greenbelt this could make it difficult for some residents who rely on the metro to make it to the airport

Depends on the green line headways

Please dont cut Yellow line service past Mt. Vernon Square- I rely on the Yellow line, both the transfer at Takoma and College Park station, to get from my home and school to the D.C. Center. Cutting these trains would make it harder for me to get the places I need to go.

This would make longer trips on the yellow line more difficult and inconvenient

Yes, hopefully less unwanted people on the yellow line trains. Greenbelt line is full of loud, unsupervised horrible kids who harass everyone and throw trash everywhere.

I usually only use the red line

I live in Columbia Heights. If this proposal is adopted, trains will arrive at Columbia Heights metro station every 30 minutes - even during rush hour. This is simply not feasible or realistic. Columbia Heights is the most densely populated neighborhood in the DC metro area - and the station also serves Mount Pleasant! To do this would be complete suicide for metro in the heart of the city. Trains would constantly be overcrowded and ridership would decrease as a result. I would frankly prefer to walk to work than take the metro in this scenario.

This is extremely limiting to riders who need that station access.

Same comment as before consider rush hours and weekends. During rush hours It should be every 3 mins.

While this plan would work for me personally, the proposed reductions could result in a cascade of other issues, including the accessibility and livability of the DMV

I live in College Park. Please dont ignore people that live further out. Ive been commuting to downtown DC for 20 years.

I dont live near those stations.

I dont use the Yellow Line and dont want to dictate how it should be amended. As a Red Line user, amendments to non-Red Lines are in my favor since they likely pull attention away from my line, but we all need the Metro. So Im abstaining from this one.

Trains should be accessible to everyone

We want the full old schedule!

Do not use those stations

As I get older, I would likely travel by Metro from my home to visit my friend in Greenbelt.

I use the green and yellow lines to get to Columbia heights on my way home from work. If the green lines come on a consistent enough basis this shouldn't impact me too much.

I live on the yellow line and need to go to Shaw. Switching trains makes it harder to use

Use green and yellow to travel to points farther than Metro Center

This would not work for me because you are cutting off additional line services in which I would need to change training adding to my commute time.

I live off the green.

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| Proposal to implement Yellow Line turnbacks |
| As long as another train still gets to Greenbelt, this is okay |
| Once again I feel as Virginia is being discriminated from receiving public transportation services. My taxes have gone to help the metro service. |
| But please do a Green Line shuttle between Mt. Vernon and Anacostia, if operationally feasible. |
| ride it sometime |
| This makes train service much less useful for people north and east of the Mt Vernon Square on the green line |
| Dont live on yellow line |
| This is a self-defeating service cut. The last time Metro cut back service by turning trains at Mount Vernon Square, the net result was a large decrease in service at Shaw, U Street, and Columbia Heights, and thus a corresponding decrease in ridership. When service increased, ridership did as well. Magic! Metro must avoid that death spiral. The pandemic will be over soon. Do not shortchange the recovery of ridership with short-term cost-cutting. |
| While i primarily use the Red line, I live at the fort totten station and the ability to take yellow all the way to my stop was a great addition when the service was expanded a few years ago, particularly when traveling to the airport |
| I don't take the yellow line to and from work. |
| Most convenient for me since I don't take those |
| Commuters from Mt Vernon to Greenbelt need trains to get to work too |
| This service reduction would exacerbate the problem of dangerously crowded platforms at rush hour because it force more train transfers. This would increase crowding on train cars and limit the ability of people to safely commute from home to work. |
| I go to the museum |
| I and many others depend on specifically getting to Greenbelt from the direction of Yellow Huntington routinely for our jobs. Please don't make this change, I rely on it every day. |
| That eliminates too much access to the metro and I often go past Mt. Vernon Square to Columbia Heights. |
| I dont use the Yellow Line often |
| REMOVE the yellow line from Greenbelt , Gallery Place and Fort Totten |
| I'm a yellow line user... |
| I had been taking Metro back when this was the norm. It was nice to have an extra train to Greenbelt, but it's not crucial for me. |
| I rarely use the yellow line. |
| I dont travel to Greenbelt, so for me this plan would work. |
| None |
| I dont use the Yellow line on a regular basis, so this change would not affect my work-related travel needs. |
| Operating from Huntington to U street would be better. |
| Wouldn't affect me |
| For those who do ride from greenbelt to reach yellow line and other connectors this would be a major hardship I only ride yellow between Lenfant Plaza and Gallery Place |
| As long as the green line is still going to college park and greenbelt of course |
| Greenbelt already has a greenline. That is fine! |
| I ride the Yellow Line regularly, but never go beyond Mt. Vernon Square. |
| No impact on me |
| I live in Petworth, and this solution this would make my commute much longer, as I would have to switch (particularly given how infrequently the trains are now expected to come) |
| Almost never ride the Yellow line. |
| I do not go to Greenbelt, but if there are people who work in the district and live near the Greenbelt station it seems like keeping access to all stations currently operating would be important to maintain. |
| The trains are already at capacity during rush hour and these changes will make it even worse. Its a safety issue as people will be trying to pack themselves into trains. |
| This makes since due to them being mostly as one, the yellow green and blue line over lap way more than bother lines |
| It would be hard losing the additional service between Mt. Vernon Square and Greenbelt so that would definitely be an issue sometimes, but given that theres still the green line, it wouldnt necessarily be terrible. With students back for UMD this lessened service may be an issue though. |

Proposal to implement Yellow Line turnbacks

I would prefer that the trains went to U st instead of just Mt. Vernon Square. But at least there is a green line train. It is annoying needing to switch trains going the same direction, but I don't use this line very often

Having the yellow line go at least to Fort Totten would be ideal.

I don't use these stations.

There is alternate service available from downtown to Northern Prince Georges County via the Green and Red Lines.

Should extend to Fort Totten for interlink between Red and Yellow. Not rider-friendly.

Metro did this temporarily once before and it was chaos. DC residents who live in NE DC live between Mt. Vernon and Greenbelt. Those areas are historically less affluent and would be a huge disincentive for people to live there if the volume of metro carts decreased.

It is better for me if the Yellow Line goes to Greenbelt. Otherwise, I can only take the Green Line to reach College Park.

I dont ride the Yellow, so am not sure.

I live on the green line (Columbia Heights), and the acceptability of this depends on headways on the green line. If headways on the green line are what they were in the past (7 minutes), this is acceptable. If they would be 30 minutes without the yellow line servicing the station, it is unacceptable.

Its important that I can take the yellow line from North DC, as my partner commutes to Maryland while I commute to Crystal City.

Deal with your high paid workers. Cut their salaries and keep the service up for the other "blue collar" workers who need to earn a living. This makes it even harder for regular people because WMATA refuse to address the costs of their workers..

I have had to commute from LEnfant to Brightwood, and often take the yellow line to Petworth station, then a 62/63 bus from there. It would be extremely time consuming and annoying to switch trains at Mt Vernon, and then to not have a 62/63 bus for the last miles home. I honestly dont know how I would commute with this proposal. It would be a nightmare.

No because we need to continue to expand. This is the first time we were headed towards a direction where you could travel more efficiently without expenses that would limit low class citizens.

Not great but I agree with concentrating service in central stations

Predictability is my largest concern, so having a schedule I can depend on is best. I also use a tracking app (i.e. DC Metro) so can plan accordingly.

But that would remove service from folks who might need it more (be more reliant on metro only).

While Im not impacted personally by the yellow line, I am responsible for TDM at my School. Reducing transit offerings makes it much harder for employees and students to take transit .

Would the Green Line still go to Greenbelt? That might work for me.

As with the 30 min service Sunday-Saturday, with no rush/non-rush distinction, this would seem to make METRO much less useful and responsive to traveler needs during the work week in particular.

It would add a transfer from yellow to green for those people continuing in the direction of Greenbelt but if the trains run frequently enough, this would not be so terrible, especially given that the transfer could be done at an indoor station.

This is an inconvenience for me, but is better than closing stations I use.

Ending Yellow Line service past Mt. Vernon leads to really long trip times, particularly in off-peak frequencies, for northbound riders.

Green belt is needed to get to BWI and the MARC train. If green still goes then it is fine but otherwise those services would need to be covered in another way. Also the yellow and green lines support people that may not have other commuting options. That is not where cuts should be made. FYI I live on the red but use yellow and green to get to meetings and the airport and Baltimore periodically, not every day. I can make other commuting arrangements from Bethesda. I would argue in PG county many cannot make other arrangements.

I may be moving to Columbia Heights / U St before Jan 22. I work in Crystal City and would then need to transfer at Mt Vernon Sq.

It seems you might want to make the north end point Georgia-Petworth? That corridor is dense with things I go to. Yes, Green also goes, but it strikes me that if we assume a return to pre-Covid, it would make sense to extend that northern stopping point. Im not sure why Mt. Vernon Square.

Students/faculty at UMD rely on yellow line metro going past Mt. Vernon

Its more convenient to have 2 lines coming and going from Greenbelt.

No change to my end station at Huntington.

How will the Green line operate? How often will the other stations be serviced by trains? Not enough information is provided.

Proposal to implement Yellow Line turnbacks

I rely on metro and I live in Greenbelt. This is inconvenient and will deter me from riding metro.

I am not living along yellow line.

That would be fine ONLY if frequency is very high!. If frequency is cut then NO

Why go back on what took so long to put into place - running end to end?

I live near Fort Totten and if I needed to get to Reagan National, which I often do, I would have no problem taking a Green or Red train and changing. I work on the Mall and so this would have little effect on my commute.

As long as the Green Line trains go further out and you can transfer at Gallery Place

I live by West Hyattsville on the north end of the Green Line, and reductions in train availability may really limit my interest in taking metro. But it would work, in a narrow sense.

Potential downside with 1/2 of the trains as usual on the north end of what is currently Yellow/Green

Will this reduce service from China town going north? Will green line trains run more frequently along this route?

There needs to be a prioritization of more trains during rush hour, because the likely outcome if (Metrorail Proposal 3) adopted would be in the long run a push for current riders to adopt new methods of transportation, i.e personal vehicles and thus further lowering ridership for Metro as a whole.

I am not a commuter. I use the Franconia-Springfield Station. Eliminating the Yellow Line would not affect my travel.

I expect to visit friends at the University of Maryland often, and since I currently live in Arlington, the yellow line is my best friend to get there. This would render it useless and I would have to take a much more circuitous route.

At this point, Im working from home as my employer has shut down our DC office because of the COVID-19 pandemic). Once life gets back to normal (when the pandemic is over), whenever that is, employees in my office are likely to be expected to go into the office again, so while a schedule like this may work now (i.e., in 2021 while the pandemic is still going on), its not likely to work once the pandemic is over and other workers like me go back to working in the office.

same

Having formerly lived in Columbia heights and frequently still traveling to Northwest, this idea could only be thought of by someone who had NEVER been on the train leaving work to go north. This is not a practical solution.

This is acceptable given the redundancy of lines to Greenbelt station. That said: Green Line trains would need to operate on a 10 minute schedule to remain viable.

Yes because I do not often use these stops (but understand others may).

Yellow line trains should go to Fort Totten during the midday, evenings and weekends. Trains should go to Mt Vernon Sq during rush hour and select weekends when track work is done beyond Mt Vernon Sq.

I dont use the yellow line

I am not currently dependent on the yellow line. This may change as 2022 approaches as I may be working a new job or be living in a new neighborhood.

With problems on the red line the option to switch to green at Ft. Totten saves a lot of time.

I need to go to greenbelt

If anything there are more people living in the suburbs now who will be commuting to DC. There wont be enough trains to meet demand.

I seldom ride those trains

Not a yellow line user

I dont normally take the Yellow line.

I travel to greenbelt

Make sense , it would increase trains arrival time on the green and yellow

This covers the core are for which we use the yellow line.

This would not impact my ride

I need the train to run at least to Fort Totten (Huntington to Fort Totten). Stopping at Mt. Vernon Square would not work for me.

It seems like this would cut service to areas of the city that are build around transit, i.e. Columbia Heights, Petworth, Ft. Totten. If service is reduced on the red line with it ending at Silver Spring, it seems like there are more options for people to drive to a station that is serviced more frequently and park. Thats not a practical option at Mt. Vernon.

Though it didn't apply to me I don't think we should be cutting train rides short. So many people select housing biased on public transportation availability and making this change would not satisfy their needs.

Proposal to implement Yellow Line turnbacks

It's not ideal, but I made it work when that was the case a few years ago

Another very good plan.

To limit only one train that goes to greenbelt is also very impactful for commuters.

Greenbelt is already covered by the green line.

This would make it much harder for me to get to work

I dont have any reasons to travel to Huntington, Mt. Vernon Square or Greenbelt. I dont expect this would impact me.

Since metro is currently doing this (with yellow service ending at Mt Vernon Square) the Green trains that come to the platform after the yellow trains get crowded due to service ending

I do not use the trains in this area.

I dont use the yellow line routinely

My terminal stop is either Greenbelt or College Park. This works for me best if wait times at Mt Vernon (to change between Yellow and Green lines) are not more than 15 minutes.

This would work for me only if Yellow Line frequency remained the same, but that is not clear from this proposal.

As long as the green line continues to go past Mt Vernon

I dont use this line.

Doesnt affect me. But sounds like it would work.

I do not use the Yellow Line often.

I rarely if ever use the yellow line to the stations beyond Mt Vernon Square

This proposal would make it more difficult for residents of Columbia Heights and Petworth to access the airport.

I don't use this train often so I can deal with this.

Reducing service on frequently-used lines is not a good idea. Hopefully 2022 will bring more opportunities to be outside and having people crowded indoors on platforms when were still recovering from a pandemic sounds...not too good.

I frequently take the yellow line to get from work to my home. This would cause me to need to switch to the green line which would increase delays, particularly when morning commutes are inconsistent.

Well it depends on how often the Green Line runs, doesnt it? If I have to get off at Mt. Vernon but know the next train is 5 or so minutes behind thats a lot better than if the next train is in 15 or more minutes.

This doesnt affect me. For those whom it may, I hope the Green line would reach Greenbelt.

Assuming I am able to return to DC by then, what would I do if I needed to get to Greenbelt? What would residents around the Greenbelt area do to get into DC? This would increase costs and burdens for those residents.

It is critical that we increase opportunities for public transportation rather than decrease.

Cutting off the north of the city is no way to return ridership to normal levels.

I

I mainly use yellow to go to Pent. City or King St. metro

What the fuck.

The greenbelt stop is great for commuting to work when my car is in the shop, but I do not use it often and do not have enough data to make a determination. Therefore, I do not have an opinion

i do not use this the yellow line frequently

I would like the number of people that take both lines prior to the pandemic and determine what the impact would be removing one line.

If the Blue line is available, I probably wont use the Yellow line. If there is limited or no service at Franconia-Springfield, the Yellow becomes my best option.

I dont use the Yellow line.

While two lines traveling through those areas are not justified during the pandemic, they are have some of the most popular living areas in the city, so when work, schools, and events venues get back on their regular schedule, it would be helpful to have both lines running these routes.

Proposal to implement Yellow Line turnbacks

As I only need to travel to Greenbelt when flying out of BWI this proposal is okay. Instead of completely removing the the travel the Greenbelt, consider making it only a Rush hours stop in evening during the weekday when travel expectancy is at its highest peak.

Many of us now have made three fundamental life changes over the past couple years. These life changes essentially allow WMATA to go forward with the proposed service reductions for the following reasons and because of the following life changes:1.) We moved from far out suburbs such as Springfield to Arlington so that we could be walking distance from high traffic Metrorail stations such as Courthouse and Rosslyn.2.) Our income is derived from SSDI partly because we are incapable of getting the good jobs barely remaining after our occupations were outsourced, automated, or otherwise eliminated altogether.3.) We now reside in Section 8 apartments which are walking distance from the aforementioned high traffic subway stations.

I do. It utilize the yellow line enough for it to impact my travel needs in a significant manner at this time.

I am a rider of the yellow line, and rarely if ever take it begin Vernon square. I wouldn't mind needing to transfer the handful of times I need to go further.

I think it makes sense because there is a lot of overlap between the yellow and green lines.

I just need the yellow line to get from Arlington to downtown.

I have never used the metro to Greenbelt.

I do not use the yellow line.

This would not impact me personally, but I imagine would cause a lot of stress for people north of Mt. Vernon.

As long as green line still running the same

Do not use Yellow line for commuting, so largely will not be affected

How would everyone get to Howard University? Petworth? A whole section of the city would no longer be served? How can that be?

Yellow is my main Metro line from Virginia and I usually use LEnfant, Navy Yard, or Gallery Place, so this wouldnt change that.

Why stop at Mount Vernon Square when the center of Washington extends to the U Street corridor?

I only take the red line into work. I am not fit to answer the question.

Im on the Red line and have little need for those others

Having the additional yellow train during rush hours and large public events has been a godsend. If that were kept during rush hour, but limited during other times of the day, that would be acceptable.

Id still like to use the yellow line to get to college park

This would completely cut off people like myself in Columbia Heights and limit our access to Reagan airport. Not acceptable.

This doesnt impact me directly, but I feel bad for others impacted.

Does this reduce service on the green line?

Both my spouse and I depend on Green and Yellow line service to Greenbelt.

This would double my wait from Greenbelt Station to get into the city.

I live at the PG Plaza metro stop and removal of Yellow Line service at that station would significantly impact wait times for a train into the city from my house.

This is a good idea.

This would involve removing service for some of the population, would much prefer to accommodate via schedule changes.

I don't use this part of the stations, so this change doesn't affect me

As I take the yellow/green line to get to and from work and board north of Mt. Vernon getting off at Crystal City, this would cause a decrease in convenience that would make commuting by metro untenable for me.

Con las linias verde y amarilla funcionando asta greenbelt se me haria mas facil los viajes

I travel frequently from DCA to Columbia Heights. I chose to live in this neighborhood because of the extended yellow line service. Returning to the previous schedule would greatly disrupt my access to the airport.

I have not taken the yellow line to Greenbelt; so dont feel qualified to judge.

I seldom use the Yellow line except to Regan Airport.

This would be one of the more acceptable proposalsFor saving money. Maryland commuters have the Green line. And turning the Yellow line would save a considerableAmount of train time.

| Proposal to implement Yellow Line turnbacks |
|---|
| Yellow line needs operation until Greenbelt. |
| Afecta porque es mi forma de llegar a la estaci3n de Columbia heights |
| Its nice to have more options when both Yellow and Green run further north, both for frequency and for crowding. |
| yellow line to Lenfant plaza is my backup if orange line down. |
| That has a huge impact on everyone who travels northeast and depends on having either the green or yellow line as options. |
| I rarely ride Yellow. |
| I rarely use the yellow line, when going to DCA, |
| Need more extensive service. |
| Gentrification has already pushed significant populations of DC out and this would further limit access back to the city |
| This would not affect my commute. |
| This is annoying because I would have to wait for or transfer to a green line train to complete my commute,, but if it would allow for green and yellow trains to run more frequently, I am okay with it. |
| Having the Yellow Line run all the way to Greenbelt (or at least Ft. Totten) is useful for folks traveling from MoCo/PGC to DCA but otherwise this proposal seems fine. |
| I ride from E Falls Church |
| This seems like a reasonable cut. You do this sort of thing on an ad hoc basis anyway constantly on multiple lines. |
| This is a part of the line I simply don't need access to. |
| I dont ride the segment between Mt Vernon Square and Greenbelt often. |
| Change nothing |
| The trains need to go Greenbelt especially during rush hour! |
| It is convenient to have the yellow line to Greenbelt |
| Fort totten would be a better place to end the line. Or at least i street which is more of a pedestrian hub. |
| I feel that the Yellow Line can be completely shut down. |
| it is so much better when the Yellow Line runs all the way to Greenbelt; stopping at Mt. Vernon Square is awful and inconvenient... do better, please! |
| Columbia Heights and U Street would be massively impacted by this change. Already, the platforms there are probably the most packed in the entire system at rush hour. Cutting an extra train every 15 minutes and serving it every 30 would detract anyone from using Metro; theyll go on buses instead, increasing the people per bus (70/79/52/54/59 are already packed plus the Circulator) and would lead to a decrease in fare revenue. The most barebones option would be to operate to Fort Totten: the headways would be already spaced out perfectly for the E06 crossover to be used to turn Yellow line trains without any interference to service. |
| No, yellow should continue service to greenbelt. The wait times are insufficient and inappropriate. |
| Not ideal but Ive dealt with this before. I will need some sort of regular service beyond Mt Vernon Sq. |
| No that would make the yellow line nearly useless for me. |
| As soon as I am called back into work my travel needs will be exactly as they were in January 2020. |
| This would make me switch to driving |
| Having to de-train at Mt. Vernon Square makes the commute too long to tolerate. |
| Thats not fair for people who rely on Metro to get to greenbelt. How will i get there? |
| Yes, but it will be a downer to wait at the station for a long time... |
| Can still switch to Green if needed |
| People working in Crystal City need the rush hour trains to and from Greenbelt. |
| See above... |
| The Yellow Line should go at least up to Columbia Heights, please! :) |
| We do not use this route |
| I need to travel further than MVQ sometimes. |
| For me the Yellow Line needs to go to College Park. Mr. Vernon Square isnt close enough to campus. |
| It would be a little inconvenient (I live near the Green Line) but manageable. |

| Proposal to implement Yellow Line turnbacks |
|---|
| I am retired and do not use Metro very often. . |
| This doesn't affect me at all. |
| Not do not use the yellow line. |
| this used to be the case in 2005. not sure when it changed, but i havent used this route much since |
| This was a prior method that worked. |
| Rarely travel on yellow |
| This would overcrowd trains during rush hour and for passengers that live past Mt. Vernon Sq toward the Greenbelt area this would be a huge inconvenience! I remember having to take the train late at night after grad school and my stop is Prince George Plaza, and having to wait late at night for a train back to PG Plaza stop. It was terrible and not safe! I was relieved when Yellow line service was restored to Greenbelt. |
| The YL-Line should continue to go to Greenbelt. My normal commute (pre or post-lockdown) is from Pentagon to College Park, and the schedule you had worked really well. |
| It doesn't work if I have to get to Greenbelt. Technically what you tell us directly is we are shutting down metro for good and drive the car. This will affect metro employees aka conductors income |
| Prefer yellow line to Greenbelt, to access airport when ready to fly again (that was my primary travel to airport). If that was no longer available, I would take a car service. |
| I do not commute the Yellow line. |
| Yellow Line trains crossing the river more frequently is good, since thats a major bottleneck, but it was always convenient to not have to change trains to go to Columbia Heights or U St. |
| I dont understand the proposal. |
| If the world returns to normal this could have a severe negative impact on reaching destination on time |
| No. This would be a huge inconvenience. I travel from Van Dorn to Fort Totten. This could cause me to be extremely late to work due to an delays or train malfunctions. |
| I am not entirely sure how shortening a line will lower costs and be more cost effective. We already have the trains and the lines in place. Also it seems counter productive. If you are trying to increase revenue, then you are alienating any revenue that would be generated from the longer riders who do take the yellow line beyond Mt. Vernon. |
| Metro is going backwards instead of staying like it is now. Think before acting |
| I rarely take the yellow line |
| This would be dependent on the elimination of bus routes 63 and 64. My ridership would increase on the metro if these routes would be eliminated. |
| What happens to the rest of the community north of Mount Vernon Square? Are they to simply use buses or walking when there's already an established train track that's capable of running up to Greenbelt? This is not acceptable. |
| That is perfectly fine by me, as if I needed to get to Shaw or some other stop passed Mt Vernon Square, towards Greenbelt, then I could just take the green line instead. Plus, I do not go up that way very often anyways, so this really would not affect me much |
| Having the yellow line extend to Greenbelt opens up travel opportunities from the Prince George County stations on the green and yellow lines. This will also reduce the number of people having to transfer Mt Veron Sq or another stop. The yellow line is very helpful for those in this area of Prince George for traveling to National Aiport, therefore reducing to amount of cars on the road, Additionally the students , faculty, and staff of the University of Maryland would be negatively impacted when traveling to campus for work and school. This could increase commute times and traffic congestion. |
| Trains every 30 minutes, plus trains not going all the way to the end of the line, is unacceptable. |
| That was the old school design of the yellow line. |
| I am not in general affected by this line, but I strongly think it is wrong to cut off services just because during Covid-19 period the ridership went down a lot. Of course it would go down a lot! It would be reasonable for you to cut off services during March 2020 till summer 2021 to save money, but when people are required to back to work, you should look for resources to satisfy the demand. Make it work! |
| I would prefer for the line to go further north, at least to Columbia Heights |
| This would cut a lot of BWI travelers off to and from the airport. |
| I frequently travel to Greenbelt. In pre-pandemic times it was helpful not to have long waits for green line only trains and appreciated that the yellow line went all the way to greenbelt. |

Proposal to implement Yellow Line turnbacks

Ridership? What's the data and equity impact this will have on black and poor communities? How has metro address the lack of infrastructure improvements at black brown communities station and bus routes while spending money to build/invest new "affluent" and white communities west of the river? Why are these cut not coming out of capital expenditures for new stations?

Do not cut service, EXPAND service.

Have you thought about the conditions on station platforms near Capitol One Arena after events? How many thousands of patrons would be affected (delayed) by this, even if stations stayed open until 11?

I take the metro rail to get around DC and MD. I don't have a car and cutting service to Greenbelt would greatly impact my ability to get around.

Overcrowding. Especially at stations like MT Vernon not built to be a transfer station.

Again this probably does not affect me but it seems as though the outlying areas are suffering the majority of the cutbacks?

I would rather see the yellow line expand to the green line stations in high peak times instead of stopping at Mt. Vernon Square

I rarely use the yellow line

Depending on what the green line is doing, I could work with this.

The expanded service only started recently, but it helped increase frequency of trains further up the green line, where I live. That meant more frequent, less crowded trains.

I do not frequently use the yellow line between Mt. Vernon Square and Greenbelt, but I recognize that this service may be important to some.

How would people get to/from Greenbelt? If you are suggesting that Metrobus is the answer, you will have to put many more buses in service, no? How does that save anything?

I can wait for the Green Line if needed.

This doesnt work for me because that will mean that I have to take an extra train and that will make be late for work

I would suggest extending the Yellow Line to Columbia Heights. Then, the Green Line could sustain the rest of the stations through to Greenbelt.

I live in Petworth so no this doesnt work for me as the train would stop short of my stop. and then Id have to get out and wait 30 minutes for another train. these proposals are ridiculous - you wont get riders back if you dont provide any reliable service.

Why not Greenbelt? What is the rationale? If I were a cynic, I would say race.

Dont care about the yellow line.

This goes back the the original train schedule arrangement, and would save a lot of time/money

I do not use the yellow line, only Red.

I take the Yellow line very infrequently; its not right for me to vote on this one.

I only take Yellow line trains when my work sends me to certain locations. Schedules vary.

Yes, this might even help my commute be faster if trains turned around at my. Vernon.

I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies. I moved to the Grosvenor area because of the metro being right there, am i supposed to see my home and move ?

The section from Mt. Vernon Sq to Ft. Totten is already crowded and, given its densely-populated nature, would have to most to lose from more service reduction.

I take the Yellow line between Huntington and the Pentagon on the weekdays, so this works.

I dont often use these stops

Greenbelt is a huge stop for thousands of people in the metro area. If the yellow line stopped operating to this station, even with the green line still in tact, hundreds of people would have to opt for driving or taking the bus which has harmful impacts on our environment including increased carbon dioxide from more cars on the road.

I do not use the Yellow Line for my regular travel needs. But once again, I must note that delays or service disruption on one line tend to cause problems for other lines, including the Red Line on which I rely. Therefore I would urge WMATA to share with the public how it plans to mitigate such disruptions.

Again, now people living in Greenbelt have to uber to get to a station. And what is mot awful is that low income people have to live further away where housing is more affordable.

Reduced trips to the suburbs would dramatically hurt downtown businesses which survive on dollars spent by people who ride Metro to eat, drink, and shop downtown. This would also severely affect frequency on the Green/Yellow trunk line, effectively making it Green Line only and cutting frequency in half, and reducing the ability for transfers at Fort Totten. Please do not do this.

As I dont generally take this route, my commute wouldnt be directly affected.

| Proposal to implement Yellow Line turnbacks |
|--|
| Longer waits for the green line. |
| Primarily a red line rider. |
| I have places to visit in MD as well as work opportunities. This would kill that plan. |
| The Mt. Vernon layover is sooooo inconvenient. There are so many riders who need yellow line to at least go to Fort Totten. |
| I never go to Greenbelt but it would be important to particularly ask people from those communities. I suspect that will disproportionately affect those riders. |
| same as preceding comment |
| The stations north of mt vernon are very busy and serve some of the neighborhoods that are the most populated! allow the yellow to at least continue up to ft totten. there are already so few trains as it is. |
| 30 Minute intervals is too great, and while it may save money, will most likely cause, through unacceptable inconvenience, a decrease in ridership |
| If service on the Yellow Line needs to be scaled back, Fort Totten would be a better terminus. |
| Do NOT eliminate Eisenhower Metro Station. |
| How frequently would green line trains run? The feasibility of this change is dependent on adequate greenline service to make up the difference. |
| This would work although frequency of Green Line train arrivals/departures would be important to know before accepting this proposal. |
| I don't use that part of the Yellow Line |
| I dont take Yellow Line frequently enough for this to have a meaningful impact. |
| While not ideal, changing trains to continue on to Greenbelt would be an acceptable cut. Only if headways continue to remain under 12 minutes. |
| This would work for me because until the past year-18 months this was typically the operation of the Yellow Line. Im not sure whether ridership has increased on the Yellow Line with operating to Greenbelt because of the pandemic. |
| As long as there is a reasonable interval between green line trains, I do not need the yellow line to also operate on my commute. |
| ending the yellow line at Mt Vernon square is incredibly inconvenient and makes no sense. There are a great deal of riders who take metro to/from the the Howard, U St, Columbia Heights, and Georgia Ave stations. No one wants to take the Green line to Mt Vernon or Gallery and have to wait on the exact same track for god knows how long for a yellow line train to show up to continue their journey. Like the red line changes, a change like this would inconvenience most riders, make commuting incredibly difficult and waste everyones time, thus making people less willing to take metro |
| I feel sorry for anyone dependent on that service. I dont think services should be cut. |
| Ive never used the Yellow Line |
| I'm not sure how that works but I take the Huntington |
| This plan works for my commute, although it may not work for others. |
| Any reduction in service threatens to drive ridership down, creating a downward spiral for Metro. Reduction in service also impacts those who cannot afford other modes of transportation. |
| I do not use the yellow line. |
| Do not use this line. |
| Hello, I cannot say much, because I do not ride public transportation as often as I did a year ago,but when I did, train, or the bus, sometimes the bus took a long time to arrive, but it was moreabout the time I arrived at the station, not the bus being tardy. |
| I mostly use the yellow line. I rarely go farther than Mt. Vernon, so this would work for me. |
| I commute from Greenbelt to get to and from work. This gives me fewer options for times and trains to get to and from work. |
| I dont use the yellow line. |
| I do not ride the yellow line often. If I needed to get to Greenbelt I would ride share or rent a car. |
| Greenbelt s important station for Marylanders |
| Yellow line riders would still be able to get to Greenbelt by changing to Green, so service isn't lost. |
| I never go further north on the yellow line than this stop, so it would be okay for me. |
| Need more opportunities during rush hour to get to and from work. These long wait periods would Congest peak travel times and make commuting twice as long waiting for the next train. |

Proposal to implement Yellow Line turnbacks

I think the Yellow Line should go to at least U Street, but in general as long as the Green Line is there I would agree with reducing some of the scope of the Yellow Line.

It would not affect me.

I do not normally take the Yellow line.

I dont use the yellow line

Need more info on when yellow trains will come online at mt Vernon

Not a part of my daily commute

Again, the goal here seems to be to re-make Metro into a system for bringing Federal workers in and out of DC and not as a vehicle for bringing people into all parts of the city. Metro is a wealth creator and your turning it into a wealth destroyer. Congratulations!!!!

Can transfer to Green line

Yellow line to at least Fort Totten is super important!

Just increase the number of trains. Other cities can do this without the endless budget catastrophes.

I primarily use the yellow line to travel within Virginia or to downtown stations like LEnfant Plaza or Gallery Place, so this would have minimal effect on me.

For anyone traveling further north than Mt. Vernon Sq, it would no longer make sense to take the Yellow line out of the city center. itd be better to just wait for the Green line. But the Green line cant run as frequently as it might, because there needs to be space for the Yellow line trains still. So youre just increasing time between trains for everyone except those going no further than Mt Vernon Sq

I have not been on a Yellow Line train in years.

I used to take the yellow line from gallery place after work to my girlfriends house. It was SO annoying to choose between standing like packed herrings on the Gallery Place platform amid people going to Verizon center for an extra 5 minutes to get a green train or get on a yellow line train, ride one stop, and get off at mount vernon. I dont take that route anymore but others do and this would suck for them

This may have negative impacts on low wage workers who commute from further out and don't have other transportation options.

This would make it more difficult and expensive to visit my friends who live in Laurel, but it would not affect my commute.

You should keep this the way it is . Cause anything can happen on the green line going to Greenbelt. Remember when someone just got shot at anacostia last week

As long as other lines are not affected

I don't use the Yellow line to commute northwards, as I live on the Green line. However, I would expect this to result in degraded service on the Green line north of Mt Vernon Square.

I commute to College Park from the Pentagon. My commute would increase in time due to transferring. Maybe alternate trains can go North.

I live in Hyattsville and work in Dupont Circle.. When the yellow train stops in Mt. Vernon square it not only reduces the number of trains I can take, it also causes frequent delays when the green line train has to wait for the yellow line train to cross over and change direction. Ugh.

As much as I use the green/yellow lines, they are either backups for the red (routing around downtime, for example) or means to access nightlife after work. In this sense, they are strictly optional, albeit extremely useful. This means that I would be able to absorb the effect of this change (in my case, reduced access to/from Shaw, U St., Petworth, less reliable workarounds to the red line). I could live with this.

Greenbelt is the stop closest to my house. Since yellow line trains began permanently running to Greenbelt, it has made the Metro much more convenient for me. However, since I rarely travel past the middle of DC on the yellow line (only when going out to the airport), I really only need one line to take me into DC, running on a regular schedule.

In general, despite not being impacted by this, I am in favor of a full service train system with no restrictions on the lines. Make it a functional system.

To me, this plan would make trips into Washington for those of us living in Northern Prince Georges County much more difficult and time consuming. The proposal seems to unfairly disadvantage those using stations in the District of Columbia and Prince Georges County who travel regularly beyond Mount Vernon Square in the direction of Greenbelt.

As long as you keep the Eisenhower metro station stop. The bus routes do not run on time most if the time and I cant walk to Huntington metro.

I live in Wheaton, and I like to go College Park on the Yellow line. There should be more trains running the entire length of each line. Please do not do this. We need to invest and encourage people to take the environmentally friendly transit option. WMATA is the only way we have to move large numbers of people in a green, equitable, and inclusive way. If it has better service more people will ride it. Thank you!

Yellow line trains running to Greenbelt made a HUGE difference

I dont use the yellow line from Greenbelt so it would not necessarily affect me; I just think about the people who need to get to/from work

I dont ride the yellow line

Proposal to implement Yellow Line turnbacks

This would lead to overcrowded trains during rush hour, causing people to avoid the metro if they have other options.

I routinely commute between College Park and South Arlington, and avoiding the transfer between the Yellow and Green lines is hugely important to the timing and reliability of my commute (I also need to make bus connections at both ends).

I do not use Yellow Line on a regular basis

Should go to at least U-Street or Columbia Heights - especially if metro wants to reduce frequency of trains

This would significantly lengthen my daily commute between North Bethesda and College Park, and cause too much congestion on the train cars, increasing the spread of infectious respiratory diseases such as flu and coronavirus.

Prefer to keep

Greenbelt is a major transfer point

I regularly use the green/yellow to get from U Street to Petworth

Won't this just congest the platforms at Gallery Place and L'Enfant, when northbound yellow line riders have to switch to green line?

This works as long as the green continues its regular route and yellow track riders from northern VA have the opportunity to catch the green line to get to Greenbelt

Not during M-F peak commuting hours. Yes, for everything else.

I live on the yellow line at Georgia Ave so wouldn't be able to make it home

This severely increases the need for those traveling between Ft. Totten and L'Enfant to transfer more. If Yellow Lines ran from Ft. Totten to Huntington, that would be a better solution.

You strangely don't want to run yellow line trains past Mt. Vernon half the time anyway so I'm not sure why this is a question.

I do not regularly use the yellow line

Service to Greenbelt is needed. There is a major Court house there and there are some who don't drive to the location.

I live in Greenbelt, and use the Yellow Line train to access downtown DC on the weekends and when I need to travel to Ronald Reagan National Airport. These service cuts would drastically add to the time to access an airport, especially coupled with the reductions to the B30 bus line.

I personally don't generally have to go that far on Yellow, so I don't know how that would affect someone who does.

I do not rely on the yellow line for my commute.

I don't use these stations

Coming home from Silver Spring, I pick up the yellow line at Fort Totten. If you expand the Yellow line to end at Fort Totten, it would be better.

This is the most reasonable suggestion of those given in the survey so far.

I often catch the Yellow Line from and to Greenbelt if I miss the Green Line, so that would make it more likely I would be late to work.

When this was previously done, it was a significant issue for my travel and often resulted in long wait times for my train. Knowing this was happening would result in my walking more often instead of taking the metro.

Disparate impact on communities of color?

I often travel on the yellow line beyond Mt. Vernon Sq

Since I use the Yellow line occasionally, I see no problem.

Don't know.

I rarely use the Yellow Line.

Businesses need all stations operating and all lines operating with the greatest frequency!

Just keep them coming in no less than 15 minute intervals

Is Greenbelt significantly underutilized compared to the rest of the Yellow Line? What happens to stations that are shut down? There are a lot of sunk costs and related property values.

So, getting rid of them permanently seems short sighted. Does Metro sell off closed stations or let them sit and become eyesores or danger points? If the infrastructure can be repurposed, maybe...

Stopping at Mt. Vernon Square makes this train pretty much useless for my everyday needs.

This does mean that people traveling on the yellow line from Pentagon City would need to transfer to the Green Line at some point, crowding those stations.

This would make metro unusable for me. I only take the blue line from Braddock.

Proposal to implement Yellow Line turnbacks

| |
|---|
| It appears that the Yellow line would no longer bring train service to the busy business district(s) at 14th and Columbia Road, an area that appears to benefit heavily from METRO service. |
| I don't take the yellow line for my commute |
| I believe all stops should be open and available. |
| The extension of the Yellow Line to Fort Totten has been a HUGE help for my commute. Now I can transfer at Fort Totten instead of Gallery Place, which is a very crowded station. Please dont terminate at Mt. Vernon. Extend at least to Fort Totten! |
| I dont often ride the Yellow Line. |
| We live in 16th street heights and this would make getting to VA would take 3 different metro lines. |
| See above comments about decreasing Metro ridership, increasing overall transportation investments, and defeating efforts to mitigate carbon emissions from transportation. |
| Not using the green line is a great idea. |
| Ending the yellow line at Ft. Totten wouldbe a better solution, allowing for transfers to/from the red line from Silver Spring. This would also enable weekend travel to U St corridor once bars and restaurants are re-opened, helping them recover from the COVID lockdowns. |
| Same answer as orange/blue/silver. This hurts front line and service workers most who don't have a car or stream of income to afford ridesharing regularly |
| I wouldn't feel comfortable making a decision about the Yellow Line since I rarely take it. |
| not enough info. how often would the green line run between greenbelt and mt vernon? would the rest of the yellow line maintain current levels of service? would red/blue/orange/silver lines run at current levels? |
| This would certainly inconvenience a lot of people who live in the affected areas past Mt. Vernon Square, but this option would not dramatically impact me. |
| If yellow line trains don't go to Greenbelt then Green Line trains are only once every 30 minutes & if I don't know exactly when they are getting to my station it is going to be Very difficult to get anywhere on time . Which means I am more likely to take a Taxi if I am on any kind of time schedule. With that the cost of travel goes way up & I'm no longer protecting the environment. |
| I am on the red line going from Wheaton to Crystal City - you will place more passengers on the red line during rush hour |
| I live in Rockville and dont use the Metro to travel to Greenbelt. So, my views are not really relevant to this question. |
| I think as far as station closures, this might be the only reasonable one because the Green line overlaps the yellow line north of Mt. Vernon. |
| Rarely take the yellow line |
| I regularly use the Yellow Line from Greenbelt to get to appointments downtown as I do not have a car. This would be a major inconvenience |
| My nearest metro stop in Columbia Heights. The expansion of the yellow line up to greenbelt, and ending MVS turnarounds during rush hour made that trip much more reliable. It also helped with the problem of crowding on the platform at gallery place in the evenings as everyone waits for the green line to take them to where most people live (north of MVS!!) |
| I think this would work for me as I do live close to the Yellow line, but do not travel north past Mt. Vernon Square very often. If I needed to, I could take the Green line. |
| As long as a route (including train switch) allows travel to National Airport from Grosvenor its OK. |
| Im very concerned about fewer trains travelling to the Northern end of the Green line requiring long platform waits in the morning and extra transfers and waits in the evening. |
| I see no issues with this proposal. |
| Does not make clear what the weekend evening hours will be |
| I occasionally travel to the above stations. |
| I dont think it fair to eliminate Greenbelt with many working people needing transportation in that area. |
| I can make it work. |
| Students and workers in my neighborhood use this metrorail line to commute to school and work. |
| Fine. If this will actually save you some amount of money that could put a stop to the other horrible ideas (it wont), at least the folks at the excluded stations would still have green line service and thus not have been completely cut off from their lifeline, even if they will have less dependable and useful transportation. |
| I do not commute on the Yellow Line |

Proposal to implement Yellow Line turnbacks

This will cut out access to *so* many people and *so* many places. We're talking about university students at UMD and HU who will be unable to navigate to each other and also to central DC or Arlington or other schools. We're again talking about communities of color/low income communities being cut out of services because they were pushed out by gentrification in the last decade or two. This cuts out accessibility to columbia heights and u street for so many " those living in MD and in downtown DC/chinatown. The green and yellow lines do have a similar stretch but that makes up for the large groups of people who need to move between these areas listed. Again, I truly believe ridership will increase after the pandemic, especially initially because everyone will want to go everywhere. This trend will be during 2022, especially as the anxiety as well as actual covid wear off in the DMV. Moreover, closing these station is shutting down jobs for our communities, again disproportionately harming Black and brown communities in the DMV. Please keep these stations up and running

Cutting service on the Yellow Line would have a negative impact on traffic on the Beltway, the I95 and Rt1 corridors and more negatively impact ridership.

If this means people can't get on the metro let them build any more then I think that would be a big mistake. To build ridership, make metro convenient .

It is wrong to take service away from those who had paid the taxes and rates to enjoy Metro service. Many would have to reconsider commuting options, which some may not be able to afford. Those who could afford cars would have to spend money they otherwise would not need to, and contribute to a sharp increase in traffic.

Selfishly, as someone who lives near U Street Cardozo and goes to see friends near Braddock Road 3-4 times a month this would extend the length of my trips. Also, having double the number of trains, in terms of frequency, at current green-yellow stations is clutch.

I use that line too rarely to have an opinion

This would reduce frequency in the core of DC to unacceptably low levels.

When the country opens back up, were going to need a normal level of service again (noting that normal for metro was already not a comparable level of service relative to other metro systems).

I do not live in that direction and rarely travel that way.

Yes, as long as the Green Line still goes to Greenbelt.

I dont go in that direction

It would be mean less service north of Mt. Vernon Sq.

Im okay with this for the time being since the Green line comes up to Greenbelt. I think long term we should return the Yellow line service to Greenbelt as this will be attractive to people commuting to Arlington especially with the Amazon HQ2 in Crystal City.

As long as I am able to get into DC for work from Huntington it should not be any problem.

Think of all the poor people that live in Greenbelt. Metro sounds as though it is a Republican entity-- serve the rich--who cares about the poor and the essential workers?

As long as the changes are temporary.

This works IF the green line continues operating out to Greenbelt.

Would mean fewer trains available for my commute (the Green/Yellow line). Would probably be workable, but not optimal.

I live inside Huntington.

I would be able to plan accordingly.

What happened to the yellow line Huntington to fort totten trains? That seems like a better end point for the yellow line than mt vernon

I expect rarely to use the Yellow Line to these stations.

this cuts off trains to high residency areas north of MTV Square

This would be inconvenient, but not impossible. This would only work if there were enough Green line trains operating to accommodate people trying to get to Greenbelt.

I remember when the yellow trains stopped at Mt. Vernon, so Ive especially appreciated that they have been going all the way to Greenbelt. Ill be sad to lose this service, since Greenbelt is my primary station, but Ill manage.

Those affected by this change would only have to make a minor adjustment to their commute by transferring between the yellow and green lines at Mt. Vernon Square. This seems reasonable and viable.

The stops in NE and PG County are very important for local travel. As of now, UMD is planning a return to in person classes in the fall so the PG section of the line will need the additional service and the revenue it will bring.

it would be awesome if it stopped at Georgia Ave Petworth because most of the crowd on the train gets off at Columbia heights and Georgia Ave. if green line trains operate frequent enough to prevent clutter to stop the spread of covid-19 then all is well.

Proposal to implement Yellow Line turnbacks

I rarely ride the yellow line and to not travel to Greenbelt.

This does not benefit me as I need to take the metro to College Park - UMD.

As long as I can get green line further north, its ok but not great. It is nice to have both trains running along the north end of the yellow/green line.

I use the U Street Station, and would like the yellow line to go that far.

Although a transfer to the Green line can serve passengers who are travelling to Greenbelt, this means there would be less trains available to Greenbelt and the destinations past Mount Vernon Square. This proposal could increase crowding on trains, which should be avoided even in 2022 if the pandemic has been defeated.

Again, the more services and options you remove the less people will see metro as vital and they will find other options and we will have more cars on the road

During the 2019-2020 period where Yellow terminated at Mt Vernon Square, rush-hour Green Line trains serving the (nominally) Yellow Line stations north of the Convention Center were CRAMMED during rush hour. Like, you-cant-even-board-the-train crammed. I stopped taking Metro in the morning to work because of this... I couldnt be guaranteed that I wouldnt have to wait for 2 trains to pass during morning rush hour. When Metro finally re-established Yellow Line service to all supposed Yellow-Line stations, I went back to riding daily. If youre going to terminate Yellow service at Mt Vernon Square, then re-draw your maps and stop pretending the Yellow Line actually reliably and regularly serves stations north of there. I chose my home because it was on the Yellow Line, and then... you moved the goalposts and all of the sudden I was stuck living near a Green Line station with crappy service.

Once again this plan is detrimental to both the service and human health. You will have more crowding on rail cars due to limited service. Yellow line trains should run to Fort Totten to alleviate crowd control and social distancing on rail cars.

I do not ride Yellow line.

No -- again, these cuts will cut off large groups of community members from access to downtown, from jobs, grocery stores, and child and healthcare. When the Yellow line was extended to Greenbelt it was hailed as a necessary addition, and should remain in place.

do not use the yellow line

Cutting access to the Greenbelt station on the Yellow Line would prohibit connectivity to BWI airport. Airport access from public transportation is important.

Im not on Yellow a lot. But I hear Greenbelt is a really busy station in need of more trains.

This is cruel unless you carefully coordinate transfers. People should NOT have to wait 20+ minutes at their original station and then another 20+ minutes at Mt. Vernon Square to transfer from Yellow to Green if they are going further north.

Those who use the yellow line should have their concerns addressed. I have not used that line.

If Fort Totten, then you give people more options to get to the red line near silver spring. Stopping at Mount Vernon could be workable if the green line still functions regularly from Mount Vernon to Greenbelt.

I live in Petworth and having both green/yellow helps me to get home more easily. If only left with green, it would take much longer to transfer.

I dont use yellow line stations.

This would significantly restrict transportation options in Ward 4. DC public transportation options need to work for the residents of DC, not just those who are commuting in from (in this case) Northern Virginia.

This would work given that the Strathmore station remains open. If not then I would like the option of yellow line trains having some sort of connection still with the Green line so that one could still connect at Ft. Totten

I live in Greenbelt. MD and take train to Huntington, VA to work.

That doesnt affect my station but Im sure it inconveniences many others who wont be riding metro.

This would merely go back to former range of the Yellow Line.

Any reduction of services on a particular line will cause ridership to increase on other lines, including greater demand for parking which should be projected to return to pre-CoVid levels by January 2022

There are only two stations exclusive to the yellow line. If those two stations keep service, riders can get to greenbelt on the green line instead! I cant imagine there are too many Greenbelt-to-Alexandria commuters

I use the Yellow line between Huntington and the Pentagon.

Id suggest Huntington to Ft. Totten, given that the stations between Mt. Vernon Sq. and Ft. Totten are busy and are neighborhoods that will need to rely on WMATA for economic reactivation.

Proposal to implement Yellow Line turnbacks

Given that I live in College Park and work at Gallery Place, having the yellow line go all the way to Greenbelt is very convenient. However, if it helps to keep the College Park station open, I am fine not having the yellow line as a 2nd option for commuting to/from work.

OK. NIMBY

I rarely go to Greenbelt

As a regular user of the Columbia Heights metro station, I have already experienced the differences in service when the Yellow Line runs all the way to Greenbelt versus turning around at Mt. Vernon Square. Service is greatly improved when the Yellow Line regularly runs all the way to Greenbelt. It limits overcrowding on trains and makes it much more likely to arrive on time at your destination.

I am not familiar with this route, but it seems like it would increase traffic on the green line and disproportionately affect disadvantaged or less wealthy areas

While I would prefer to have yellow line service extend to Greenbelt, it would be a luxury for my purposes that I could do without. Greenline would get me where I need to go as well.

My commute is long due to family. I travel from Old town to college park. So removing the service of the yellow line to greenbelt might take away more time from my family.

While this proposal generally does not impact me, seems very unfortunate for all the high density communities and night life areas north of Mt. Vernon Square who will get screwed with trains every 30 minutes.

It has been great that the Yellow Line goes to Greenbelt! Wait times are considerably less than what they were when only the Green Line serviced Greenbelt. Note that the Greenbelt station is out of doors. Waiting for a train on a cold day is brutal.

It works for me because I do not use the Green line past Columbia Heights except upon a rare occasion. However, Many people rely on the Metro from the outlying areas that the Green line provides.

During normal times, I have used the Yellow line very regularly to travel from Columbia Heights metro station to Reagan National Airport, and back again. So this change would slow down my travel between these two destinations, probably leading me to use a ride share service more frequently than public transport to make the trip.

Again this is far from ideal but better than closing stations and/or the system.

I've already spent too long waiting at Greenbelt - the headways are already too long there. Taking away a line would make that longer.

This excludes an entire community from public transportation.

This would reduce the number of trains coming to my neighborhood, which has a lot of Metro riders. There is so much development, and therefore, strong/increasing ridership pool along this part of the yellow and green lines that it is not a good place to cut service. Prior to the pandemic, these trains were typically very crowded during rush hour, so decreased service would result in overcrowded trains, increased wait times, and likely decreased ridership from the inconvenience.

I always am riding the red line starting at shady grove to white flint for work home from white flint to shady grove

Greenbelt is a useful transfer station

It is great to have more than one opportunity to get to a station.

Considering how rarely you plan to run the trains, the line change may add another 30 minutes of waiting time. It looks like it will be a 2-hour commute from VA to Silver Spring, which is simply not doable. No one has that much time for commute to work and back home.

Wouldn't affect me personally

As with the Red Line, I travel infrequently to the end of the Green/Yellow Lines, so this impact for me would not be significant. However, for those who do travel to/from those areas, this will likely have significant impact.

I do take the yellow line but have never gone out to Greenbelt. Unsure if my future needs would be affected by cutting the route down so drastically.

This plan is a noticeable reduction for UMD-College Park students, which isn't very palatable to me - those students deserve easy access to DC.

Metro is already so unreliable that it is a poor way to get around. Cutbacks would hardly matter. However, it is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA.

It depends on the frequency of both yellow and green line trains.

While I have never used the train to greenbelt (only have gone as far as downtown), I believe this plan would impact an area where people need to use the trains to move about the area.

I don't use this line regularly.

MTA Commuter Bus services uses Greenbelt for some commuter buses. I don't like that Eisenhower station will close.

I am almost never on the yellow.

Proposal to implement Yellow Line turnbacks

I ride the green/yellow line from PG Plaza into Lenfant plaza for work. I like having more trains available on the two lines so that my commute is reasonable.

It works for me, but this is not good for those living in greenbelt who rely on the metro to commute to work

Eventually things in the metro area will return to normal--hopefully. Having the yellow line run to Greenbelt was a real help. So many in this area are dependent on metro for work the Federal Government and the District, Maryland and Virginia should all find a way for metro to have dedicated funding.

I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else. I hate to see any service cuts because I don't know where in the DC area I will be living in the near future

As long as a Green completes the rail line beginning at Mt. Vernon Square in something less than 30-minute intervals, I think this proposal should be fine.

This seems reasonable because it doesn't cut off service for anyone and it was standard for a long time, but I'm not familiar with the ridership north of Mount Vernon and how running the yellow line throughout this part of the green line has impacted those neighborhoods.

This would be very unfortunate and it's hard to imagine it would save much money. It would clearly be a big step backwards. If the system needs more funding, it needs to get more funding. I hope this survey is largely intended as a reality check for stakeholders to point out the financial realities resulting from dramatically decreased ridership during the pandemic. If funds are made available to carry the system through to what is hopefully the end of the pandemic this summer, much of this ridership will bounce back. Slashing service, however, would severely jeopardize recovery.

Some of the stations that are being cut off are high-use stations, like Columbia Heights, I don't think it's a good idea to reduce the number of trains that go there to bring people around the city and to their jobs.

I thought you guys already did that.

I do not use the Yellow Line for commuting.

While this change wouldn't affect me, I don't know enough about the needs of riders in those areas to say one way or the other.

Is it that hard for the trains to go to Fort Totten, I thought you guys had that all figured out.

If I'm using that train I shouldn't have to get off and transfer to other train to get to Greenbelt when I'm already on the train that service that station

I do not regularly take the Yellow Line. Orange Line rider.

I do not ride the yellow line

that means all the communities North of Mt. Vernon would have trains every 30 minutes going to one train instead of two - part of this section of the DC Metro area would be heavily impacted as many essential workers use rail

No suggestions on this

Yellow to Greenbelt adds a lot of value by reducing transfer steps

Not applicable, as this is not a route I would typically use.

This won't severely affect many people living within the DC metro area who rely on public transit.

Obviously preferable if it could go a few stops farther..,

This doesn't apply to my regular commuting.

Why not have the train go to Fort Totten? Columbia heights is a major shopping district in the city. Or do this during the day or during low ridership periods.

This means if you want to go north beyond Mt. Vernon Square, you need to wait for a green line train. So that means longer wait times and more crowded trains on that travel line.

It is a bad idea to close stations on the yellow. People cannot go to work, if their station is closed. People cannot go anywhere if the stations closes earlier. Metro officials should ride the metro system because they can see the whole problem. People use the metro system to get around.

I do not travel north of Mt. Vernon Square on the Yellow Line often enough to make having to switch to the Green Line more than an inconvenience. That said, I do not see why Metro needs to reduce service after the large federal stimulus it received.

Even only a few times a day going to greenbelt will be very helpful please keep yellow line to Greenbelt

This would affect me since I use the Yellow/Green line, but I think I could make it work.

Yellow Line customers are too often treated as lesser than the Orange and Blue Line ridership. Do better.

Reducing service will lead to longer trips and then increased of vehicles as customers abandon Metro.

This is only somewhat ok if GL to Greenbelt is operating every 10 minutes instead of 15-20+

Proposal to implement Yellow Line turnbacks

I dont ride the yellow line

The elimination of the Yellow Line service north of Mount Vernon Square will cause longer waits for the Green Line and will also increase crowding. This does not sound like a reasonable favor, especially with low-income riders making up a good amount of service east of the Anacostia.

I dont take the yellow line all the way to the end, usually just to Petworth, but it seems very inconvenient for those that live beyond Huntington to deny them transit due to budget costs. Transit is a public good and public goods should both non-excludable and non-rivalrous.

N/A

Terminating the Yellow line at Mt. Vernon Sq will hve negative impact on riders, especially to Prince Georges Plaza and College Park. I used to depend upon this to get to the National Archives, but I no longer work at the National Archives. Thus I answered yes reflecting my personal situation, but Proposal #3 is a bad idea.

I hardly ever travel the yellow line, so that would be N/A for me.

I would prefer if the Yellow line still when to Greenbelt station but Im ok with this if it only temporary for a year.

I use the Fort Totten station a lot. This could have negative implications for my Metro use

My yellow line usage is less frequent and I could work with this.

It may matter in 2022 because I maybe traveling as far as Ronald Reagan Stop

You would not have proposed this if you had ever ridden the yellow line when it ended at my Vernon square during rush hour. It was awful. The platforms were over flowing, the trains were packed, tourists were lost. How could you not take the train to at least the transfer at fort totten?

Would this allow the Yellow Line to originate sometimes from Franconia Springfield, if theres work being done on the blue line? We rely on the yellow line to start at Franconia Springfield is the blue line is not operating for whatever reason.

During this stage of the pandemic it would be fine but once I start having to commute again the lack of the yellow line going to Petworth and Fort Totten would cause my commute to be too long to be feasible on public transit.

Keep the yellow line as is.

Let the train go to Greenbelt

Have not used that line much

Depending on if Nursing Homes open back up or NOT, if I could get off and then catch Greenbelt, then it would be okay. Otherwise, I dont go into DC for anything! Fort Totten needs a shuttle bus because the regular buses to Nursing Home are Terrible!!! Most of the other buses seem to come on time. I complained for a few years, but NOT much change!

If you add more green line trains to make up for the lack of yellow trains then this is an okay plan. Yellow trains used to only go to Mount Vernon Square anyways, so this isnt a big shake up.

This proposal would be much better than closing Metro stations. I live in the Grosvenor Park I Condominium. The closure of the Grosvenor Strathmore Metro Station would devastate our community. Please do not close the Grosvenor Strathmore Metro Station.

This would seem to leave quite a few people from less advantaged areas at a further disadvantage.

I dont live on the Yellow Line so this does not impact me as much.

I dont use the Yellow line that much and when I do I am currently coming from Southern Avenue on the Yellow Line most of the time. Occasionally, I will take the yellow line from College Park or Greenbelt to LeFante Plaza and then transfer to the Green Line to just get out of the weather quicker, but it wouldnt be a deal breaker if the yellow line was temporarily removed from Greenbelt until things got back to normal given the fact that it was reinstalled after things got back to normal. Metro is my main form of transportation due to not having my license due to my disabilities.

I usually ride the yellow line between Huntington and Gallery Place.

During peak times I need that yellow line to go all the way out to Greenbelt.

-

I commute from Greenbelt and having the option of the yellow line decreases commute time in both directions.

While I seldom use the yellow line, Im broadly not in favor of measures that cut down service. Riders at the end of the yellow/green line may have stronger feelings on the subject and desire multiple lines heading their way. As someone who has lived off the red line for a while, it can be a bit of a pain to only have one line coming through for the bulk of it. I can empathize with people who use yellow and green who would not want that taken away as it would make their commute harder to schedule right.

recommend having alternate yellow line trains or every 3rd train etc. end at mt. vernon square instead of greenbelt instead of having all trains terminate there

Proposal to implement Yellow Line turnbacks

| |
|---|
| It seems to me that in this scenario, if the green line provides services between Mt. Vernon and Greenbelt, that would provide the connection necessary to fill the gap with the new yellow line service. |
| Service is needed between Greenbelt and Mount Vernon. Statistically, more people who live in Huntington have more access to vehicles. This is an oversight. |
| I utilize the yellow to go from georgia ave to go downtown or fort totten when the red line is too crowded to go to work. This would eliminate another line I rely on. |
| I do not typically ride the yellow line. |
| As long as the Green Line is available |
| My headway would be doubled if Yellow Line service no longer ran to Greenbelt. |
| Ideally, think that all lines should run all times as intended. It would be hassle and take much longer for people on the yellow going to get to an end of the line station. Also, I have had the impression that the green line, which was so long in coming serves a population that is more depended on public transportation and may also have a larger parentage of people of color. This change seems aimed directly at that population. |
| This proposal is insufficient and detrimental for yellow line passengers who commute to/from stations north of Mt. Vernon Square from/to yellow line stations not also served by the green line such as King St. Proposal is further detrimental for all airport passengers. |
| This wouldnt affect me, I only use the yellow line in Arlington and downtown DC |
| For me personally this would work. However, does this mean no service in some areas? If so, this won't work for people who work and gave up cars in order to get around. Also merchants are dependent on customers getting to them. |
| Service to Greenbelt is important to me. |
| Again, Im not OK with excluding people who cannot afford to live closer to DC. |
| This was the absolutely the dumbest change made. When the green line first opened, the yellow line ran from Greenbelt to Huntington. what is the point of stopping it at Mt. Vernon? I think you all underestimate the amount of traffic on the green line and especially during rush hour. It is such a huge convenience to have to get off the train, wait for it to turn around and clear the platform, and then wait for a green line train. I personally go to Petworth. If it wasnt broken, dont fix it. Let the yellow line train run the full extent. |
| If I had to choose one sacrifice, it would be this, although I find the Mt. Vernon Square turnaround to be quite insufferable and useless. It is annoying to have to change trains to go to Columbia Heights and Shaw and U St, and it might be a problem for people at these stations to suddenly get less service. However, this at least is something the system has survived before. |
| The Yellow Line services many points throughout the system and should not decrease operation nor eliminate any normal stops between stations. |
| I absolutely do not think its a good idea to take away the yellow train from going to and from greenbelt. It gives md residents a way to connect to the yellow line easily without having to go through a lot of transfers. |
| This is less service to Greenbelt, which is a major parking hub. Why is the Green Line facing cuts when the Red Line which serves the more affluent and white Montgomery County having more frequent service? |
| Riders would have the Green Line option so the impact would be lessened. |
| I live in Greenbelt, and I work in Virginia, so I need for at least some yellow line trains to come to Greenbelt, especially during rush hour. Also, if train service is cut back to once every 30 minutes, and the yellow line trains no longer come to Greenbelt, Greenbelt Station will have service only once every half-hour. I need for at least some yellow line trains to continue to come to Greenbelt. |
| Would want to include service extended to 14th St. |
| It is difficult to predict the impact of telecommuting in the future. |
| If this plan does not require closing the Van Dorn Station, then it can work for me. |
| I would not be able to get to work with this adjustment. This completely cuts out people north of mt vernon, including columbia heights. |
| This would likely work for most passengers for most of the day, including weekends. However, by implementing such a plan, there is discrimination for many passengers who live between Mt. Vernon and Greenbelt. In addition, a number of passengers often go to the Greenbelt Station to connect to a bus to the BWI airport -- this would no longer be possible of this change were to occur. |
| Keep yellow line all the way from Huntington to Fort Totten to cut down on wait times between transfers. |
| I only go north of My. vernon Square on the yellow line for social events where waiting for a green line train would not be too onerous |
| It would not impact my personal travel |

Proposal to implement Yellow Line turnbacks

reduces but does not totally eliminate service to several stations. Reasonable approach.

This would significantly cut service to Columbia Heights, where I would otherwise be traveling once per weekend. I may choose not to make that trip anymore.

Going to the airport, having to transfer from Red Line to Green Line to Yellow Line, that would make it much more difficult and inaccessible.

I do not travel that far out on the yellow line

More trains to greenbelt would be better since it is one of the airport express buses.

This plan would directly harm my commute. I live in Petworth and work in Alexandria. The Yellow Line extension to Greenbelt has cut my commute down to only 50-55 minutes door to door. If the Yellow Line went back to Mt. Vernon Sq. only, I would return to having a commute that is more than an hour.

necesitamos la verde y amarilla para greenbelt. Si solo va ser verde de Mt. Vernon Sq. espero que el verde pase seguido.

I do not use the yellow line, so this has no impact on me.

If you cut out the Greenbelt stop, this would affect several frontline workers whom live in Greenbelt but must use the Yellow Line to get to work in the District. What would be there alternative?

This would reduce train service and accessibility to the massively expensive metro stations.

I don't use yellow line

Bus service from Hyattsville to Greenbelt is no existing so the train is the only option, having both the green and yellow lines running cuts down on wait times in between trains.

As soon as the pandemic is over, the greenlight will have to increase to every 5 to 10 minutes at all stops including Greenbelt metro station so, just to let you know and again, the pandemic could end sooner than January 1, 2022 so just to let you know but yes it will have to increase it every 5 to 10 minutes at all stops on the green line including the Greenbelt metro station
As soon as the pandemic is over, your green light will have to increase to every 5 to 10 minutes at all stops including Greenbelt metro station so, just to let you know and again, the pandemic will end sooner than January 1, 2022 so just to let you know but yes it will have to increase it every 5 to 10 minutes at all stops on the green line including the Greenbelt metro station

If this would mean discontinuing all service for some existing stations, that would be wrong.

My main use of the metro is for Monday to Friday commuting and I do not use the Yellow Line at all for this - so this plan has no impact on me at all.

You should implement the safety recommendations of the NTSB. There is no oversight of WMATA to compel change.

I don't typically travel to those stations and don't expect to start in Jan 2022.

Yes I don't see a problem with this since the green line can take folks to Greenbelt!

This is a Metrorail line that I almost never use.

Don't travel this line.

I live further than Mt. Vernon square. It would be incredibly difficult to get home.

My commuting patterns do not apply to this scenario. I do not live in Maryland nor commute to that neighboring state.

This would affect me very minimally. If this plan were adopted I would probably spend THE SAME on metro per year.

It is more convenient when the yellow line extends to Greenbelt during rush hour but it is doable without it.

Although I travel the yellow line, not sure this proposal will effect me and my family with exception of perhaps more ridership during our commute and visits to the city.

I take the green line or yellow line from Petworth to chinatown for work, and limiting the number of trains that come by would make it harder to commute.

Personally, I will be unaffected by this choice.

Would require careful planning and probably reduce metro use relative to private automobile.

I live in the pg area, then I would be able to enjoy the community services that's offered in these area. Historic Museums Restaurants Mall College visits/campus Grocery stores Banks Movies and etc... Business would not be able to operate with our services.

Close stations which are lightly used to reduce costs and which will reduce the trip time for commuters because now every train stops at every station.

More service, not less

Why live in a city if you cant access it easily?

National Airport to College Park is very important to me. I am already unhappy that B30 bus is gone so I cant use BWI as an airport anymore because of the inconvenience and expense of getting there and back, the idea of making my 2nd-choice airport less convenient is not attractive

I think rather turn back at Fort Totten is better than operating to Mt. Vernon Square. Because I board/exit at Georgia Ave often.

Proposal to implement Yellow Line turnbacks

I take the yellow line only occasionally these days. Most traffic seems to be between VA and central DC.

really? Those of us north east of Petworth already have a long public transit commute downtown (give the relatively short distance traveled). This makes it even worse!

I live closest to Mt Vernon Square so choosing lines at this station based on the direction I want to go would be fine.

This change doesn't apply to our travels.

Greenbelt line is developing over the years to be a very busy station and stop b/c of all of the new homes, apartment complexes in Greenbelt, College Park, and the surrounding areas. This summer according to our legislators, we anticipate some of the restrictions for businesses will be eased due to progress with CV-19 vaccinations beginning this summer.

Same response as with previous question.

not ideal but as long as there is a green line for some of those crucial stops then it might work, it can also just go until gallery place, mt vernon square metro stop is not all that busy.

Dont continue to cripple the system, and dont continue to mess around with the lives of those who do not have a vehicle. All those making decisions should be people who do not have a vehicle and must rely on transit options, bike, uber/lyft, etc. In all seriousness, everyone who is a decision maker should not have a vehicle. Try grocery shopping without a vehicle. Try getting to your office without a vehicle. Try carrying everything you need for the entire day while youre dealing with transit: that means your gym items, your work clothes, your study books/laptop. Try thinking about families with children and luggage.

Reduction of service to Maryland suburbs would disadvantage low-income residents and create need to some other public transportation service, transferring WMATAs financial burden to another taxpayer-supported service and decreasing the cost efficiency of public transportation. Reduced service to Greenbelt would adversely affect public transportation access to BWI at a time when localities are trying to improve such access to Washington area airports.

Living and working along the Yellow Line (Eisenhower Metro Station), Im not sure of the impact of those who are required to commute beyond The District i.e. to Greenbelt.

Keep this frequency during normal hours, yet during peak hours it'd help to have yellow run all the way to greenbelt

If there is an alternate mode of travel provided by WMATA that would be of similar cost to riding the train, then this option would work.

It would be beneficial to extend the yellow line to transit from Petworth - Huntington

This would affect the commutes of students who are attending the University of Maryland that need to travel to DC and Alexandria for additional studies and/or supplementary work.

I don't think this is right! The 9 stops north of mt Vernon sq are on the same segment as that stop and the 3 south. It's unfair to have people pay full price but get 1/2 the service. That is awfully discriminating to those between Shaw Howard and Greenbelt. Shaw Howard's is the closest stop to Howard University and college kids use that stop. Fort Totten is also one of the major transfer points with the red right above and we all know how chaotic the red can be with crowds at rush periods. Greenbelt is also the closest station to BWI airport and people working in that area need that stop and equal service like everyone else. Plus, It would also look weird on the map because all the other lines go end to end so if they can do that the Yellow line should as well! Doing turnbacks on the Yellow will only dissuade people from riding the Yellow so this would be a huge mistake. The whole point of extending the Yellow to Greenbelt all the time in April 2019 (instead of only rush periods like before) was to make service equal to everyone no matter where they are in the system and to ride that route more often! It is supposed to be permanent as well meaning lifelong, irreversible or untouchable no matter what. Hopefully my advice helps and these turnbacks never get reinstated again whatsoever.

I think thatd be fine given the Green line overlap and that this is independent of the every 30 minutes suggestion previously in the survey

I live N of Mt. Vernon Square, so it goes without saying that this would impact me negatively. I dont know/remember what the green line would look like, but youve said to evaluate independently anyways, so the only answer for me is no in that case.

I do not take the Yellow Line.

Dont use the yellow line, so I am not affected.

None at this time.

I do not ride the yellow line, but I think that reducing service in 2022, after demand increases is very short sighted. Service should follow demand, it is that simple.

don't really rely on the yellow line during my commute

This is how the yellow line operated prior to going all the way to Greenbelt. However, this proposal would work if the green line trains ran every 10-15 minutes from Mt. Vernon Square. In addition the yellow line running from Huntington would need to be running every 5-8 minutes.

fort totten is life

Passengers just need to transfer from the Yellow Line train, to the Green Line train, to Greenbelt, if they want to go that far down the rails.

When I need to get to greenbelt, what is the plan?

Proposal to implement Yellow Line turnbacks

When I worked I commuted from the Greenbelt station. When the yellow line opened up to Greenbelt, my commute was greatly improved. Metro makes it easier to use public transportation to the suburbs. Making it less convenient to use the outer stations encourages the use of cars the contributes to climate change.

As I stated in response to the Proposal #1, I really dont want WMATA to have to cut Metro service on any of the lines.

I have concerns on the impact on tourism and the convention center but as long as no issues or changes are made to impact the greenline service this should be ok. But it cant be this AND only doing cars every 30 minutes. This impacts an entire section of the city and could have impact on the convention center and tourism. If youve got a multiple thousand person event coming in for an event at the conference center limiting the train and public transportation options is concerning.

I dont use the yellow line so if that is disrupted a little, not much, then that is fine with me.

Since I ride the green/yellow line between mt. vernon square and greenbelt this would increase my wait time.

I mainly take Redline to go to Gallery Place and catch either Green line or Yellow line to Laphant Plaza. So, as long as Yellow line runs between Gallery Place and LaPhant Plaza - it would work for me.

It would make my commute time much longer as I would have to wait additional time for green line, instead of having yellow line option.

Provided that ridership data support such a proposal/decision.

Leaving everyone between Greenbelt and Shaw-Howard dependent exclusively on the Green Line when trains already dont run often enough is a bad idea and a disservice to people in those communities. If train frequency were reduced in combination with this, that would be even worse.

An important aspect of the Green Line to Greenbelt is that service from Mt. Vernon Square to Greenbelt is supplemented by the Yellow Line during busy times. My son and I frequently use the Yellow Line to Greenbelt when it is available, he for work and me for making appointments on time. I am not in favor of this change in Yellow Line operations.

Again, let PG County chip in to retain and improve full service.

Reducing this service would be going back in time.

This seems to have been in place for a while with Metro that the Yellow line has stopped at Mt. Vernon. People have had ample time to adapt to this method of operation, so continuing it would not likely have a substantial impact on travel.

I have bus services in Greenbelt

Yellow trains can be run from Huntington to Mount Vernon but they should be planning for them to arrive a few minutes before northbound Green trains, and then leaving Mount Vernon southbound a few minutes after southbound Green trains. This would give seamless connections for Yellow riders into points north on Green while reducing service hours on Yellow, and providing more core capacity north to the red line. (If this could be also lined up to provide a cross platform wrong-way transfer between Yellow and Green, facilitating trips between Alexandria, etc. and SW DC, that would be even better.) Given my commute from Shaw to Crystal City, short turning without a close-to-timed transfer, and instead requiring waiting an average of 15 and up to 30 minutes to transfer on top of a similar wait to board, is just way too long given how dense areas from Shaw to Petworth is, and how many jobs there are at Pentagon, Pentagon City, Crystal City and National Airport. If frequencies are going to be very low, either make the connection timed as suggested, or run Yellow trains to Georgia or Fort Totten, as such long times between trains means it should be easy to turn the trains there on the simple crossovers without needing a pocket track, and then do driver breaks at Huntington.

While I use the Yellow Line between College Park and Ft. Totten, I could take the Green Line (as long as it runs frequently enough).

I am part of the green line that go to Hyattsville, pg plaza, college park and greenbelt. That is used everyday by me and my children. My husband uses the Hyattsville to go to downtown. You can't make a move like this based on the fact that there is no use of metro now when there is a pandemic

Yellow line trains need to make it to Fort Totten. I visit my friends who live in Columbia Heights, or need to go to U St, and it is challenging to switch to the bus.

This cut would limit the accessibility to/from PGP and College Park, both of which have large populations working or traveling into the city.

I have never traveled to Greenbelt so that would not likely be a problem

I only use the red line

A lot of people coming in from Northern PG County, Howard County and Baltimore area use the Greenbelt Station to come into DC, so having the Yellow Line there is important.

As long as the trains dont take too long, I could live with it.

This is a major inconvenience for me and my family! We often take the metro from the college Park station to access areas in the District that don't have good parking options.

Metro serves not just commuters but also retirees and tourists who use Metro in place of driving, thereby reducing reliance on automobile travel in the Metro area. Increasing wait times between Metro trains makes Metro a less desirable means of transport, especially for those who have to transfer within the system to get to their destination.

I rarely, if ever, use this route. However if I lived along this route, or if I had reason to use this route, this proposal would be unacceptable.

Proposal to implement Yellow Line turnbacks

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| A bit inconvenient for me. I liked having the Yellow Line as a second option to the Green Line because I frequent Shaw-Howard, U Street and Columbia Heights stations regularly. |
| I've never been on yellow. |
| This may be feasible depending on the timing of trains to continue north of Mt. Vernon Square. |
| Why is Alexandria prioritized over Prince Georges? Is it because of Bezos? |
| I don't ride the yellow line frequently, but I am opposed to limiting service as it will further decrease ridership and revenue and could lead to further cuts. |
| That's how it used to work, and didn't make sense then. The Green line needs more trains, not less, particularly because Greenbelt is an end-of-the-line stop, serving people who live beyond and park at Greenbelt. It also serves the Bolt Bus to NYC, and transportation to BWI. |
| No, this plan would not work for me because I'm an essential-healthcare worker at an area hospital. Unfortunately, our shifts end at 11:30pm, which conflicts with your 11pm closure. This is also a problem for retail workers. If ridership is down, maybe you should consider extending your hours to Midnight to accommodate the needs of late night essential workers who'd rather pay more to ride metro than an over-priced Uber/Lyft/cab. |
| By January 2022, workers will likely have returned to offices. Turning yellow line trains back at Mt. Vernon will lead to crowded trains. |
| I rarely use this |
| When the Yellow line switched to running from Huntington - Greenbelt in recent years, as opposed to Huntington - Mt. Vernon, it was the most significant change for my commute and was the deciding factor in my deciding to regularly use the metro on the weekends. |
| This would cause unnecessary crowding and extended travel time to the most vulnerable population of DC city residents that must work, attend school and visit hospitals or shop for groceries |
| Proposal 3. Mt. Vernon Square is a seasonal and eventful at its best, because of the District developmental elements, and ideas. In comparison of Greenbelt, which is in its infancy of development, and should be promoted for uniform, whole system health. |
| I will stop going to parts of the city where I use this line. And you will increase traffic in cars and in stations. |
| That yellow line to Greenbelt is super sweet. I use it regularly to get to U Street and Col. Heights. Could you extend it to Columbia Heights or Georgia Ave or Ft. Totten? |
| When I am in Virginia, unless I am traveling on the Orange line, I rely on the Yellow line to take me to transfer at Ft. Totten. Sure, I can compensate by transferring earlier, but if I miss my stop at Gallery Place-Chinatown and the train only takes me to Mt. Vernon Square, it is incredibly inconvenient to wait for a Green line train to take me to my transfer, and less inconvenient but much more frustrating to wait for a Green or Yellow line train to take me back to Chinatown, only to immediately transfer again. If you're going to reduce service on Yellow, cut it off at Ft. Totten or at Chinatown, not in the middle of the route. |
| Especially with train service so limited, this would be a very long wait for first the yellow line and then the green at Mt. Vernon Square to continue the trip. This would render the yellow/green lines useless for my needs. |
| I have friends that live nearby the Greenbelt station and will be visiting them in January 2022, starting from downtown DC. Yellow line trains running to Greenbelt means that service to Greenbelt is more frequent, thereby making it likely that I will use it more often. |
| Running as far as U St. might be of use to more people. I go that far on occasion, but could transfer to the Green if necessary. |
| The cut-off before Fort Totten makes no sense. The rush-hour cut-off will also impact travel. If services are cut (such as the drastic proposal above), will WMATA be returning funds to the federal government? |
| Yellow should run to at least Ft. Totten. Mt. Vernon isn't enough for yellow. |
| The Greenbelt line needs improved service not a service reduction. |
| Depends on the headways on the yellow and green lines, because will likely increase need for transfers between these two lines for ongoing travel. |
| This would make it more likely for a small delay on my commute, but this is how things used to be, so it would not be a huge difference. |
| It would be less efficient for me to get to National Airport if I couldn't catch the Yellow line to Huntington from the Greenbelt Station. |
| Does not affect me. |
| I do not plan to commute on the Yellow Line in 2022. |
| Reducing service to an area that serves the University of Maryland at College Park and other parts of PG County is unacceptable. I would prefer Option 2 to this option. |
| I don't live in VA so can't say |
| trains & platforms would be too crowded & packed |

Proposal to implement Yellow Line turnbacks

I use the Green Line to and from Petworth and College Park on a daily basis, including weekends. Having the Yellow Line run to Greenbelt is a blessing. But if the Yellow Line ceased to run to Greenbelt, we need the Green Line to run more frequently.

Why -- is there no one travelling to or from Greenbelt? Are you somehow providing parallel service elsewhere? Answering these questions in a vacuum like this does not seem to be helpful. I think the core problem is the misbegotten idea that Metro must pay its own way. A safe, clean, reliable mass transit system is the backbone of a metropolitan economic system - no recovery can be successful without it. Further, these cutbacks will surely drive anyone who can manage it back into POVs (privately owned vehicles), greatly exacerbating already difficult road commutes and causing our carbon imprint to balloon, smashing hopes of holding down global warming. This region is pennywise and pound foolish in its approach to Metro (and the Purple Line, and MARC, and Baltimores mass transit options....)

As long Mt. Vernon Square station is open.

Im not sure, but if we get the Purple Line in Maryland, I think we will have a train that goes to Greenbelt. Maybe it only goes to New Carrollton and not Greenbelt. Im not sure exactly where it goes, but it could perhaps resolve part of this problem.

What are the specific reasons for not going to Greenbelt?

I use the outer Green Line from Fort Totten, and I think that would work.

I use Columbia Heights or Georgia Ave - Petworth metro station to transfer to the H8 bus to go home and go to work

With Amazons HQ2 in Crystal City, I expect that travel from Greenbelt and College Park (home of UM) to Amazon would need a reliable metro service!

Thats ridiculous. Even though rely on the Orange line, I have gone out to Greenbelt on the metro and I know people rely on that line. I know I live where I live (across the street from Virginia Square metro) so I can get to my job easily in the morning and come home at night without a wait. All the businesses and schools and churches around here are geared towards this population -- Rosslyn to Ballston on the Orange line. Theres an implied social contract here. Weve paid more for our condos and higher taxes for it. Weve had enough stress with COVID. Forcing people to drive to work is bad for the environment, bad for area residents, and bad for the health of the metro area. For public transportation to be eliminated when we are back at work is devastating to the citys health and wealth.

i do not ride the yellow line

I live near the Orange Line and primarily use Metrorail for non-work related trips

Yellow line travel should at least include south Arlington to far northern DC.

I depend on being able to get on the Yellow line at the Fort Totten station. It is terrible for Metro to cut services for people who live near the Fort Totten Metro station and impede their ability to use the Yellow line from the Fort Totten station.

Although I do not regularly use this line, I regularly use metro to get around the DMV area. I dont own a car and chose not to for environmental reasons. I think it would an environmental and social equity disaster if WMATA service is permanently cut. You will only loose more ridership and this region will become like Los Angeles, car-dependent, congested, polluted, and unlivable.

This is the shortest train service of all the lines. If Yellow Line Trains receive Federal Funds, run them. If you are running Silver Line Trains from Whiele Reston East to Largo, why would you not run Yellow Line from Huntington to Greenbelt? It allows for greater services shared with Green Line services from LEnfant Plaza to Greenbelt. Right now, it sometimes gives the impression your Yellow Lines are primarily for White and Your Right, to Huntington to Federal Employments in WDC? As an African American Male of Color from Ohio, this was always my initial impression when I first arrived to Washington, DC.

I rarely take the Yellow Line, so while this proposal would work for me, I am not the best person to weigh in on this topic.

As long as counteracting measures are taken on the green line (e.g. increasing green line train frequency) to limit the impact of the reduced yellow line, then this modification is reasonable.

I do not take this route and so I can't comment on the potential effects.

Making it more cumbersome for people to use metro to travel to the airport will create a self-fulfilling decrease in ridership.

Rarely travel on the Yellow Line

This would only work if service on the Green line was maintained at a reasonably short interval.

Not sure, if this plan will work for me.

I use this Line for work and home.

I moved to the Greenbelt - College Park Metro stop areas to be able to use the Yellow Line to access Reagan National Airport non stop. If you make the change, I will just use UBER or Lyft instead.

Proposal to implement Yellow Line turnbacks

Those of us North of Mt. Vernon station need a train every 15 minutes.

Im fine with reduced service to the suburbs (i.e. Maryland) but need the yellow line to run up to at least Petworth (personally, cutting service to Columbia Heights would be terrible for me).

If this proposal closes stations, I disapprove of it.

It seems like several years ago metro determined that is made more sense to have yellow line trains run to Greenbelt. Can metro explain what has changed--- other than metros continued mis-management of funds and budgetary problems.

I volunteer at DCA and often people need the trains to go to Greenbelt, especially if they are going to BWI

If Yellow line service is reduced, Metro should operate trains as it did in 2017 when rush+ was eliminated: Huntington/Fort Totten (midday, evenings, weekends) and Huntington/Mt Vernon Sq (peak & select weekends).

I live on the Red line and would not be affected by this but I would imagine that would cause problems living beyond the Vermont Square.

I seldom travel on the Yellow line

There was already a lack of yellow and green line trains, and when they were operating only to Mount Vernon Square in 2019 it was a nightmare. Hardly any passengers are traveling just to Mt Vernon Square, and the other half of the yellow/green lines will be inundated.

Please just keep this mtr

Prior to the pandemic, I lived on blue / orange but am potentially moving to Alexandria where yellow / blue would once again be applicable for me. With that in mind, this would work as the most important thing is to get into the city and to Chinatown. I could switch to green there to proceed. In truth, I think you should have it run to either Chinatown or to U Street / Columbia Heights (nightlife and my church). Mt. Vernon seems kind of like an odd place to stop it but that is just from my perspective. If you are going past Chinatown, I would recommend getting it to U Street as that is where people will want to go, especially as they come out of the pandemic and seek a sense of normalcy / social life. The more that I think about it, why Mt. Vernon?

While I take the yellow line (when I commute to DC) I dont go to Greenbelt, so this change will not effect me.

ending the yellow line at Mt. Vernon Square is massively annoying and a waste of time and ensures people are needlessly crowded onto the platform at that stop all the time

I dont ride this line.

Do not close/shut down any metro station even if there is low ridership-- to compinsate increase fare prices on subway or bus & have shorter trans on subway lines or have subway trains skip stations that have low ridership-- like having a subway train only service a station with low ridership less frequently having trains blow by certain stations but only service those stations with every 2nd 3rd or 4th train, but have it be at predictable intervals.

Has Metro considered that readership could increase in 2022 and folks would be left with the burdeon of having to take a 2nd or 3rd means of transport to connect with trains to a final destination and with the delayed wait times for service will definitely discourage folks from riding Metro.

Not ideal, but okay as long as routes run at minimum every 20 minutes.

never been to greenelt

Having the yellow line run all the way to Greenbelt is essential to helping residence of northern D.C. access the rest of D.C.

Yellow line access north of downtown is important to me.

Its OK for now. But occasionally, I need to go beyond Mt. Vernon Square and I dont like getting off the train to catch another one on the same side of the track.

I use this train to get to work. Im currently working from home, but I expect that to change by 2022.

I rarely use the Yellow Line, and do not ride to Greenbelt; this would not impact me.

If the yellow line stops at mt. Vernon, would the green line go pass Mt. Vernon? If so, how often would the green line run?

Not using the line often.

this seems to cut off those commuters in need of getting to and from greenbelt.

I rarely use the yellow line

Not sure what benefit this would add, beside making lots of people use the same train... which would not permit for good social distancing. Instead, maybe this stretch of metro (from Mt Vernon to Greenbelt) would be a good line to implement the one train every 30 minutes approach.. and use green and yellow trains so that at least 1 train (either yellow or green) would arrive every 15 minutes... Green train at 8:00, yellow train at 8:15; green train at 8:30, yellow train at 8:45...? and so on

Dont use the this train lines to get to work.

Proposal to implement Yellow Line turnbacks

I live in Pentagon City, being able to take just one line to places like Columbia Heights is very convenient. In this scenario I would need to switch trains, which would be a pain. That being said, if green line trains would follow these yellow trains such that the wait at Mt. Vernon to continue north is only 1 - 5 mins, this would not be so bad.

Really, what is the magic of Mt. Vernon Sq. Why can't you run the trains 2 stops further and get us downtown?

This would increase the wait times at the end of the green line on the section I use most.

College Park is my destination stop. It depends on how that would affect me getting on and off there. I change trains to/from the Red Line at Ft Totten - how long would I have to wait to make a connection?

I never take the yellow line past U Street

I visit friends who live in Columbia Heights and U Street quite frequently (I live in Alexandria). Having the yellow stop at Mt Vernon Square means that I would need to transfer to continue heading North and would face additional challenges getting home (i.e., timing connections) at the end of a night.

The yellow line is a critical conduit for me to get to Virginia and cutting service to only Mt Vernon would make it substantially harder for me to get to VA. Would strongly prefer the yellow line at least go to DCA as it's the main way I get to the airport

This plan if implemented would bring heavy crowds at Mt. Vernon Square during week days rush hours for those who would be working in Virginia, but for the weekends this plan would work better and after rush hours times this plan is also better.

People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around - especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinated, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around.

Your questions ask about me. I seldom ride the Yellow Line, and typically don't ride outside the downtown area. However, the Yellow Line provides essential service for many friends and colleagues who live in Columbia and rely on service to Greenbelt to get to and from work in the District. They would be seriously inconvenienced by cutting the Yellow Line trains at Mt. Vernon Square. That would be a particular problem for people who work in Alexandria and live outside the downtown core of Washington and into the northeastern suburbs. Forcing riders to change trains creates another deterrent to using public transit.

I change trains at L'Enfant Plaza. Can adjust my schedule.

Need to go to Fort Totten. This is a major hub.

I assume that by January 2022 most people will be back in the office so limited service would not be able to handle the number of commuters. This used to be the situation and it was a nightmare trying to take the train.

I am retired and not frequently traveling into the District. However, how will ridership be rebuilt after the pandemic, if the communities rush hour needs are ignored?

With the increased ridership coming to Fort Totten as a result of large residential construction projects, we need the Yellow Line to continue to Fort Totten

It's convenient to have the option of a Yellow or Green Line to Greenbelt, but we had many years without it so it could be doable.

It has been very convenient to have the Yellow Line go to Pentagon City and beyond.

This would reduce the available trains for commuting to and from work at the yellow/green line stations. I live in Petworth and this would negatively impact my morning and afternoon commute.

I live near Petworth station so this option seems like it would definitely extend my commute

As I am retired I do not use Metrorail very often. When I did work this change would have had a significant effect on my daily commute from Arlington to College Park.

These are stations I don't use so it wouldn't affect me.

With green line trains projected to only run every 30 mins, trying to get to green line stations beyond Mt Vernon will be an unwelcomed challenge

I just catch the bus

The yellow and green line are already underserved above Mt. Vernon Square. This would only make matters worse.

College Park metro station on green line is vital to my commute

This is fine. I think that's how it used to work a long time ago, anyway. It's easy enough to switch to the green line if I need to go further north. But please STOP CALLING TRAINS THAT GO TO Franconia-Springfield THE YELLOW LINE. Please come up with a new name, such as the Light-Blue Line, or anything less confusing. It costs a lot of time if a person gets on a train marked Yellow and ends up at the Blue Line's final stop. You did this a couple of summers ago, and it's just as annoying now, as it was then.

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| Proposal to implement Yellow Line turnbacks |
| I use those trains to commute daily and need them to go to Greenbelt, or at least College Park. |
| This is not a line I take frequently, and generally not all the way to Greenbelt, so I am not sure. |
| People including myself will be on more crowded trains. If I or others miss the train the wait time would be longer than currently. Metro would lose customers as more people would look at alternatives such as Uber, Lyft, taxis, carpooling. |
| Im not sure, I live on the green line and Im not sure of the impact this would have to the trains in my area. Please elaborate on what the effect to the green line trains would be. |
| This would mean fewer commute options from many heavily populated residential areas of the city (including for myself), and areas that rely on restaurants/bars would potentially see much less traffic due to the change in accessibility. |
| I would need to know what's connecting to these endpoints and the frequency. |
| Having access to travel to the airport from Ft Totten provides a great service to residents living in upper NW DC. |
| My family rarely uses Yellow Line. |
| I rarely travel on the yellow line, so that would not affect me |
| This could be implemented permanently with no complaint from me, since the green line goes to the remaining stops. |
| It's fine |
| As a user of the Petworth and Columbia Heights stations as my home stations, I have greatly appreciated the extension of all yellow line trains to Ft. totten and eventually Greenbelt. Its also a huge boon on the weekends, when headways are much lower (assuming theres no track work that has curtailed YL service to begin with). When I take metro on the weekend, I really notice the difference between having and not having YL service at my home station. |
| There has been huge growth along the green line north of Mt. Vernon. Only on line servicing Shaw, Columbia heights, Petworth, etc is unacceptable. We tried this before and crowding was terrible. Could not even get on trains for work sometimes. These areas are continuing to grow and attract residents without vehicles and who prioritize public transportation. |
| Ill never live there |
| I live near Mt. Vernon so this isnt an issue, though it seems like limiting peoples ability to commute to National Airport is a drawback of this plan. I think people who live more north and east of the city would benefit from the Yellow Lines accessibility to Reagan without needing to take a Green line train and wait up to 30 min to transfer. |
| Provided the green line still travels all the way to greenbelt |
| Yes I dont live on the yellow line so would be unaffected |
| I use the green line, all the way to Greenbelt, and could affect my planning for my family. |
| Need service to Greenbelt. Are you trying to force more cars back on the roads? |
| you are leaving out Prince Georges County |
| This would completely ruin my work commute and I would not be able to get to work via metro |
| This would not affect my typical commute |
| Please keep Greenbelt open. This is a regional location, near the beltway and available to people from north of DC. |
| College Park and Greenbelt are destination centers and will increase in popularity with the opening of the Purple Line |
| I should be able to travel on my nearest metro if I live either in Greenbelt or community near Greenbelt. |
| Run more trains. |
| Seems like youd be cutting service in half for everyone north of Mt Vernon, not great |
| I ride the yellow line extremely rarely |
| There are those who need to commute and/or travel to DC from Greenbelt |
| Populations at green line stations have significantly increase. When yellow lines trains stop at mt Vernon, especially with such low frequency, it creates overcrowded trains and would hinder my ability to pick my daughter up from daycare. |
| How long would be the wait time between trains? If it is 30 minutes, then my train commute would become 1h 20m - compared to driving 45 minutes to 1h . No this would not work for me. |
| I rarely use the Yellow line. |
| As long as the green trains are running every 15 min! |

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| Proposal to implement Yellow Line turnbacks |
| I commute to Dupont Circle from College Park. |
| I depend on the Yellow line at College Park Station |
| I work at college park, and also yellow line connects DC to the bus that goes to BWI from greenbelt. |
| Keep all stations open |
| It is very convenient to have the yellow line park of the green line. |
| How else am I supposed to get around in MD? This is a terrible idea. |
| I have used the Yellow Line service between Shaw-Howard University station and College Park-University of Maryland station for my commute. But if this would be a cost saving measure over closing the College Park station entirely, then I would not oppose this update to the Yellow Line service. |
| Would be a major inconvenience; since I often travel from College Park into Virginia. But I could live with it -- especially if Yellow and Green Line trains were synced at Mt. Vernon Square. Side note: On long BART runs where a transfer is necessary, the schedules are synced with specific transfer stations. At those stations, one gets off one train, crosses the platform, and gets on the waiting train to continue ones trip. |
| I would advise against this if U. Maryland goes to in person classes |
| Greenbelt is my stop, so I need that train to go to Greenbelt. |
| I am a College Park resident that will be traveling into DC via metro in January 2022. It is imperative for my economic livelihood that the station remains open. |
| Riders on all points between Mt Vernon and Greenbelt rely on the increased frequency of trains offered by both the Green and Yellow lines. |
| I live in College Park and rely on Metro to get to and from my job. It was awful when yellow line service was cut previously. Please dont do it again. |
| It is essential to me that it stop in Greenbelt. I rely on the Greenbelt and College Park stations to remain full service. |
| I use the early yellow line in College Park to get to DCA |
| This would impact College Park residents who commute to DC and those that use this line to Reagan National Airport. |
| I live in Petworth and the termination at Mt Vernon Square has always been an issue moving people through the city core. Getting on the metro at Gallery Place, most people on the platform wouldn't even take the Yellow Line because it wouldn't move them to where they needed to get, and it just caused more congestion on the platform. |
| If the green line train runs every 15 minutes this would work for me. Otherwise the option of yellow or green trains is extremely helpful for my comute. |
| It is critical for Yellow line trains to extend all the way to Greenbelt. Having trains turn around in the middle of the District honestly makes no sense, and it also causes delays to other train service because the trains have to turn around in the tunnels themselves. This is in effect changing an existing line of service for WMATA in a rather substantial way. Furthermore, this plan would clearly benefit the Virginia suburbs to the detriment of the Maryland suburbs in a way that is not equitable. This should not be on the table as an option. |
| This proposal could be very harmful to local residents from outer suburbs such as Greenbelt that are just now trying to promote smart growth development around Metro stations.. Also, many workers in this area rely on Metrorail to get to work in DC. Keep in mind that in counties like Prince Georges have not had the benefited from the explosive residential and commercial development, like other Metro areas. This is finally beginning to happen now. |
| I live in College Park and require this metro to get to and from work. I bought a home in this area because of this metro system |
| I often ride between Mt. Vernon Square and Colombia Heights, Fort Totten, West Hyattsville, and PG Plaza Station. |
| Depends on how frequent Green line service would be north of Mt Vernon sq |
| I regularly use the yellow line train from college park to the city and on to Virginia on occasion. |
| I take the yellow from college park to pentagon, so I would need to transfer but I can adjust my schedule |
| I need to go to and from College Park with enough trains available to make it a viable option. |
| Are you nuts? |
| So NE DC and Maryland (the state that pays for most of your annual budget) are now irrelevant? |
| You asked us to evaluate each proposal separately, so I am doing that. My answer to this question is based on the assumption that trains are running every 8 minutes or so on the Green Line. Yes, you read that right. I want 8 minute trains (or more frequent) on the Green line. |
| I live in College Park and depend on the College Park Metro Station. Loss of service mean that I -- and thousands of University of Maryland staff and students -- would need to find alternative ways to work. As more people get vaccinated, more people will be working and studying on campus. The result is that people will drive to campus, creating gridlock and more pollution on the surrounding roads. |
| I live in Columbia Heights |

| |
|--|
| Proposal to implement Yellow Line turnbacks |
| Greenbelt is a major transportation hub |
| This will leave many folks in a bind. Please don't do this. |
| This is my main commute route; and its fine to return to what I view as a previous level of service for the Green line to Greenbelt. It doesnt feel like a major downgrade in service. |
| Why would you want to skip Greenbelt? This affects the local commuters who live and work in that area. Bad idea. |
| This would absolutely NOT work for me. I get on the metro at College Park, so if Yellow line only went to Mt Vernon, then I would never take the train again for my commute (and also demand that Metro refund me the \$1300 that are saved in my transit funds). |
| Again, think about sports events. |
| But only if the Green line was operating frequently and was stopping in College Park. |
| Although due to the pandemic, I have not used the Yellow Line, I would plan to use it once again in the hopes that the pandemic will be under control soon. |
| do not typically utilize yellow line trains |
| Not at all. Covid is not going to last forever. college park and riverdale park have plenty of new construction walking distance from metro. This would be the most impactful to me. It would effectively keep me from going to work in Crystal City, VA. For a myriad of reasons, I do not drive, and metro has always provided a safe, reliable and timely alternative. Id rather double my fee than lose its service. |
| Please continue service to College Park Metro and Greenbelt |
| It depends on the frequency of green line trains. If you are cutting the frequency of service out to the end of the line at Greenbelt it would not work. |
| Greenbelt is my preferred station to enter the Metro system and its connection to BWI is key for travel. |
| Having yellow lines going to Greenbelt has made my commute (from Petworth to the University of Maryland) infinitely quicker and easier. I dont want that to change! Also, I often travel between Petworth and King Street, and this would add a transfer which I dont think sounds good. |
| This would work if the green line is available to greenbelt. |
| Would work for me, but could cause congestion during busy times. |
| I believe this proposal would create overcrowded trains to and from Greenbelt during commute hours and could propagate delays throughout the yellow and green lines. |
| I would still live near the College Park - U of Md station and would like to continue having access to Yellow line. |
| UMD students and residents of College Park rely on the yellow line to get into DC for work, internships, and other opportunities. To remove the yellow line station without replacing it with another metro station would mean that thousands of us would lose our transportation to and from DC. |
| Greenbelt is an important stop. |
| I need the added frequency from Petworth to downtown/Virginia. |
| This makes me sad, and I would buy a car or move to another neighborhood. |
| I dont like it, but I lived with it for a number of years before the Yellow ran to Greenbelt, I can deal with it again. |
| Greenbelt station is necessary for my travel needs. |
| I travel to the Shaw/Howard University area multiple times a week and this would increase my commuting time. Also, with increased development in NW DC and PG County, this proposal would have an adverse impact. |
| It was a great asset to the College Park and Hyattsville area to have 2 lines operating, with very short wait times to get into D.C. |
| I often travel out of Ronald Reagan National Airport and the connections from College Park (where I work) to the airport are incredibly valuable. |
| It depends on how frequent the green line service to College Park and Greenbelt would be. Those are the two stations I most often need to go to when commuting out of the city. |
| I use the northern end of the Green line and prefer to have both the Green and Yellow as options for riding to and from downtown. |
| need trains to run past Mt Vernon sq |
| I live in Greenbelt and I use the metro. Please Do NOT shut the service down! |
| I rely on the Yellow line running between U Street and L'Enfant to commute. This reduction in service would creat challenges for that unless replaced by increases Green line trains. |
| I depend on the van dorn station |
| The trains stopping at Mt Vernon Square has always been an annoyance. It makes wait times long and green line trains too crowded during peak commuting hours |
| While still not great, this is better than option 1 |
| I rarely use MetroRail to travel to Virginia, as I live in Pennsylvania, and would be more likely to drive the entire route. |
| it should stay like it is |

Proposal to implement Yellow Line turnbacks

This might be ok. It was great having the yellow line to Greenbelt but it might not be too painful of a change.

I would want to know how frequently the green line trains would come between Mount Vernon and Greenbelt, but this is basically what it does during my commute anyway.

This can work

Although this plan functions my current travel, it is entirely inequitable.

Coming from the Huntington Metro, I like not changing train to go to U Street in the District..

This would depend on the frequency of the Green line train. I transfer trains for work and depending on the frequency of the Green line train this wouldnt be an issue, but could.

I believe this is doable definitely. So far I approve of this one.

That's how the schedule used to be.

I ride the yellow line from Pentagon city to Chinatown frequently. The shortcut of the yellow line is a significant time savings over riding the blue line all the way around.

Living at Petworth the yellow line coming thru being able to ride straight thru to Crystal city is helpful

I don't take that line

Reston to ft Belivor

The yellow line train is the only train accessible to Greenbelt so it needs to remain that way in my opinion

Green line only makes commuting to College Park much longer

I dont use this line.

Trips to Columbia heights and U street are very common so reducing access to those areas can potentially be a problem.

Same as before

I ride the yellow line and green line and live at Greenbelt, I was excited about the expansion of the yellow line and it helps me when I'm running behind on the trains getting to work. This would not work for me.

Yes, as long as I can connect to the red line from the green line in a timely manner. Rush hour schedule needs to stay as is.

the yellow line going to greenbelt could be important to people who use it . take either off mt. vernon or gallery place because they are too close .

More service is better than less. People on the ends of the public transit lines are already stuck with just the green line or just the red line. If there's anyway to allow several trains to run (even if they run in the same direction) would allow more options.

Yellow lines should continue to extend to greenbelt

I would need travel to Greenbelt Station open

I commute to College Park from DC and this would severely limit my ability to get to and from campus. I understand that the Green Line is available but the flexibility between choosing the more convenient of the two routes is why I moved to DC out of College Park in the first place

I go to the museum and dc

A lot of times I travel from pentagon to greenbelt

Si se da acceso rápido de buses desde la estación de Metro para que los usuarios puedan llegar hasta Greenbelt

I frequent Greenbelt station into DC. Were heading to Greenbelt shortly.

Would create a minor inconvenience of having to transfer from green to yellow when I need to fly out of National

If you could explain how this helps financially, this would be great. Right now, it is a great advantage having the Yellow Line extend to Greenbelt, which is the line I ride. (PG Plaza and Fort Totten)

Nunca uso la línea amarilla.

Many people travel as far as greenbelt and to not have the stop will cause many complication especially for those who live closer towards southern Maryland. Until theres a better station option for that location, removing Greenbelt will not as customer friendly as it may seem.

There a loads of people who run through greenbelt to catch that yellow line train to get to that Huntington line. I see it every morning. That would basically hurt customers who pay to catch that train

I live in columbia heights and need to get to Crystal city fast

Please consider to run it until Columbia Hights.

Only if there's less time between green line trains..

I use bwi for my travel needs. Also its essential to get people home and to work.

| Proposal to implement Yellow Line turnbacks |
|---|
| How will I go beyond. Should we pay uber or taxi... |
| Going to Greenbelt by the yellow was a great idea. |
| I would not be able to be at the closest station to go home. |
| Es mejor subir tarifa nesecito yegar temprano a mi teabajo |
| I only use the yellow line south of gallery place |
| Two lines are better |
| I would prefer it go all the way to Greenbelt |
| Yo estoy viajando 6 dÃ-as a la semana desde west hyattsville y con la lÃ-nea verde y amarilla se me hace mejor porque el tiempo de espera es MÃ¡s corto |
| I rely on yellow line trains at P.G. plaza station. |
| I take the Yellow and the Red line each day. The reduction of two possible connecting points to one negatively impacts my commute |
| This would only work if trains run at frequent enough headways (10-12 minutes) as it is a vital connection to the airport |
| I very rarely ride the yellow line so it would work for me. But would be important to hear from people who actually use the yellow line. How can you be sure that the people taking this surgery are representative of riders from all lines? |
| Extension of the yellow line is one of the most important things WMATA has done with rail and it should never be reversed |
| Keep it the same way, because if the green line acts up on the way to Green belt, the Yellow Line will be helpful. |
| I take the yellow line between King St and Columbia Heights frequently. I would not like this. |
| Thats how it worked originally back in the day. So basically, metro will just be going back to old schedule. |
| Do not need to teavel to Greenbelt |
| This would be good because it gives you time to be early what I mean by that if I know they run like that and I gotta be to work a current time it allows me to improve time management |
| as long as Green Line is running |
| Very seldom use the Yellow Line. |
| N/A |
| This change doesn't affect me, I rarely use the yellow line. |
| Keep the yellow line train going to greenbelt that the best thing metro every did |
| People still need both trains to travel to the end of the line to include Greenbelt |
| I rarely go to Greenbelt; have generally used the yellow line from Gallery Place to Washington National Airport because it is a more beautiful ride than the blue line from Metro Center to National. |
| I still need access to College Park. |
| As long as the Blue Line trains continue to stop at all of the current stations and the trains came no longer than 15 minutes apart because now I can take either the Blue or Yellow to get to my destinations. |
| Why |
| I dont ride the Yellow Line |
| Not on yellow line |
| Please do not cut frequency |
| I live in Columbia Heights and dont own a car. I depend on the metro to get anywhere outside of the neighborhood. |
| Don't use yellow line frequently. Not used in my work route or getting around city muxh |
| Do not use yellow line |
| Another inconvenience to riders. |
| I dont think Ive ever had a reason to take the yellow line to or from Greenbelt. |
| I do not go to Greenbelt but I do pick up and drop off at Huntington. |
| Not my line |
| I use the green and yellow line often and it would be an inconvenience to only have the train go to Mt. Vernon Square. I will be forced to drive to work. |

| Proposal to implement Yellow Line turnbacks |
|---|
| Im not sure because of the trains not stopping at Greenbelt |
| This is a horrible idea! What about the folks in Petworth, Columbia Heights, and Fort Totten. They need to get to Gallery Place or Mt. Vernon. Waiting for the green line to get there would be torture. |
| I sometimes ride this line and i would like to know that their are other options when traveling through town. |
| You're making commuting impossible for so many people when it's already way more difficult than it should be. Talk to the NYC subway and get a real plan together. |
| Not a yellow line commuter |
| I do not use the Yellow line. |
| i do not ride the train. i am retired senior. |
| I rarely travel on this line and never the full distance. |
| Use Yellow line Monday through Friday from Huntington to Archives so I would be unaffected by this change. |
| This may over crowd the green line |
| I rarely go north of Mt. Vernon Square. Again, looks like Metro bosses and employees are being lazy. |
| This change would not negatively affect me currently. |
| I only use silver line |
| Green line very important as many commute from Greenbelt |
| does not directly affect me |
| don't use yellow line much or go to greenbelt |
| You did this before and it was awful. It made it so the most densely populated Metro Station (Columbia Heights) is only served by a single line. |
| Not frequent enough!!! |
| I never use the Greenbelt station, so the change is ok. |
| Does this mean Greenbelt station will be closed. |
| Excellent solution, I never travel to those stations. |
| Green and yellow are daily commute. Don't mess my shhht up fam |
| I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus |
| Reducing hours and service severely impacts the moderate and low income residents restricting their ability to travel to work at off hours. Reductions are systematic discrimination to these populations. |
| That impacts options to get to Union Station |
| I only use yellow from L'Enfant to the pentagon. |
| That limits access to u st corridor |
| I think this would forsake the residents living in NW D.C., especially in Columbia Heights, because now all they have is the Green Line, and one line every 15 minutes is imply not enough for all those residents. I would be more open to it if the Green Line came more often as a result of cutting the Yellow Line in that area. |
| I don't need yellow line to get to work so this proposal would work for me. |
| Yellow line beyond Mount Vernon Square is irrelevant to me |
| Not happy with that decision making more issues to happen |
| What was the reasoning behind this decision. Im confused about this proposal plan. |
| I ride to LEnfant Plaze and transfer to the Yellow Line to Georgia Avenue-Petworth for work. This means I would have to get off a sencond train and transfer to a third train. That doesnt make any sense! |
| Many will still be able to go successfully to their daily work. |
| I Work Downtown. This is an inconvenience to me |
| This plan will work for me |
| I dont use this route much, so my opinion shouldnt matter |
| I go to greenbelt pretty often |
| How many people will be impacted by this change? You do not indicate. You are asking these questions with no real info for us to evaluate. |

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| Proposal to implement Yellow Line turnbacks |
| I am active duty military and stationed at the Pentagon. I need the yellow line to run from downtown DC into the Pentagon stop otherwise my commute will be lengthened 300% |
| Whether or not this works depends on what it means for the frequency of the green line trains. if it causes long waits to get to Greenbelt then it will stretch out my travel to and from Nationals games. |
| I personally do not use yellow line past Mt. Vernon Square. |
| No comment |
| Turnaround at U street would work better for me. |
| I dont use the Yellow line that often |
| Would prefer it to go to Columbia Heights or Petworth given its access to the national airport. I imagine I'm not the only city-based metro rider without convenience of a car. |
| Please keep it running to U st |
| I use the College Park metro daily and I need it to go to work as I don't have a vehicle at the moment. |
| Yellow line has been shut down for so long in the past that we found alternatives |
| Nunca he usado esta ruta |
| As long as the green lines went to Greenbelt. |
| This would limit frequency of trains to Greenbelt... if trains run every 15 minutes this would not be such an inconvenience. |
| The farthest I have ever needed to go on yellow/green lines is Mt. Vernon Sq. |
| Does not affect me directly, others can speak better to this one. |
| Do not travel out to green belt. |
| I dont take yellow line regularly |
| None |
| No, I do a large portion of my shopping in Greenbelt. |
| Expanding options for riders is the only way metro can restore and expand ridership. I patronize the college park station, taking the yellow line direct to national airport is very important to me. I moved to my current home specifically for the service provided by metro. |
| We do not use Metrorail. |
| I need to get from Columbia Heights to Pentagon/City daily and the Mt Vernon Square terminus would be unacceptable by necessitating a transfer and possibly tripling my commute time if I have to transfer to Blue at LaEnfant due to a Yellow/Green timing mismatch. |
| I live near one of the impacted stations. It would be annoying, but probably not a dealbreaker. |
| I dont travel either the Yellow or Green enough to care. |
| I dont travel the yellow line so this doesnt affect me. |
| It would take away a line from the Hyattsville area, where I live. Not being able to take either train would cut out a large number of options for me on my commute. |
| I do not take those job locations any more because of inconsistencies. |
| No comment. |
| I often go to Columbia Heights and U-Street and the direct ride is quite convenient. |
| This is understandable because you have the green line to use |
| Stop cutting services. Why don't you just hand the trains over to Uber. |
| You would be cutting off a significant portion of the community from being able to take the metro |
| this would not affect me |
| I dont ride the yellow line. |
| Dont take the yellow line much and would be willing to sacrifice it when going to Pentagon and just take the Blue line |
| This will kill the metro ridership. The metro will never recover. Look at cities with successful public transit system. Theyre reliable and very frequent, there fore people use it. Decreasing times and stops will encourage people to never use it. |
| i need the yellow line to get to georgia ave metro |
| Don't use this for work |
| I am in essential service and my arrival to work on time is of utter most importance. This creates a delay in my arrival time, thus delaying getting my job done. |

Proposal to implement Yellow Line turnbacks

I live near Columbia Heights and I need to get to Alexandria for work. I do not want to transfer.

My commute is from Braddock Road to Columbia Heights, so I would prefer for yellow to keep going to Greenbelt.

This would lead to more crowded trains with standing room only. This kind of density is unwise for social distancing.

This would depend on how frequently trains run on the green line.

I need to get to greenbelt for home

Is this fewer or different stops? Please outline the current situation for accurate responses.

Ideally it should go to ft. Totten.

my son connects to the yellow line sometimes traveling from Ft Totten to Naylor Road

Yes. Exploring the reduction of redundant service absolutely is good business sense.

I think the greenbelt idea is smart. Keep them running there.

I currently travel mostly on the Red Line

I travel to college park so is better if I get to use yellow line to

Not applicable to me.

I dont usually ride this line, so I am not familiar enough to comment on the impact. I am not likely to include this line in my travel plans.

I primarily use Huntington, so this is perfect for me.

I don't use the yellow line for my commute

NO PLEASE KEEP YELLOW TO GREENBELTAs a DCA based airline pilot I rely on the yellow line between U st and National airport to get to and from work. This would severely effect my ability to commute to work. Not only for me, but for Cardozo/columbia heights/ PG County residents who commute to downtown and Arlington county. Out of everything that is proposed this one would be terrible for me and other district residents who work at the airport and alexandria.

I would need to change to the green line just to go a mile to Columbia Pike.

Often when the BLUE line is in fail mode - which is often unfortunately - I depend on the yellow line and add twenty minutes to my commute. In those moments, I wish there was a bus to the 23rd street to 21st street area directly from Crystal City high density housing - have you considered that if the metro train cant do it?

Transfer at gallery place is fine. Usually faster anyhow.

Would extend waiting times having to wait for a green line train

No! So sad

I dont use the yellow line.

I almost never ride the yellow line.

Way too large of a gap between trains, less service to my neighborhood

Absolutely not! This will not work. Depending on just the Green line to get to and from Greenbelt will reduce our ability to practice physical distancing on trains. The Green and Yellow lines at Greenbelt are mission critical modes of transportation for commuters. Scrap that plan!

It would make getting to BWI harder for some people who take the buses from Greenbelt, but they can take the MARC train instead.

I hope foot traffic, safety, and workers rights are factors in the decision of editing the yellow line

U go to College Park 4-5 times per week all year long.

I live in west hyattsville. This would decrease the amount of trains in my area which would make riding the metro harder.

I live in Hyattsville. I moved here because I can metro into work. The expansion of yellow line service significantly improved access and timeliness. One train breakdown means I will very be late to work.

The people of DC need and deserve accessible metro that's why we pay the cost of living here

When the University at College Park reopens, ridership will increase and over pack the single Green Line trains.

Unfair to Howard U students - mostly POC and young, so not much money yet

I always thought there should be a rail line down 295, as well as rail line in VA or MD that goes around the beltway.. However the metro station are not close like to business or residential hubs. Metro should follow the traffic and commute flows as best as possible.

This is preferable.

Proposal to implement Yellow Line turnbacks

It would be not work for me. We need green and yellow from Huntington to Mt. Vernon Square to handle all the people commuting in on the trains. Furthermore, reducing the number of trains will increase the wait time for commuters. I need a train to show up at least every 10 minutes during rush hour.

Shorter travel time.

That train addition made it easier for those commuting to one of our largest universities in the area, UMD. Decreasing number of trains to Greenbelt will make it difficult for commuter students and staff

I dont take that line

Can they run to U Street?

Aunque causa mucho inconveniente transbordar ya que uno ya viene con un horario y luego hay que esperar

It should at least go as far as U street

I travel between king street and Shaw. This would require me to change trains. It would be awful!!!!

I would propose that the yellow line end at Columbia Heights

I dont take the yellow line frequently, however, my comments in response to the first question generally apply.

There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy

I take Yellow Line at IEnfant Plazza and stop at Pentagon City.Sometimes I can stop at Pentagon and vice-versa; but I prefer Pentagon City due to some errands (shopping at Whole Food or Costco on my way going back home)

I cannot agree with this proposal as I require to go from PG Plaza Station to Crystal City via the yellow line and this is the only metro rail option for me to take. This plan, in turn, would interrupt my ability to get to work and I would not be able to provide for my family if that is the case.

| Proposal to implement Yellow Line turnbacks (Spanish) | Translation |
|--|--|
| Con las lineas verde y amarilla funcionando asta greenbelt se me haria mas facil los viajes | If the green and yellow lines run to Greenbelt, trips would be easier for me |
| Afecta porque es mi forma de llegar av la estaci3n de Columbia heights | I'm impacted because this is how I get to the Columbia Heights station |
| necesitamos la verde y amarilla para greenbelt. Si solo va ser verde de Mt. Vernon Sq. espero que el verde pase seguido. | We need the green and yellow for Greenbelt. If it's only going to be green from Mt. Vernon Sq I hope the green comes often. |
| Si se da acceso r3pido de buses desde la estaci3n de Metro para que los usuarios puedan llegar hasta Greenbelt | If they have rapid access to buses from the metro station so users can get to Greenbelt |
| Nunca uso la l3nea amarilla. | I never use the yellow line. |
| Es mejor subir tarifa nesecito yegar temprano a mi teabajo | It's better to raise the fare. I need to get to my work early |
| Yo estoy viajando 6 d3as a la semana desde west hyattsville y con la l3nea verde y amarilla se me hace mejor porque el tiempo de espera es M3s corto | I'm traveling 6 days a week from West Hyattsville and it's better for me with the green and yellow line because the wait time is shorter |
| Nunca he usado esta ruta | I've never used this route |
| Auque causa mucho inconveniente transbordar ya que uno ya viene con un horario y luego hay que esperar | Although it causes a lot of inconveniences to switch lines since you have a schedule and then you have to wait |

| |
|--|
| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| Opening the Silver line as soon as possible is key to the regions economic recovery. |
| This does not affect me. I do not ride the yellow line. |
| Totally unacceptable please don't bring back turnbacks |
| Need more stops open |
| if people are not riding then it would make sense to close |
| This would not work at all, I wouldnt be able to get to work or home |
| Jesus christ imagine the crowding at Gallery Place |
| UMD needs a metro station |
| Metro needs to reduce labor costs. The ATU is driving up costs. Metro should be about serving the public, not a jobs program for union members. |
| All or nothing |
| Nationals game would be very backed up |
| I mean I guess its not a dealbreaker but its annoying |
| I heavily rely on this service. Please do not cut it |
| Please do not close Grosvenor-Strathmore Station! |
| Don't use Yellow Line. |
| How will people get to the convention center? |
| I don't think stations should be closed. How much is that really going to save? |
| Too limiting |
| I don't use red line. |
| Depends on how the Post-Covid ridership resumes and when. |
| YL from Virginia to Gallery Place is suitable for my needs. |
| Doesnt hurt me, impacts others. |
| We are a capital city. A closure at the center of the city is sad. |
| Mt Vernon seems important to the convention center but for me, gallery place and Shaw are close enough to each other |
| Do not use yellow line |
| I use Mt Vernon Square. Can we keep that stop open? |
| do not use these lines as much |
| Shame on you for doing this..what if I need to go further?? |
| Mr. Vernon square is in the heart of dc, that is the stop most people get off at when traveling to dc. |
| Doesnt affect me |
| I do not plan on using these metro stops. |
| Conventions in DC depend on that metro stop for their attendees who join in for hotels further away. This would cause a decline many conferences from the city which would cause a decline in revenue. |
| The equivalentns are not close enough |
| Doesn't impact me |
| will work |
| This does not affect me |
| This is just stupid |
| Would like to go to U St |
| Yellow line should continue all the way to Greenbelt as it is now |
| People need the extra service north of Mt Vernon Sq |
| Cuts in service will be a detriment to the community. PLEASE RECONSIDER! |
| My office is at Mt. Vernon, and there are no nearby stations. |

| |
|--|
| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| The Maryland stations need coverage |
| You are talking about closing College Park and greatly limiting service to a heavily minority part of the system. Is this equitable? No. |
| WMATA needs to completely fail and be rebuilt from the ground up. The current leadership and administration must go before any changes are even contemplated. SHAME on each and every one of you. YOU ARE THE PROBLEM. |
| I DO NOT WANT TO CHANGE TWICE TO GET FROM TYSONS AREA TO PETWORTH. |
| No no no |
| Yes, good plan |
| If I used the Yellow Line at all, I would hate this proposal. |
| Needs Ft Totten transfer |
| ...would it kill ya to run them to Mt Vernon? |
| I do not anticipate using the yellow line. |
| This is blatant racism. |
| Shut it all down. Rip up the tracks - sell for scrap. Sell off everything else. You will save a lot of money. |
| Please do not cut off Fort Totten transfer - having two options to and from LEnfant is especially important |
| People with limited mobility are required to disembark |
| Take yellow line to Hyattsville |
| Gallery Place is already crowded and chaotic. Now you want to make it a terminus station and add to that? This is a terrible idea. |
| Need to go to Georgia Ave |
| Should not be cutting back on basic service. |
| We will eventually go back to our offices stop this madness |
| Closing of station would alter my plans on using Metro again. |
| The last point should be further north |
| I guess everyone that goes to school or work in that area, or goes to Caps games when they come back, will have to go...where? |
| Cut staff not service. Contract out most work |
| I do not use the yellow line. |
| Mt Vernon Square is important for the growing area by Mt Vernon Square and Shaw. |
| I ride and work at U St from Alexandria. This would not be ideal but much better than other proposals. |
| I dont typically use the yellow line. |
| Seems like a waste of yellow, and having a metro stop at the convention center is a huge pull for meetings and events |
| Mt. Vernon Square is pretty close to Gallery Place anyway. |
| That would get so congested and messy at metro center. It's already so packed there. |
| Stations should not be closed. |
| Please continue service to College Park. |
| Why are you cutting service in 9 months as opposed to now? Well be back to work in 2022. |
| Just shut down. |
| Green and yellow through PG metro at minimum |
| N/A |
| I am strongly opposed to any and all cuts in Metro service. Tell the DC, Maryland, and Virginia governments that this voter and taxpayer supports full funding of WMATA, and that I dont care if they have to raise my taxes for it. |
| This isnt a station I am familiar with. |
| Why close this station? This will increase crowding at other stations |
| Once the federal govt has opened and returned to in person work this would make commute longer and crowded |
| Do not close any stations! |

| |
|---|
| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| Gallery is a dump and crime infested. If you push this, increase police presence. |
| The green line would be increasing packed and given the trains would only come every 30 mins I would be stuck commuting much longer |
| How would we get to National airport? |
| Metro should be heavily subsidized by the federal government because most if its riders are federal employees or federal contractors |
| Please remove peak hours fares if there are not additional trains during peak hours. |
| This would not interrupt my commute, however, I will be on this train. I suspect the capacity will increase. |
| Does not impact me. |
| I work at the mount Vernon square stop |
| I use Mt Vernon square as my work stop and all of my dr. are around there too so that would make things less accessible. |
| PEOPLE WORK AND LIVE HERE HOW DARE YOU CLOSE A METRO STATION |
| This closes my home station |
| Stations should not be closed |
| U st and Columbia heights are destination neighborhoods and need more transit options. |
| The yellow line trains should go to Fort Totten at least |
| I rely on Anacostia station |
| I frequently use Yellow Line Trains at U St and Columbia Heights. |
| I use Mt Vernon Square station often. This would also have an impact on Conventiona Center traffic. |
| I can deal with this. |
| I'd prefer it to stay open for easier access to the convention center and city center rather than walk from Chinatown. |
| This is just pathetic |
| I love near Mt. Vernon, and this is the main way I get around town. |
| I have niece who lives close to the Mt Vernon Square station. She could not visit her grandmother who lives close to the Innovation Center station. |
| This is a terrible idea, when the vaccine is rolled out, these stations will increase ridership. This is a main artery for these neighborhoods |
| I live in Columbia Heights and I value being able to have both the yellow and green lines |
| I think it is a mistake to do this |
| This would require me to transfer to the green line on my daily commute. |
| The largest population growth in the city is along the Green Line!! |
| Gallery Place is already very congested, i would not like to have to transfer. |
| Closing stations is not the answer. |
| I sometimes utilize Mt vernon place to get to my job |
| I would need more frequent trains North of gallery place. It would be helpful if the Yellow line kept going north. |
| This change would require more frequent green line service past gallery place to maintain service |
| I take Yellow at Fort totten |
| We need riders to be able to transfer to green. Many residents. And visitors to the area utilize the metro for Nationals games. If you make it harder the use, tourist will not use the metro |
| I sometimes need to take the Yellow line into Maryland, but it is infrequent. |
| Too many issues having to change trains |
| I often take rides from Pentagon City past Gallery Place that are of high importance. |
| I get off at Mt Vernon sq and it will be a hassle to switch trains for one station and lengthen my commute |
| Why are metro trainsâ€”complete eight-or nine-car trainsâ€”operating through midnight during a pandemic?? 2022 is when we'll need it more, not less! |
| This would significantly increase my commute time and general level of crowding on trains I regularly use. |
| It needs a longer route. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Why kill off the convention center. YOur plans are simplistic. Reduce staff and salaries to survive, not service. Your bureaucracy forces you to impact the customer first, rather than your actual business operating expenses.

I still need to access this station

Work.

Yellow Line trains need to transport between Alexandria/Pentagon area up to Shaw, Columbia Heights, and Georgia Petworth.

Most racist proposals. This severely cuts service to Columbia Hts and Mt Pleasant, representing most diverse and dense neighborhoods in the region. Stop being racist.

That would double my commute and I would not take metro

would impact too many riders

Would probably be ok, but would need to test it out

The pandemic has changed ridership at an unprecedented rate. It's not fair to close items just people return back to work.

Would be absolutely horrible!

This will greatly disrupt baseball traffic.

I would have much longer wait times with no yellow line service to Greenbelt.

My primary station is U street. Eliminates my use of Metro.

Keep mt Vernon square

Delay reporting time to work

This seems a more viable way to problem solve. Limit duplicative services.

I live in shaw. I like the option of taking either the yellow or green line.

YOU SHOULD NOT CLOSE ANY METRO STOPS

How many times do i have to say this - dont close stations!

Mount Vernon square is adding riders!

this would concentrate crowds at Gallery Places which pre pandemic was often a dangerously crowded platform at rush hour.

Not fair to to have to transfer. This would be twice. Will the purple line help those going to Greenbelt?

having to switch halfway before destinations is silly and a waste of time and will lead to overcrowding

I use mt vernon metro a lot this would not work for me!

I use the Mt Vernon Sq station regularly

It would work for me but would be awful for the people who rely on the way it is currently set up.

This would cut off a direct line to the new Amazon development for people in Prince Georges.

I do not travel to Greenbelt.

This would be overly burdensome

This would be preferable to the other yellow line option since gallery place connects to other lines, it's a better location to end service

Eisenhower Station is very much needed.

I take the yellow line straight from DCA to College Park, and this makes travel much harder.

I would use yellow to Lenfant Plaza.

Same answer as before, by January 2022 things will be back to normal and so Metro should return to normal service at all stations.

Its it my need but others need it

Yes

I live off of Mt Vernon Square so it wouldnt be ideal, but I could walk home from Gallery Place if needed.

Please keep yellow line to greenbelt!

Please don't close MVS!

30 minutes would be way too long of waits for stations like Columbia Heights

Gallery Place is one of the most unnavigable stations when it gets crowded because of the trains that must pull forward to the end of the platform, leading to lots of crowds going against each other. Youd be better off terminating at the Convention Center.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I dont use that station.

This would discourage riding on Metro

only because people are already used to this

I dont like closing stations. Lobby to stop building roads.

A line that only goes partway into the city instead of mostly across it is not a viable option for transit

The distance between Chinatown and Mt.Vernon square is very small, so this doesnt seem to be a big deal. However, these cuts are absurd.

I quite often get off at Mt Vernon square when I go downtown (particularly for theater). Im not familiar enough with the nearby stations to tell whether alternates would work or not.

Low ridership will be done by 2022!! This is again unacceptable

many UMD students and myself use the green/yellow line to get around and have access to DC. cutting off this part of the line would be a huge blow to all of us.

All this is fixable. You pay too many people too much to do too little

Again, I live at Mt. Vernon Plaza, so I would want that to be the last stop for Yellow line trains.

Mt Vernon Square Station also DOES NOT HAVE LOW RIDERSHIP during non pandemic times! DO NOT THINK ABOUT CLOSING ANY STATIONS!

What about access to convention center and locations at MVS? Access there is also needed.

As O said, I use the my Vernon Square station to visit a friend.

This seems reasonable enough.

Why would you close the station serving the convention center?

This dramatically reduces capacity/service north of Gallery Place along the Green/Yellow corridor.

N/A

No, I rely on the yellow line from College Park to Alexandria. This one line option was why we settled in College Park and a change would be detrimental to my work life balance in causing delays to pick up my children from daycare in time.

What a stupid idea.

More frequent trains when more people ride and when getting to/from station is more difficult (traffic), as well as when schools are operating, is more equitable.

My main metro station is north of gallery place- this would greatly reduce service on the lines I regularly ride.

I dont commute on Yellow

i get in mt vernon square

Gallery Place is very complicated and always too crowded

Same - planning to have one line every 30 mins from Columbia heights is unrealistic

n/a

Extend the Yellow Line, end at Columbia Heights. Not at Gallery place.

I do not ride to the stations that would no longer be accessible via the Yellow Line. So this would have no impact on me

Keep yellow line all the way open! It's the most popular line and necessary for commuters.

This doesnt require the closure of stations - it just requires riders to transfer.

I rarely travel to those stations, so this change likely wouldnt affect me.

STOP TRYING TO CLOSE STATIONS

No one really cares about the Yellow line.

Metro must meet peoples needs!!!!!!!!!!!!

All of these closures seem like a great way to make sure people dont use the metro anymore!

Dont travel on this line here

My Vernon square is where the convention center is so not a good option

It would be technically sufficient, but I would be concerned about the volume of riders who would be congregating at the Gallery Place metro stop. The metro stop is already generally overcrowded and suffers from poor security. I routinely find myself witnessing unsafe behavior, disruptive individuals, and violent activity in and around the metro stop. My concern would be this would increase if this stop requires more and more people to transfer here.

We need to keep everything as is.....

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Do not close any stations

There are too many people who live in this area. And use this train.

What a great plan said no one ever

If the convention center is open this seems shortsighted as it will cause major crowding at gallery place. You will need to hold trains longer at gallery place.

I don't use the yellow line and can't voice an opinion.

AGAIN with negatively picking on the lower-income communities along the Green and Yellow lines!!!

Stop citing metro line services and defund MPD

Reducing transit access, frequency, and reliability reduces demand, which leads WMATA to further reduce transit --- its a death spiral. Accessible, frequent, and reliable transit sells itself.

I rely on Mt Vernon.

Seriously why not come up to U street?

Inconvenient.

Good idea in theory but Ft. Totten would be a better end point for people looking to go north of Gallery Place (Shaw, U St., Petworth, etc.)

Depends on headways.

I regularly take Metro to restaurants in Mt. Vernon Square.

It would make gym trips back untenable

This. plan would work for me personally but I imagine would have significant effect on tourism and the Convention Centers ability to attract clients.

Please stop closing stations!

I do not ride the yellow line

I dont live or work near the Yellow line

It is imperative to me that Yellow Line service extend at least to College Park.

I use the yellow line from Greenbelt as a straight shot to the Pentagon 5 days a week.

I dont ride the Yellow Line frequently enough to have a strong opinion either way.

I don't use this line.

NO. This is my metro stop!! How dare you all!

Do not cut level of service.

I think the stations should return to pre pandemic plans

I use the Mt Vernon Square metro station frequently and it would be very inconvenient if it no longer was in service.

I use the Mt. Vernon station

This will cut off Virginians from upper Maryland

Youre going to hurt all those developing areas above Gallery Place

would be better to have trains continue to Greenbelt

I frequently travel on this line beyond mt vernon. changing to green line and waiting for a new train would increase my journey excessively

Anything less than full operations is unacceptable.

Curious to know how you are measuring low ridership

I always transfer at Gallery, if I need to go to Fort Totten just take green line.

What other national capitol has a metro system that runs trains every 30 minutes. This is insane.

This is even worse than transferring at my vernon. The number of riders switching will be untenable. When vaccines are complete people will go back to needing normal operations.

Your Low ridership is based on a pandemic when there were no conventions! Crazy.

I rely on the yellow line and this would prohibit my travel.

This is even worse than the other option

See response to question 2

But you still shouldnt.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

This is very short sighted.

I live in Columbia heights. It would affect my commute to and from work (Smithsonian station). I transfer at L'Enfant.

Do not close the Eisenhower Metro stop. We have several apartment buildings being built and ridership will increase once its safe to return to the office.

Just want yellow line trains to go into DC

As mentioned before, all proposals must take into account current ridership and the fact there will be fewer commuters as working remotely is expanding.

Same comment as before. This would destroy traffic and typical commuting once COVID quarantine is over.

Transferring is annoying.

I take green or yellow from L'Enfant Plaza to Fort Totten. If there are only half as many trains going to Fort Totten, I'm liable to have to wait longer for a red line train.

Would prefer going to Mt Vernon. Good the airport is still accessible

I don't use the yellow line

This would overwhelm the Gallery Place metro station on days in which ridership levels returned to normal for commutes to DC and would be dangerous for all commuters.

Gallery place is already a shitshow. Having everyone off boarding there will create extremely overpacked situations

Why keep convention goers from arriving at the Convention Center. Makes no sense.

The NW area of Columbia Heights is growing more every day. Limiting this community to one line could lead to over crowding.

This isn't feasible

NP

Why have the yellow line at all then if it will barely service busy stations like Mt Vernon and north?

This would severely impact the convention center which may decrease use of the center and not to mention the yellow line would barely take you into the city.

Please don't close this station

Why close stations? That would put more cars on the road. Stop bombing other countries and use that money to improve public transport for Americans.

See previous comments about the Yellow Line. This is just an Alexandria commuter line, and if that's the only purpose the Yellow Line serves, DC residents shouldn't pay a dime for it.

Never used that station

Yellow going up to Hyattsville was extremely helpful for those working in Crystal City or going to the airport.

This would generally work for me -- I usually transfer at Gallery Place anyway

My job is closest to my Vernon square and a 15 min walk at that. This would really screw Logan circle people taking the yellow line.

expand yellow to Columbia Heights and it is workable

Would this affect my station at Columbia Heights?

The yellow line needs to run to Columbia heights at least

Ridership will increase post pandemic...

Closing Mt. Vernon Square sounds very foolish since it service the convention center.

Closing stations would be unacceptable

This is a vital downtown station.

This may be ok, but not ideal.

I ride the yellow line to easily access entertainment and dining in Shaw / U Street. Making this journey more difficult will decrease the number of times I visit those neighborhoods.

If you're going to try and operate a public good like corporation you realize you have to make it actually good right

Riders north of Gallery place need reliable service.

No comment.

A huge part of the city uses yellow and green lines as the only way to get home...ended yellow line service at Gallery Place makes service to this wedge of the city extremely limited

I live near the Georgia Ave/Petworth station. Eliminating all yellow line service to that location would drastically reduce my ability to use metro.

Keep public transit running!

I've never ridden the Yellow Line - Defer to others who have more info than I do.

My Vernon is a needed hub

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

depends on how often there are green line trains

What if people need to go to the convention center area??

Isn't this station that you're proposing to close located near a university? Then it should not be closed.

No -- yellow line trains need to run to Greenbelt to reduce crowding and wait times. It's ridiculous to stop the train in the middle of the line when people are always waiting for a train that runs to Greenbelt.

It is the closest metro to me and it is very limited for entrances.

Gallery Place was closed for inauguration so I needed Mt Vernon square

I don't know this area well enough

Basing where we are choosing to buy based on current metro lines, will drive higher prices in city or option to drive if we choose Mt Vernon area

It would be a shame to cut off this station.

You should have included small graphics to accompany the questions about specific lines.

I currently work on and live on the yellow line - Crystal City to Greenbelt. Closing my station would mean \$216 the metro would lose a month.

Yellow line should continue to service all DC stations.

Please do not close metro stations.

I live in Alexandria and work at Mt. Vernon Square. This would be terrible for me. Metro is acting incredibly shortsightedly in making these proposals. Get more funding!

seems the least problematic of the proposed ideas

I often take yellow all the way up

It takes too long to transfer. I would like to see the Yellow line remain as it is.

I work in Columbia Heights and after a transfer needing just a green line train, but green or yellow, would make commuting via train potentially no longer feasible.

I rarely take the Yellow Line, so this would not impact me much.

I use the Mt. Vernon station every day. This would add significant time to my commute

Super inconvenient for anyone who lives past that stop. Those people are just as valuable as those who live before that stop

We need more stations, not fewer!

Keep yellow line all the way to Greenbelt.

I need to be able to get to Reagan airport

I don't use that line

This would create problems with my commute

The government needs to allocate more funds to run the Metro full time, and perhaps reduce rider fees - this is a good investment in reducing cars on the roads, reducing congestion and stress of commuting and cutting down on pollution, green house gases and global warming.

Why would this be implemented in January 2022? By then I think we'll be back to almost normal, this would be useless. I ride from College Park so that would be annoying

I don't take yellow line.

This would add additional time to all trips.

Although most of the time this would work for me, it wouldn't work for me all the time.

It would work for me, but I think others find the Mt Vernon Square station useful.

Just run the yellow to Ft Totten

Anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

It doesn't affect me directly; but having an option of not having to go for five extra blocks from Mount Vernon to the convention center would be a loss that would hurt for a little bit. I can imagine that persons who have accessibility needs who are closer to the convention center would not appreciate walking up hill to the closest station.

Gallery Place is already very busy. Metro should keep the yellow line to at least Fort Totten and should not close Mt Vernon Square. Conventions will pick up in 2022.

I live farther north than gallery place. This would create a bottleneck on the green line for no reason.

I live off the Silver Line in Fairfax County

This would actually be okay- this is the farthest I usually take the yellow line (I frequently use it to travel from King Street to Gallery Place).

See previous answers

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Gallery Place is already an exhausting station. There's so much activity, so many people. Why add more to it?

Whats the next best proposal for this

The walk between MT Vernon square and Gallery place is not that far and Gallery Place is a hub point.

I get on yellow LINE at FORT TOTTEN KEY TRANSFER POINT

Trains wouldnt be frequent enough to U Street / Columbia Heights.

Metro should be planning to increase service not decrease. This will bring ridership back when vaccines are widely available this summer. Decreasing service will put Metro into a downward spiral.

Recommend going to at least Columbia Heights due to number of commuters.

Would be significantly more difficult to access most NW neighborhoods

Given the growth of Shaw, U St and Columbia Heights, this could cause huge backups on the limited Green Line trains running north.

This seems like a problem for people who live at the other end of the Yellow line.

Dont travel that route frequently but it would be inconvenient when I do.

Our convention center is a huge economic driver for the city, how can you close the metro station connected to it?

See my comment about terminating the Yellow Line at Mount Vernon Square.

This is a horrible idea. One of the things that make a good and effective public transport system is the availability of trains in areas where people live! This plan doesnt take that into account at all.

Dont use this line. Please respond to ridership growth quickly.

I dont tend to use that end of the yellow line.

The yellow line already really overlaps with the blue and green. Seems fine.

That would work for me. You can still get to Suitland from Gallery Place

I prefer the yellow going all the way to greenbelt

Ive shared my thoughts earlier in the survey on this and think it is a mistake.

I have depended on the Mt. Vernon Station, as do lots of other residents.

I like this idea. Would make yellow line more convenient for me

I usually get off at Gallery Place, but this is a stupid idea. Do not close stations.

Closing any station is absurd. This whole plan is absurd.

Pasting from previous question: Please dont do this. There are communities that will be heavily impacted by this change. I would gladly pay a higher fee or wait longer for a train than to have ANY of the stops, anywhere, removed. This kind of change is short-sighted. It may stop partial bleeding in the budget, but create long-term problems with the communities impacted. It isnt worth it.

Isnt that where the convention center is? What sense does that make?

Seldom use the yellow line. Cant imagine how any yellow line riders could accept this.

Yes. Mess with yellow/green line, not red. The poor red line has enough drama as it is. (Cue fire emoji)

This would work, the green line still goes to Greenbelt.

I dont use the yellow line.

as long as there are still, College park and Greenbelt stations open.

Can yellow go to Columbia Heights and end there

Trains should to at least to petworth

That reduces the number of options I have at the stations I need access to.

Its absurd to discuss decreased times and say theyll have minimal effect due to multi line stations and then to shut service at multi line stations

Once Pandemic is over, ridership will return, need to look at reducing trains to 15 minutes apart, but not cutting stations.

increased headways at W Hyattsville

I need this line to get to work

I rely on the yellow line to get to work and gallery place would be a 40 min walk from my home in columbia heights. This wouldnt work for me

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Would dramatically affect the nightlife of U Street and Columbia Heights

I really need the yellow line to run all the way through to be able to get to work.

This makes the Yellow Line little more than a connector to other lines instead of an efficient choice of transportation on its own.

After Covid, that's used by lots of government folks.

I would need to transfer instead of taking the direct route.

This limits access to a courthouse, that's a terrible idea.

This survey is too long

I hate this so much. Take us to Fort Totten!!!

This would increase congestion at Gallery Place but I am unsure of the impact it would have on my personal commute (via Green and Blue/Orange lines).

Bad idea to close lines in 2022

N/A

I don't usually travel North of Mt. Vernon Square.

Gallery Place can already be a congestion point in the system and forcing more folks to get off/on there could make that worse.

Gallery Place platforms are crowded enough without making it the yellow/green transfer point.

Mt Vernon Square can wait until that neighborhood is more densely settled.

Not practical

This is clearly just trolling. At this point it's just a commuter system for Virginia residents.

I use the yellow line frequently, so this isn't ideal for me. Is there low ridership between Mt. Vernon and Greenbelt? I would think there is a fair amount of traffic going to U Street and Columbia Heights, but I don't have the data...

More logical than Mt Vernon Square, I guess, but still leaves anyone going north (Columbia Heights is a pretty busy station, I hear) out in the cold. Ridiculous idea.

I used to live in Shaw and the need to transfer to a Yellow line train was what eventually drove me to switch to using a car to commute to that job instead. This would be a serious step backward in terms of making commutes simple and reliable, which are the strongest persistent obstacles to increased metro ridership.

It would be super inconvenient to have to make a double connection to get to a green line train.

I rarely ride the yellow line.

This is too severe

This could be a problem for me.

This would add too much time to my commute.

This will be a hardship as I use Mt Vernon daily

No need to go further into DC.

I would be using yellow line from Hyattsville.

As stated before, having both the green and yellow lines available to get to and from work makes it faster for me to get a train which is necessary for health reasons.

Ok, but overall don't want to see decreased service north of Gallery Place

I rarely take the yellow or green lines outside of downtown, so this proposal seems reasonable and would not affect my typical use of Metro.

Gallery Place is already too crowded and a station where people are targeted for crimes, from petty theft to violent assaults. Closing this option would force all riders to go to Gallery Place and increase potential for crime, as well as crowd trains and platforms.

I do not regularly use this part of the system

Don't use yellow line

Limiting transfer opportunities make riding the train less desirable and makes travel more cumbersome.

But I don't take the Yellow Line.

It might be a problem if Gallery Place becomes crowded.

Would need U Street station to still be in operation on the yellow line

Need yellow line to Hyattsville and College Park

I need the Yellow Line to get to Columbia Heights in the evening.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

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| I hope to return to volunteering in the Petworth area in 2022; not being able to take a Yellow line train to Georgia Avenue could add to my travel time from transferring at LEnfant. |
| This works for my commute. I would just adjust times. As long as stations are open and service hours are good, I can make it work. |
| This is removing a necessary station used in a very dense, residential part of DC |
| I use the yellow line to U Street several times a week. |
| I rarely use this section of Metro. |
| This makes sense, though Im not sure Gallery Place needs the added chaos of even more transfers being required to take place there. |
| I do not use Yellow line |
| Thats a super short route, comparatively. |
| I would want yellow line to operate between Greenbelt and Huntington. If Mt Vernon needs to close, that's ok, but yellow line should continue beyond Gallery |
| I think you should keep archives open. Archive is closest to many government buidings that have essential workers that come to work everyday during the workweek. |
| It effectively cuts off another option for people who live/work in Virginia, resulting in overcrowding on other cars/lines. By limiting lines/stops, youre risking the day when one line is down and there are no other options for riders |
| Do you really think people are going to want to cram into crowded gallery place to transfer right after a pandemic? I already didnt want to transfer there before covid and go to mt vernon to avoid it. Mt vernon has just started to increase businesses and residents, it seems like youll be harming the whole neighborhood. |
| Both the yellow and green lines should continue to go to Greenbelt and the Mt Vernon station should remain open. |
| I need the yellow line to run north of Gallery Place to reliably use Metro to get from Shaw to LEnfant, Shaw to Columbia Heights, etc. |
| Close new silver line stations first. |
| This would cause massive overcrowding |
| Closing Mt Vernon is not acceptable in Jan 2022 |
| I do not mind having to transfer, as long as there are still options that take me to Greenbelt. |
| No affect on my daily commute. |
| This would negatively impact riders looking to attend events in southeast DC. If you are looking to stagnate development and negatively impact residents in this area, then this is the best option. |
| This question seems to forget that Mount Vernon Square serves the convention center. Conventioneers need access to Metro, and making it inconvenient, with a station right below the convention center, is ridiculous. |
| It would at least get people into the city on the other line. The deal line should run through the city. I would also make Gallery Place even more crowded and you don't want crowds. There should be mini access points to change the trains |
| Gallery Place is crowded enough without adding another transfer point there! |
| Gallery place is already a crowded station. Making people connect to the green line from that station will create crowding |
| Death spiral |
| If cuts are necessary, this seems sensible given ridership needs and the availability of other lines in that area. |
| THE yellow line should go at least as far as U street. |
| Same as my answer to many of the other responses- cutting service leads to more crowded trains. This isn't what we want as we recover from COVID. |
| I mostly take red and green lines |
| Keep Clarendon, Virginia Square, and 38B line open and have ways for people to get to Bethesda MD from Washington DC. |
| The transfer isnt a big deal. Closing Mt Vernon would be a big deal. |
| N/A because I rarely ride the yellow line. |
| Pre-pandemic I regularly got off at the Mt Vernon stop and expect to do so again post-pandemic. I also very much want the yellow line to go all the way up to Greenbelt again. |
| This would create more logjams at an already busy transfer station. I'd be furious. |
| This sounds awful. Gallery Place is the biggest shitshow of a Metro station and Id avoid taking Metro just to avoid the clusterfuck that Gallery Place would become. |
| Doesnt affect my commute. |
| I dont use the yellow line. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

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| I frequently take the Yellow Line from Pentagon City to Fort Totten. If trains are running only every 30 minutes, I dont want to have to switch from Yellow to Green and maybe wait 30 minutes for a train. No point in taking Metro then, so Id switch to Uber. |
| I take the Yellow Line from Alexandria to College Park every weekday, usually. This would complicate my travel. |
| this cuts down my options for traveling home |
| I travel north of Mt Vernon Square, and this would reduce service north of Mt Vernon Square to an unacceptable level. |
| The last station should be Ft. Totten to accommodate those in NE DC who have limited options for getting downtown, and a long ride. A better solution would be to extend out to Ft. Totten but have fewer Yellow Line stops in between (express train). |
| Do not use this part of the system. |
| Closing the stations when ridership is going to pick back up is stupid and shortsighted. |
| I do not use these stations. |
| Gallery Place is a cluster during the AM/PM rush and before Nats, Caps games. Everyone I know would use Archives or Mt. Vernon to switch easier than Gallery place. Would you really close Mt. Vernon Square when the convention center is full? Hotels have been built down there too! |
| No way. Mt Vernon Square is my station. This area is being developed and bringing in a lot of new investment. Closing the station would only further reduce metro's budget by discouraging and sapping that investment. |
| dont use that route much |
| Many people commute between MD and VA, stop making their lives harder. |
| Again, Metro is being shortsighted. Because of the pandemic, ridership is significantly down. However, once the pandemic has ended, ridership will increase. These stations currently have low ridership because of the pandemic. Most previous Metro riders are working from home and there are not in person events. This is absurd. |
| I do not ride the Yellow Line frequently, so I cannot comment on this particular proposal. |
| I use the Mt. Vernon Square station frequently for work and personal uses. |
| People live north of the gallery place metro stop- I know so many of us who live on U st, Columbia heights etc. we'd have very little means to get around. When only one line is available it gets really hard for us, esp when trains run so infrequently nowadays |
| The Grosvenor station and the 46 bus are very important to essential staff and medical workers commuting to Suburban, NIH, and Walter Reed--please do not slow down service at this station! |
| It would take me more than 3 hr to arrive home. |
| We live by the Fort Totten station, so this would mean we can no longer use the yellow line |
| I don't usually take the yellow line but I worry for people that do!! |
| Unacceptable. Half metro salaries and enforce turnstile skipping instead |
| I don't ride the red or green lime |
| Similar opinions to the previous question about the yellow line. My wait time is more important to me than the color of the train |
| This would add uncertainty to my trips from Greenbelt to Reagan Natl. Airport. |
| I do not ride the yellow line, but I believe its completely unfair to shut down any metro station. |
| Access to the airport is important to me |
| Its not ideal but I can live with that. But thats if you keep Eisenhower Ave open -- otherwise I wont be using Metro at all!!!!!! |
| Again dont like, but possible. |
| I rarely use Yellow Line and never use Mt Vernon Sq station so it would not negatively affect me. |
| I used to live at Mt Vernon square but no longer do so this does not immediately affect my commute. |
| This makes sense that someone can just transfer to a green line train. |
| Not a good idea |
| n/a |
| This is utterly ridiculous. |
| Yellow Lines need to go further north in DC. |
| Yes if there is no reduction in service on green line trains to Greenbelt. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

It's not great but better than alternatives.

I would pretty much just stop taking the yellow line northbound because I'm always going much farther than Gallery Place

See my previous answer about the yellow line. This would greatly affect my metro use in a negative way.

Fewer trains to college park is inconvenient, but workable for my needs.

Does that affect travel to Regan Airport?

My opinion about closing stops remains the same

This would disrupt the flow of people attempting to attend baseball games even though they would be utilizing the Green Line. Not good.

As previously stated, this provides no metro access to the U Street shopping and entertainment corridor

If you kept open until 11

need yellow line from Petworth

Concerns with airport travelers

This will negatively impact citizens as we return to normal after the pandemic.

Going to be FUN for those traveling to sporting events, right?????????????

Want last stop to be fort totten rather than gallery place

Always consider people from those low ridership destinations.

Continue yellow line until Fort Totten at least

Need more transfers to Green line

Same as above for Mt Vernon, except this is even worse, given that Gallery was usually over crowded due to red line transfers. Those would cause even worse crowding on the platforms if headways go to 30 minutes.This is a plan for failure.

This would be ok, but not ideal for my needs traveling to the airport.

Please consider the needs of the convention center

I rarely ride Metro in that area.

The more options to Greenbelt the better with purple line coming and massive development occurring in College Park towards Greenbelt and return of students to in person classes.

That is the metro stop closest to me and I am to see it go. Chinatown can be a mess and I much prefer to use Mt Vernon. For safety reasons I also now get on or off the metro at judiciary square when I need to get on the red line.

Having the yellow line travel to Mt Vernon Square is very important for those of us who regularly use metro to get around the city.

If the green line was running at normal capacity/time, this could work

Appreciate transfers at the convention center because it is less crowded. Gallery Place in particular is nightmare on Nats games

This works for me. I dont need to take the Yellow line for my commute.

I'll say it again: close Mt Vern if you must but YOU MUST RUN THE YELLOW LINE TO FORT TOTTEN. There's barely a point in having the Yellow line if it only runs up to Gallery Place. You will create bottlenecks for the Upper NW section of the Green Line if you do this. It was a mess when trains were every 8 minutes it will be a disaster with longer headways.

Population north of U St is significantly higher than what this can accommodate

This would add a lot of time to many commutes

What happens to the DC Convention Center?

This is an especially bad proposal as it cuts areas north of downtown off. Leaving access to the Airport and incoming Amazon jobs not available to people living north of downtown or in Maryland

This will likely not affect me.

Ridiculous

I dont use this part of the lines

Do not close Mt Vernon Square.

The trains should travel to Ft Totten

| |
|---|
| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| Should keep some green stations in DC open too |
| N/A |
| I don't use the yellow line on a regular basis beyond gallery place |
| This would severely limit the number of trains that I could take from Fort Totten, the closest station to my home. |
| I would say yes if Gallery Place was more safe. It's uncomfortable to get out of the train station with people seating outside staring at you, specially at night time. |
| I do not use mt Vernon station |
| I dont use the yellow line. |
| that goof up pg county going to the airport. i am not sure because thats only okay if you run the b30. |
| I board at IEnfant Plaza and take the yellow or green to Columbia Heights. |
| Gallery place is already a very busy station, given covid this would make this station even busier causing safety and health issues |
| Would prefer to keep Mt Vernon Square open as an option since Gallery Place can get quite busy |
| This would not be a great proposal because this would cause confusion to most riders who access the green/yellow lines currently. Please do not go through with this proposal. |
| Will make more people on Green line |
| This would negatively impact the residents who rely on the ability to switch between train lines for their essential transportation needs. |
| The Yellow Line is my primary means of commuting into and out of the District and this would damage my ability to easily commute. |
| This plan works for me because I almost never use this portion of the Yellow or Green Lines, vs. daily use of Orange/Silver Lines. |
| Again, frequency |
| I often need to switch lines for my work commute. |
| I usually get on the Green Line long before Gallery Place, and most people think of it as the transfer hub anyway. |
| Disproportionately affects commuters with the longest trips from city's center already |
| I dont ride yellow line much. |
| Gallery Place is too heavily trafficked. Some people like transferring at least traveled stations |
| I dont think closing stations is a good plan. |
| Seems short sighted considering how many more people now live near mt vernon square. Also, the convention center will someday again be busy. |
| Transferring from yellow to green is way less convenient than going the whole way on yellow. |
| Do not close Mt Vernon Square |
| This would cause too much disruption of my rest. I propose trains every 15 minutes to get to a hub like fort totten then every half hour from there so its really 15 minutes to get a green line train then 15 minutes to get a red line train for example from the hub. Have trains go back and forth from single line end to hub and some go the full route to make it every 15 minutes to some train everywhere. |
| No, since I live at Mt Vernon Square station. This is absurd. |
| Limiting the yellow line is unhelpful and cuts off access. |
| It would take much more time to travel between U St and Pentagon City as I do regularly. |
| This platform at Gallery Place gets very crowded in rush hour. This would be worsened if people had to get off Yellow trains there to switch to Green. |
| I rarely ride the yellow line. |
| All the stops past Mt Vernon have large communities that need metro access! Personally, I'm at Shaw - |
| See other comments |
| Extending the stations without service is disruptive to the community. |
| Gallery Place is already a nightmare to navigate and you would be forcing more people to transfer there. |
| Getting to the museums downtown or to National Airport, this should work ok. |
| Again, I live at U St so this would exclude me from being able to use the metro to get to and from home |
| I wouldnt want the Mt Vernon Square Station closed at all. |
| Id prefer Yellow to continue but could live with this. |
| Again, absurd. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

| |
|---|
| I currently live on the yellow line. This would hamper my abilities to get places beyond Gallery Place, which may be problematic once the pandemic eases and travel for leisure resumes. |
| I dont travel that route, but I expect those who do (low wage workers?) will be seriously disadvantaged. Closing stations after building them, seems beyond crazy and short-sighted. |
| I don't use yellow line |
| I live near this station and use it on a daily basis. |
| Keep the trains running. Ridership will be back to normal soon. |
| Though this would be immensely obnoxious for others who need go further. It's like you're trying to discourage ppl from using Metro. |
| Nonsensical |
| When I take the Metro to the airport I like to sometimes catch the Yellow line at Fort Totten. |
| I do not plan to use the Yellow Line. |
| dont give a rats ass about this, either. |
| Interchange patterns would be severely disrupted. |
| I don't ride the yellow line |
| People use this line to reach family and commute to work. |
| dont use the yellow line |
| I never use the yellow line |
| I need to be able to get from Mt Vernon Square to Reagan National Airport on the yellow line. |
| It would be super inconvenient though. Gallery place is always crowded and if I have a seat on a train, Id lose it moving trains there |
| Could make it work but it is a long walk to convention center given my capacity. |
| Green line is a viable option. |
| do not use this connection |
| Transfers at Gallery Place are already so hectic/crowded, I am concerned that requiring all transfers for points north to happen in GP would make the crowding/delays even worse |
| The flexibility of the Yellow line running farther north is important for my commute |
| would not affect me |
| This would add significant travel time to getting downtown. |
| Is this survey even for real? Youre essentially proposing eliminating all practical use of public transportation in a major Metropolitan area, making the Metro just another unreliable bus and relegating us to clogged roads. Itll take us back to the 1970s. How far youve fallen! |
| I do not travel to this area. |
| I don't ride on the yellow line that often. |
| There would be some inconvenience to me. If I needed to go to someplace near Mt. Vernon, I would likely take an Uber or Lyft if this proposal were to go through. |
| Can just catch Green Line if I'm north of Chinatown |
| The transfer station would become too crowded, with long lines that discourage the transfer |
| We shouldnt close Mt. Vernon Square station at all. |
| I live at Mt Vernon Square so..id like to see it not closed if at all possible |
| If we want people to use public transportation we need to make it accessible and convenient. |
| Again, I live near the green/yellow lines, so having the option for both is really helpful. It would be unfortunate to lose one in the northern half of the city. |
| I dont use this line, so I cant say. |
| Closing stations impacts neighborhoods and workers. This should be the absolute last thing considered. |
| I transfer from red line to green or yellow at Fort Totten, not sure if this would affect my daily travel plans. |
| depending on other changes to the green line to accommodate |
| Dont ride those lines |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Do you understand how crowded GL trains would be if you ran them every 30 minutes, with service above Gallery Place limited to one line? As a resident of Columbia Heights, our neighborhood demands better service than every 30 minutes. That's what you also offer to suburban stations. Please find a better solution and stop discriminating against low-income city residents who depend on reliable Metro service.

When metro switched to yellow line trains going to Greenbelt it was much easier to get around. I don't support turning yellow line trains around at Gallery Place.

I commute from NW DC to Arlington. This would result in me having to potentially take 4 trains home every day, and it sounds miserable.

Keep the yellow line going north to Fort Totten!

No. Do Better.

This would be devastating for us as we rely on Shaw to National Airport. This is how people get to the airport and eliminating this is an awful idea.

This area is a vinyl area especially for me in terms of transporting myself to both work and other places in old town because you guys currently have the blue line completely shut down. So if there was an accident in the blue line would be absolutely no other way except going way up into northern DC to transfer. This again is ridiculous

I ride from Huntington to Columbia Heights metro.

This makes it so difficult to travel downtown. Still punishing to anyone who isn't able-bodied.

While I like the Mt Vernon Sq station, I use Chinatown far more often. At the same time, Chinatown Red Line trains are frequently extremely crowded during peak periods.

We lived a long time without the yellow train we could probably manage some months.

I don't ride Yellow or Green often.

What happens if the convention center reopens?

In 2022, my husband and I will be commuting from College Park to Chinatown during rush hours Monday thru Fridays for work that requires us to keep to a schedule in order to keep our jobs. Also, we have a child who requires being picked up from daycare at a specific time in order for us not to be charged extra. Our places of work will not provide us with parking (whether it would be free or an extra expense). Before the pandemic, it was difficult to get a train from Chinatown to College Park during the evening rush hour. We need the metro to run more frequently during rush hour in order to keep our jobs, and this change will impact our livelihood (jobs and finances).

Mt Vernon Station is in a heavily BIPOC community. This would be a clearly discriminatory decision by Metro to adopt this proposal. It is ONE MORE STOP that provides access to Metro for a huge amount of people.

I don't use the yellow line.

I don't use the yellow line much, but this seems like a major deterrent to metro use

I don't usually go to these stations/lines so it wouldn't impact me personally

The metro is very important for to commute to work every day, without it would be really hard coming to work. I believe the train station in east falls church helps many people travel to work and to other places too.

No! It is hard enough to transfer lines now without cutting stops!

Fort Totten?

No station closures!

Please provide transit to Mt Vernon Sq and points north.

There is a lot of ridership on the green/yellow line north of Gallery Place

For some a smooth ride without having to transfer is better

Please consider low income workers! Who rely on public transportation. Just cuz ridership is down now won't mean as we open back up it'll be forever. How do you propose they get to work????!!!!!!

Like an earlier proposal this would effect the Green Line in Prince Georges County negatively.

Mt Vernon Square is an important station for me. Closing it would have a very negative impact on my ability to get around the city.

I do not think this would have a severe impact on my travel plans/needs, but I only rarely use this route and would be fine so long as I could get off or switch at Gallery Place.

Cutting service diminishes the value of metro

My main metro stop is U Street

As a Columbia Heights rider, this would probably complicate my commute.

These are unacceptable cuts to service. Implementing these cuts will force me to seek alternative transportation options.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Isn't Mt. Vernon Square the closest to convention center?

The frequency of the green trains would need to increase for this change.

As I live in Shaw, this would make it difficult to get to and from work.

Would make Gallery Place WAYYYY too crowded

I frequently have professional events at the convention center and expect this to normalize post COVID. Traveling to Chinatown and walking is not convenient

I travel frequently to Mt Vernon Square

I use the Mt. Vernon station especially on weekends

Mount Vernon triangle should not be closed!

Keep the times similar to before the pandemic

If Mt Vernon Square closes, The Yellow Line should run to Howard station instead of cutting the line short.

Don't care I don't go there

I really dislike this option. Especially if trains are not frequent it would make my commute untenable

Again do not close the yellow line. It is by far the easiest way for anyone traveling north-south in DC and Virginia.

I rarely use the Mount Vernon station.

Again it depends on the wait time between Green line trains

As I wrote with the previous question: Starting to close subway stations is a downward spiral. The less options, the less likely people will use or continue to use the metro. Metro needs to be looked upon like the Postal system. Yes some parts lose money but necessary for folks to get to work. It's usually the poorer ones that can't afford cars or parking costs that need to ride the Metro.

Dear god. What is wrong with you?! You are cutting off people who need trains to get to work, get to school, reach their children. Stop.

Airport accessibility and more Amazon related functions will bring increased demand

Green and Yellow lines are already bursting during peak hours. How does this make sense?

Do it now to save money for more important things.

I don't take the Yellow line from VA

I have never been that far south on the Yellow Line.

This proposal is not applicable to me because I ride the Orange Line.

I used to live at U Street metro when this was the old operating pattern. It's fine as long as trains aren't crowded.

This would increase my commute time as I live near Mt. Vernon Square and not having access to this stop would incentivize me to drive rather than walk to Gallery Place. Please do not make decisions for 2022 based on ridership in 2020 – the needs will be very different!

Going to the Convention Center would take longer. Many meetings take place there; I and others find that station very convenient.

Only use the green line occasionally.

Not ideal, but would depend on the frequency and ease of transfer to Green Line trains to complete the trip.

Assuming the world would be going back to some sort of normalcy, this will affect too many of our travel routes. This is ridiculous.

Would there still be green line trains every 15 between Petworth and Fort Rotten? This is crowded when schools let out

It makes more sense to have trains stop one station beyond to account for all the passengers who work at businesses on the other side of the station.

College students at Howard University would not be able to travel home and get to work. As a college student, this was pivotal for me to travel to and from school and work. This will be extremely harmful.

I seldom use this line.

I only go as far as Eisenhower Avenue

Closing stations in areas where lower income riders rely on public transportation is unfair and problematic.

This plan does not affect me, but it seems beneficial that it still allows people access to Greenbelt.

Would have been great if you included a map with each question.

This would drastically impact my commute to work, to the point where I could no longer use the Metro and have to rely on a car service.

Sure, transfers are fine as long as frequencies are still high

| |
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| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| Not relevant to my travel arrangements. |
| I would not be able to see my elderly family members |
| are you trying to kill u street what is wrong with you this survey just gets worse |
| The main challenge for me in this proposal is getting to National Airport |
| What about the Convention Center? Really no service?..?? |
| Na |
| Isnt closing down Gallery Place to Ft. Totten a bit racist? |
| I don't use those stations, so not sure of the impact. |
| Transferring at Fort Totten provides a less busy, safe option and eases burden on the red line. |
| need m |
| Why not continue to Fort Totten so better service to central DC |
| This would reduce the frequency of the metro along a core area dramatically, and would not be acceptable. As someone who lives near the Columbia Heights Metro Station, this reduction in frequency would cause me to reduce my usage of Metro. |
| I may go to the Washington Auto Show. |
| I dont use those routes very often. |
| Minimal impact to me. |
| I use the yellow line to get to the airport and this proposal would ruin that. I chose where I live in Shaw based on a single-seat ride to the airport. Ill Uber instead. |
| Would there be a shuttle that allow them to their home? Mt. Vernon Sq has a lot of residential spaces. |
| I only take the silver line. |
| Less Metro stops is always an inconvenience. Frequently it impacts those who cannot afford to make other arrangements. |
| Would I still be able to get to Congress Heights to the Entertainment and Sports Arena for Mystics games via Metro? |
| This would affect the length of my commute significantly |
| This is a tremendous inconvenience to people who use public transportation. |
| Don travel the Yellow line |
| As you know there are a name of sociatal issues at the Gallery Place metro station (homeless, youth engaging in illegal activities, cleanliness) particularly at the north entrance. Mount Vernon is a necessary access point to alleviate pressure on Gallery Place. plus you are considering closing Archives on the Green Line, producing still more transit pressure on Gallery Place. An unworkable plan. |
| Gallery Place is already very crowded with transfers to the Red line. Needing to add a transfer there between the Yellow and Green lines would increase congestion. |
| This may not work because people may need to get around town and gallery place isn't an ideal ending stop for people who need to get into neighborhoods. |
| I dont live in an area where this would effect me |
| Again, as long as Green Line service is not dramatically pared back so that cars become packed and traveling the former Yellow route becomes intolerable. |
| I dont use the Yellow line |
| I use this station, and closing it would not be good for me. |
| I dont ride the Yellow line very often. |
| Seems reasonable to me. |
| There is absolutely no need for existing train stations to close |
| Do not use these lines |
| WMATA has so few transfer points (another reason why its difficult to use). Why eliminate another one? |
| I rarely ever take the Yellow Line (even in pre-pandemic times). This proposal has little direct effect on me. |
| This is a short sighted proposal - it is cutting service, making it a less attractive option, which will drive more riders away. They should open all stations 24/7. Metro should make it attractive and convenient to use, not the opposite. |
| the characters at gallery place are sometimes overzealous and another transfer spot is always good |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Metro should be cautious about reducing service to increasingly popular destination neighborhoods such as the U Street corridor and Columbia Heights until we have more data about restaurant and other entertainment facilities in these areas. It is possible that users will no longer travel to these areas, but Metro should not make this decision in the absence of information about post-pandemic travel behavior.

There wouldnt be enough space for riders.

Transfer from red to green or green to red at Gallery Place is workable.

How does this work if conventions return to the convention center?

No, if anything the Yellow Line should continue to Fort Totten.

I live in the U Street area because it was serviced by the Yellow and Green lines. Cutting back service would disrupt my work commute, as well as my sons commute to school at the Archives.

Yellow line needs to continue operating to Ft Totten or beyond. Mid-city is too busy an area to be served by the current long headways of a single line. With a wait that long, Id rather bike or walk.

I work right off Mount Vernon Square. Im not feeling the extra walk to avoid a transfer.

The metro rail has been greatly improved by extending the yellow line to greenbelt.

The yellow line should continue further north

If the Convention Center is in use, the station should be open. I dont know that riders in that neighborhood should be cut off either.

No, this is outrageous, people will eventually go back to work to their offices in dc and need to use metro and all the stops the line had

For the most part, this would work for me. Although, during Inauguration Week, I had to take the Yellow Line to get to work because Metro Center was closed. I connected to the Red Line at Fort Totten, which is beyond Gallery Place. In four years, if this proposal goes through, I would have to take four different lines to get to work during Inauguration Week, difficult but not impossible.

I currently dont typically ride Yellow Line at these locations.

Longer wait times on the northern green line would push me to other modes.

No effect

The region needs a fully functioning METRO to bring back the economy!

again, penalizing black and brown Washingtonians who rely on the Metro to commute to work.

I used to live near the Mt Vernon Station to commute to Arlington and I usually walked to Metro Center anyway because it was more convenient than the transfer.

This would be unfortunate for me because I use the yellow line for Columbia heights. It wouldnt be much different for if there was Mt. Vernon Sq turn around for yellow. But either way I want the yellow line to come to Columbia heights.

what is the point of an entire line with 11 stops?

I use the Yellow line frequently living in Columbia Heights

It will work for me, but what about other people?

I rely on the Yellow Line to supplement the Green Line during busy times in my Monday-Friday workweek.

not if you also reduce frequencies.

I use metro very infrequently and (so far) only for travel between home (on Westpark Drive between International Drive and Park Run Drive in Tysons) and the airport, so the schedule proposed here should not be a major inconvenience for me.

Parking has been cut severely around the stadiums in SW/SE and if Metro access is cut people will lose the primary means of getting to the stadium.

yes, because the green line runs there

See previous comment re: closing Mt Vernon Square.

The convention center is a major stopping point and would hurt dc events industry and businesses

Again - preferable to still have some yellow line trains continue to Greenbelt

I rarely take trains to any of the affected stations.

Mt Vernon Square is the station for Logan Circle and office workers at 13th and L etc. and northbound. DO NOT CLOSE.

I don't use the yellow line.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Adding a change of trains and longer wait times is a bad combination.

Green line trains were already overcrowded pre-pandemic with service going to Greenbelt prior to the extension of the yellow line.

Really dont have thoughts on this.

Keep all train options! We need them!

This is not good. We need yellow and green line train access there is a hell of a lot of development in neighborhoods using these lines --- literally 1000s of apartments 1000s of condos and 1000s of offices coming on line. Very bad idea to limit green and yellowline

Need to get to at least lenfant plaza

The green line would be sufficient for my purposes.

I frequently use Mt Vernon Square station

Do not close metro stops

I rarely use the Mt. Vernon Square Station, but know it can be crowded and busy when there are large conventions. That would be the only time this plan would not work. In the brutal heat, or driving rain, it is a very unpleasant walk from Gallery Place to the convention center.

Pls stop.

My thoughts have been expressed. Thoughts of sadness and incredulity.

As already mentioned, yellow line trains should go to Ft. Totten

Having Mt. Vernon as an alternative to Galley Place during large sporting or music events - and obviously conventions - is essential. It also serves some of the more residential areas near Chinatown.

The yellow line should remain operational through the center of the District. Making people going to the convention center change trains is stupid.

As long as green line trains to greenbelt still ran at the same frequency

OK, but not preferable

I do not currently rely on the Yellow Line so cannot provide meaningful input.

Yellow line service at the College Park metro station is incredibly valuable to me.

Please be specific about what closing a station means. Does this mean always or during certain times?

Very bad idea.

Good idea.

I dont use the Yellow line.

I dont take the yellow line

I rarely use the yellow line.

I don't currently regularly use but could.

How about we dont close the Mt. Vernon Station (or any other station) and WMATA pressures DDOT into building more dedicated bus lanes downtown instead?

What if I need to go further?

This is even worse than the Mt Vernon Square turnback and would make traveling north on the Yellow Line very inconvenient.

As above, this does not effect me personally, but would inconvenience a lot of peopl

We need the columbia heights station

Deben agregar una estacion amarilla mas

IDK if this is gonna work WMATA, if conferences begin to happen in-person after January 2022, not having access to the Mt Vernon station is gonna be a huge burden

Closing stations should not be an option.

Similar to response to prior question with Yellow line termination at Mt. Vernon Square. Similar impact/concerns except that this would eliminate service to the Convention Center, which seems short-sighted assuming that DC tries to attract large tradeshow in 2022 to bolster the local economy.

Yes, as long as the trains on the green line do not arrive every 15 minutes.

Not enough transfer points with this plan.

This plan would likely work with my travel needs.

Isnt Mt Vernon Square station in a business/residential area that would have higher ridership once the pandemic has abated? This seems shortsighted.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

While I recognize that ridership is down due to COVID-19, public faith in WMATA has been sub-zero for several years now. The Back 2 Good campaign was a clear indication of this. If WMATA is ever going to gain and more importantly maintain public trust again, it must stop looking for ways to cut service and offer MORE options to residents. DC is the most gentrified city in the country and the influx of new residents demands that MORE transportation options are available. If WMATA does not fulfill its role as the public transportation options, you will continue to see ridership decline as more residents buy and use their cars to move around. This damages the environment and increases traffic on the roads. Trains arriving every 30 minutes i.e. TWICE AN HOUR is unconscionable. Not only does this explicitly prevent any social distancing for COVID-19, it sends a clear message that folks looking to move around should pursue other more efficient options. No other major city in the country is running trains on its rail system TWICE AN HOUR. This is the capital of the US and the system is an embarrassment. Trains need to run at least four times an hour and ideally every ten minutes. As a DC resident, I took the DC bar exam in 2018 at the Convention Center. I rode the Metro to Mt Vernon Square to/from the exam on both days. Now you want to CLOSE THE STATION??? This is one small example of how thousands of residents will be adversely affected.

Frequency can not accommodate ridership, which would be expected to return to pre-pandemic ridership. Don't you dare use 2020 data to predict anything that except when a global pandemic shuts everything. Ridership should be expected to return with additional capacity for tourism.

I need regular green AND Yellow Lines to get to my home in Greenbelt.

This would clog train traffic at a time where we need to be as far apart from strangers as possible

I use the yellow line every day but primarily for crossing from VA into DC. So as long as there is some type of connection there that makes sense. Now that is why I don't think the 15-30 minutes wait is right especially if you're anticipating closing so many stops of the yellow line. There is already so many people on the yellow line since the blue line was closed for construction.

Run all trains to greenbelt

I don't ride the yellow line over gallery place very often.

It would be a lot less convenient but it wouldn't be the end of the world as this inconvenience would affect me maybe 1-2 times/month

Worst option yet on the Green Line - turning around Yellow Line trains at a location other than the pocket track at Mount Vernon Square will cause gridlock and drive more people like me away from the system.

Mt Vernon is a much more family friendly place to board than Chinatown. Please don't force more people to use Chinatown. I can't even count how many times I walked a little further to be safer and quieter at Mt Vernon when I had my stroller and kid with me.

These changes would not affect my travel.

I rely on the yellow line train, as well as the green line, to get to and from work four days a week so this change would prove inconvenient.

Gallery place will be overcrowded if this is the only hub

I don't ride the yellow line

I rarely use the Yellow line anymore, and have no reason to travel to Mt. Vernon Sq.

I do not use yellow line

I do not generally ride past Gallery Place, so that's fine.

This will be very confusing and cause unnecessary congestion during the holiday season.

I don't generally travel to Mt Vernon Square

Don't use the green or yellow line much, only a few times a year so I can work around that.

I work in a Federal Emergency Operation Center 24/7 I will need to get to work on time

Yellow line trains should extend at least to PG Plaza.

This would cause significant problems to my daily life, particularly since I use the Yellow Line for commuting purposes.

Sometimes Gallery Place is so crowded that I walk to Mount Vernon Square instead. With Mount Vernon Square closed, that would not only no longer be possible, but would add all of the traffic entering the system at Mount Vernon Square to the traffic entering the system at Gallery Place. Gallery Place is already so crowded as to be almost unusable.

We just need East Falls Church to stay open.

I live in Arlington. While this would not affect my work commute, it would make it much harder for me to get to cultural and lifestyle spots in Shaw and Columbia Heights. These areas have been hard hit by the pandemic and businesses there are already struggling.

Waiting to change at gallery place is a nightmare!!!

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| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| I do not take the yellow line at this time |
| I work in Arlington and live in Bloomingdale, so I take the yellow line all the way to Shaw-Howard U. It would increase my commute time to have to transfer to the green line every time. |
| I dont think its a good idea to close Mt Vernon Square Station. I go there often with the metro and your proposal of closing the station will cause inconvenience. |
| I could make it work |
| This route would work because it gives me additional options in returning home. |
| As primarily a Green/Yellow rider this is acceptable, albeit perhaps inconvenient at times. |
| This would not impact me, but I oppose the closure of stations. |
| I dont use the yellow line. |
| I mean, yes, technically that works. Its just not excellent service. |
| Ridership at Columbia Heights and Georgia Ave would need to be shared to answer this question with better poignancy. MT Vernon Sq is a low ridership station, but Columbia Heights and Georgia Ave are not. |
| I dont know if there is any other place to share general thoughts, so here they are: I love Metro and look forward to riding again when the pandemic is over. Metro must do everything possible to maintain robust service and get its ridership back. Metro should consider corporate naming of any and all stations in exchange for \$\$\$ and should see if some sort of an auxiliary body can be created to take donations from the public and corporations. Paul Wiedefeld has done a superb job and is a personal hero of mine. Long live Metro! |
| This would affect traffic and parking at the convention center very adversely. It's already hard to get around there, and this would strip people of a key way of getting there. |
| I have not started commuting into DC yet due to the pandemic. |
| I do not use this line enough to comment. |
| Closing stations due to low ridership is an arbitrary solution to a more complex problem. If low ridership is caused by unreliable service, then closing stations simply adds to the problem by making the system permanently unreliable. |
| Having to transfer from the yellow line to go past Gallery Place would significantly extend my commute, especially if trains are only running every 15 minutes. |
| Inconvenience!! |
| I live in Columbia Heights and having only green line trains serve Columbia Heights would be extremely difficult, in my opinion. Green line trains would be extremely crowded, especially considering the high rate of housing development in Columbia Heights and Petworth. |
| I do not use the yellow line. |
| The metro system is poorly designed and inadequate as it is. Further reduction in service is self defeating. |
| I almost never ride the Yellow line |
| I dont use the Yellow Line and it seems duplicitous of the Green Line. |
| Think of other businesses and people being effected plus the economy which is also suffering now. |
| I need the green line to go to Petworth |
| ???????? |
| It is not ideal, obviously it is best for the yellow line to continue all the way to Greenbelt. But if it has to be done, it has to be done. |
| Green and Yellow lines are basically the same past gallery place |
| Transfer at Mt Vernon Sq is easier than Gallery Place, which makes it much less likely that riders will miss their trains. Additionally Mt Vernon Square is usually less crowded, making travel more comfortable. |
| This was a terrible plan when Yellow Line service ended at Mt Vernon Square previously. Restoring full Yellow Line service was one of the very best things Metro has done in years. Please dont make us get off the train and do a ridiculous train change just to continue up the same track. Its inefficient and annoying, and would make it much less likely that Id choose to ride MetroRail. |
| While Yellow line trains are my preferred daily commute option my travel is within the operating stations and would not be affected by this closure. |
| You are cutting off people living in lower income communities from public transportation which is racially as well as economically inequitable for the DC population. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I live in Silver Spring and often transfer to Yellow/Green at Fort Totten to get to places like U Street. Its usually a remarkably quick trip, especially when the yellow is running. But by cutting back Yellow, youre almost forcing people to go all the way down to Gallery Place and just walking from there... Now the trip may take me 50-75 minutes since I could miss the Green transfer and have to wait half an hour for the next one.

n/a

I use the yellow line to travel between Franconia-Springfield and LEnfant Plaza for work. It would negatively impact me if I had to take less direct options.

This plan works for me because I rarely take the Yellow Line

This would make trains way too crowded. These stations will have more ridership once people return to work. It's embarrassing that even RTD light rail in Denver is not cut service the way WMATA metro is proposing

Don't take yellow train.

That is very inconvenient.

Again, as long as green line stays open

Again, this elimianates people to get to their destination.

You milked away at taxpayer money and fates for YEARS. You all are expensive! And inconvenient! It takes me almost 2 hours round-trip to go 4 miles on you! And costs me \$10!!

Where is all that money now, when times are slim?

Need to think about back ups for times when lines get backed up.

I live in Colombia Heights and use both the yellow and green lines. I would then only be able to use the green line. At least have the yellow line run between Huntington and Fort Totten

Having the switch at GP versus Mt Vernon sounds like a very bad idea. It will add to congestion and confusion.

Same as before. Keep open without staff

I will adjust my travel to accommodate.

no comment

Walkable Metro service is one of the main reasons I chose to live at my current location. It is a well-used stop and is the most convenient way to get to downtown DC whether for business or pleasure.

Gallery Place is a reasonable destination.

I do not use these lines that often.

I often take the yellow line to Greenbelt, and waiting for 30 minutes for a green line train at Greenbelt sounds awful. This would have a big negative impact on me

Greenbelt and College park, besides having a lot of DC workers living in them, are huge parking hubs for DC workers who need the train.

You should not close the other stations either. Just because a station has low ridership doesnt mean someone doesnt use it.

The green line would be too bloated if not only it would have to serve PG county commuters but Montgomery county commuters as well without the yellow line offloading some of the ridership in Montgomery.

We need more and more accessible public transportation for all, as an anti-poverty and anti-climate change measure.

Gallery Place is the most dangerous Station

It will be hard to bring back conventions. and large events to the Convention Center if there is no Metro service. Even for an event being booked in 2023-2024-2025, it will be hard to sell a Convention Center for events if spectators cant see a working Metro.

I love yellow line service going to greenbelt and would be very disappointed if this ended. Yellow line service to greenbelt has been the best and most time efficient change wmata ever made for me and my commute.

Transfer to go to Union station would become complicated

Gallery place is already an extremely busy station. It will only get worse if this is the end of the line for the Yellow line.

I typically use the yellow line from Gallery Place to National Airport.

Critical is Gallery to RR National Airport.

the Mt. Vernon Sq area is densely populated and still growing. closing it is ridiculous and foolhardy.

Ridership is very important for citizens there, many of whom do not have cars.

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| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| I use Mt Vernon Square to go to the convention Center for events throughout the year |
| The Huntington metro station is where I would get on the Yellow line and I would transfer to the Green line before Gallery Place. This would work for me. |
| Again, shortening yellow to not go to greenbelt negates the use of yellow relative up budget cuts |
| I generally do not ride the green or yellow lines, so this would have minimal impact to me. |
| This is not ideal, but I have lived with the turn-backs on the Yellow Line before and can work with it. I am concerned about platform crowding, however - Gallery Place is a busy station as a transfer station, so the additional people who would get off there to change trains should be considered. |
| Dont close stations |
| Inconvenient only |
| I use the Yellow line to commute to work from PG plaza to Crystal City. This proposal would affect my commute time and experience significantly. |
| 30 minute wait would be a burden |
| Ill tell you transferring yellow to green at rush hour is already a nightmare of overcrowding. |
| This is going to change by then. People are going to be traveling again by 1/22. This years data is unfair to leverage to make these decisions. TAX US and keep our service. |
| That is a ridiculous distance to areas that are walkable from Mt. Vernon Square, and the inside of the Gallery Place metro is not going to handle the capacity of that many more people exiting there, what with the narrow walkways of metro platforms. People push each other - as it is now Ive almost been pushed into the tracks. |
| When Ive had to do this transfer, Gallery Place and Mount Vernon are not that far apart. |
| Closing any station for 2022 is dumb beyond belief and so shortsighted that only Metro could think it is a good idea. |
| Frequency of trains would be important because of increased crowding that would be anticipated. |
| Whether this would work or not is largely dependent on how common telework is in 2022. |
| Yellow line service all the way to Greenbelt helps workers get to and from work from PG and Howard Counties and Baltimore. |
| This would cut service in half for some of the densest areas of the city |
| I only go as far as Gallery place on the yellow |
| No comments. |
| This is not humane |
| See comment before about the yellow line, but to reiterate this line is VERY IMPORTANT for everyday workers trying to either come into NW DC or to leave out of NW DC to the surrounding areas. |
| I cannot imagine trying to change trains to get to Greenbelt at Gallery Place. That station is already incredibly busy, it doesnt need to be made worse by more people switching trains. |
| This will create a hardship for many riders. |
| This plan will adversely impact the quality of services across the Metro network. |
| Is this evaluated based on pandemic era ridership? Would the station open for convention center events? Seems this might increase crowding at gallery place. Would terminating and starting trains at Gallery impact that station's operations? |
| Once again, I travel from Huntington to Shaw-Howard U to see my girlfriend. This causes me to transfer to another line, but to get two more stops down the line the Yellow line would take me in general. This is very inconvenient. |
| I take the Yellow Line twice a day for work - I start at Columbia Heights and I go to King Street/Old Town. I would rather stay on a train than have to transfer to the Green Line because then I would have to wait for a Green Line train and that could take ages. |
| This is not a portion of the metro I would normally utilize on a regular basis. |
| I do not depend on Metrorail to get to work. I am commenting as an occasional rider. |
| The strain on the green line north of gallery place would be untenable. It would be unusable. |
| Still sucks though |
| See my previous comments on this proposal. |
| I do use these lines and stations some but not regularly. |
| WHY are you even thinking of closing these stations?!? How about making the trains actually run on a REAL schedule where you know the minute they are coming in. |
| Are you effectively writing off the Convention Center? |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

This question was already asked

I need my Vernon sq if close I have to walk

I take Mt Vernon Square Station so Im hoping it doesnt get closed.

This will really hurt people who rely on these trains and may not have the resources to afford alternate travel plans!!

I have not used this station, but I can imagine that persons with disabilities would find it difficult to negotiate other, farther stations. Because of the pandemic, I am not now using Metro (and have not ridden in the past year). I have received the first of two shots and expect to resume normal activities after the second shot (and waiting period), which should be in early April. I expect that many other riders will return and expect the same service we were used to pre-pandemic.

With much of the population also moving to petworth and Georgia Ave, this leaves only the Green line to service those stations, which is unacceptable.

Very inconvenient

Assuming that the Covention Center becomes fully operational in FY 2022, this makes no sense. If the Convention Center does not fully open, then OK.

The Yellow Line should continue to extend to Fort Totten (a major transfer hub) in order to shuttle residents to DCA

Until the Convention Center reopens then I am sure this station would need to be open.

Regardless of low ridership- this should be mandatory and provided as a right for our city. Uber's are not cheap, taxis are not cheap, parking is not cheap and I cannot afford a car after being unemployed by the pandemic...

No problem here, except in cases where they could be delays.

The yellow line connection to Greenbelt is relied upon by many who would otherwise need to transfer, which adds significant travel time and results in unreliable arrival times.

Gallery place is already a mad house during peak hours. having one less place to transfer would make it worse.

I dont use those lines.

I live near Pentagon City and worked at Navy Yard. The commute was great. The trains were packed.

Yellow line trains need to continue north to Greenbelt. Fort Totten is a critical transfer station that needs Yellow line service and increased train frequencies.

I use this line to get in/out of DC. Gallery place is fine with me

This is my station - and the station that tourists and visitors use to go to the Convention Center. Cutting travel off at Chinatown - particularly requiring a change in trains from Reagan National Airport - makes no sense from a business standpoint and cuts off traffic up to neighborhoods relying on public transport (Shaw, Columbia Heights, Petworth, Ft. Totten & upper Northeast).

Would depend heavily on how often teen line is running. I dont think this is a bad idea provided you run green line more frequently.

This proposal severely reduces transportation options for anyone.

I feel bad supporting a proposal that would hurt riders on the yellow line, but it would work for me because my daily commute involves the red, orange and blue lines.

I do not use the yellow line

Gallery Place Station platforms would become overcrowded, particularly with trains only running once every 30 minutes.

Why metro? dont close down the stations, you know I ride your trains to work!

I rarely use this stretch of the network. The Green Line may be sufficient for those who do.

This would be unfortunate, but possible if necessary.

I don't use the red line.

I do not usually go past Gallery Place. Does this mean you could offer more security at the Gallery Place station?

Again seems illogical for conventions events. When planning conventions, mass transit is a huge consideration in planning a conference in a city such as DC.

This would severely limit my use of metro if these were closed.

This is ridiculous and cuts a whole area off from the metro.

I do not take the Yellow line beyond Gallery Place for work purposes.

Leave the Yellow line as is.

I dont often use the yellow and green lines, and when I do, I typically change at Gallery Place since I live on the red line.

I think you should close down the green line.

While it would reduce options for going north of Gallery Place towards my home station of College Park, it would be better than some of the other options.

This option would not impact me

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Again, we have to make tough choices.

I use the yellow line, but not the stations mentioned.

I do not take the Yellow Line, but anything is better than closing Metro rail stations. Please do not close the Grosvenor Metro Station.

No, this will not work for me as a young person who is very much planning on using the metro as my primary source of transportation in 2022 because I do not have a car, nor can I afford to buy one. At that point, I largely expect to feel safe enough to go about the city, which includes going to work, going to dinner, fueling the local economy, etc.

Again not applicable to me, but by forcing green line to also switch at Gallery Place (already a packed station) is only encouraging more chaos. Rethink this.

Again another terrible and garbage idea might as well shut the whole line down if you guys are doing all this mess

As mentioned earlier, this would halve the number of train options available to me going to and coming from my home.

I don't use this station or live in this area. Since it's downtown, by Jan 2022, we would hope that things are closer to normal, with possibly more office workers and tourists. Closing this station will affect those populations.

The Yellow line should continue on to Greenbelt.

This change will not affect me.

Stop closing stations.

My commute requires a Yellow line ride to Mt. Vernon square. Stopping at Gallery Place would be a substantial inconvenience and may discourage me from using Metro to commute.

Can I still connect with Red Line to the Airport?

This sounds reasonable, but it's so hard to answer intelligently without any data.

Green line already takes time in between trains, further reducing the trains between Shaw-Howard U and Greenbelt might deter current riders to continue using metro rail

Yellow line trains should continue north on the green/yellow line.

shut WMATA down!

I frequently transfer at Gallery Place. The station is already packed whenever trains pull in to transfer. If Gallery Place is the final transfer point from the Yellow Line to the Green Line, Gallery Place will be even more crowded during transfers.

Unable to take Metro to Convention Center for conferences

This wouldn't be the end of the world, as there are opportunities for line transfer.

I do not regularly rely on Yellow or Green Line.

I do not regularly travel on the yellow line to Mt. Vernon Square. This would impact those who do.

I do not take Yellow line trains but this seems like an easy way to reduce yellow line wear and cost as an individual could just switch to green at Gallery place or seek alternative methods of transport from Gallery place.

I think if the yellow doesn't run to Ft. Totten, cutting off at Gallery place is better than Mt. Vernon. Those platforms already get crowded though so we'd have to think about solutions.

Having the green and yellow lines go to Greenbelt is very helpful with commuting and getting to/from DCA.

You shouldn't be closing stations at all, and you should keep the Yellow Line service to Greenbelt.

Gallery Place is already an extremely crowded station. Doing this would increase the congestion.

Columbia Heights is vital, please connect yellow to Columbia heights to allow better transportation there

I transfer at Fort Totten and would like more options

I don't use this line.

Shutting down Yellow Line north of Gallery Place/Huntington hampstrings riders on the Yellow/Green Lines. The waits are so long when Yellow Line doesn't run.

Questions: Are these changes to be considered temporary or permanent? If life post-Covid-19 returns to closer to normal, will Metro and Metrobuses resume a more normal schedule?

I take it sometime to Maryland

we do not live on a yellow line.

In a previous question you asked if it was ok for the Yellow Line to go to Mt. Vernon Square and not Greenbelt, and now you want it to go only to Gallery Place. Um...??

Stations should never be closed. Frequencies ok, but to close stations is to effect access to travel, to work, will disproportionately affect low income and BIPOC communities, and drive housing prices down. It could ruin communities that people moved to specifically because there was metro access. Once built, it doesn't make sense to close stations.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Mt Vernon Square should either not be closed or be capable of being reopened for specific convention center events.

Again, not ideal but this is only one station short of Mt. Vernon Sq so I dont think it would be a huge difference.

These particular short trains are INCREDIBLY disruptive for commuters from Petworth, Columbia Heights and U St who take metro into downtown and back home after work.

It would work but would delay transfer to Suitland from Pentagon.

While it makes sense. Gallery place Chinatown stop is full of homeless people, people using drugs (openly), hanging out, etc. I often will go to Mt. V to avoid GP in the evening because it feels unsafe. Especially entering on the H street side and going down the long corridor. I also can't imagine trying to access the convention center and having to go to Chinatown to do so. With long waits between trains, this sounds like a nightmare.

I use the Mt Vernon Square metro station to get to and from my church (Holy Redeemer), as do many other parisioners. Not to mention, it is the main way that people access the convention center. Please dont cut it.

This is not part of my normal commute, but I think this could negatively affect Reagan Airport operations if only one line services that station.

Don't close the station. It's an accessibility issue for people living and working nearby

Yes!!! Get rid of the rif raf from the green line.

See my thoughts on the proposal concerning the Yellow line trains operating between Huntington and Mt. Vernon Square. Same concept applies here. Truly ridiculous.

Same comment as before consider rush hours and weekends. During rush hours It should be every 3 mins.

While this plan would work for me personally because of my current home and work locations, I know it will create difficulties for others who rely on the yellow line for transit to/from DCA.

This would probably work for me, but overcrowding -- pre-pandemic -- was already an issue at Gallery Place. It was iffy to even find a place to stand on the platform. This plan seems to invite an exacerbation to that problem.

I dont live near these stations.

I dont use the Yellow Line and dont want to dictate how it should be amended. As a Red Line user, amendments to non-Red Lines are in my favor since they likely pull attention away from my line, but we all need the Metro. So Im abstaining from this one.

This will cause more overcrowding at gallery place, which is already a nightmare to navigate at rush hour

I regularly use the mt vernon stop for grocery shopping.

We want the full old schedule!

Gallery place is where I typically transfer to the green line anyways so closing mt. Vernon square would likely not be an issue.

Anything that delays makes Metro worth less to me. To make Metro viable it has to run more not less. Once you have a station why not use it.

Metro should also end service to National Airport, Union Station and any other high traffic station because people should suffer. I agree with Metros stance to make travel the worst possible scenario for the unwashed and lower class trying to do anything. Metro should also install spikes on seats on the train to make sure people cannot sit.

I like the access to both the yellow and green lines. I live near U St Metro

I use the Yellow line to travel between Archives and Pentagon stations. This is very inconvenient for everyone who travels from DC to the Pentagon.

bad serice not good

This greatly reduces service to Ward 4 in the district and the eastern suburbs

Id be able to transfer at Gallery Place, thats fine

What a sad, sad, proposal. Operationally this makes no sense. The trains will still turn at the pocket track at Mount Vernon Square, right? Only that station might be closed? Stupid, stupid, stupid. You should take this proposal to the feds and say look at this stupid proposal we are considering; give us more money.

the green line is already TOO CROWDED and busy. if yellow line service wont go all the way to greenbelt the Mt. Vernon stop was a good place to make a transfer because theres ample room for people with luggage to wait to transfer to the yellow line and vice versa. adding more people to Gallery place to wait is not a good idea

Due to the routes being similar between yellow line and green line after Gallery Place, this seems logical.

I go their to my friends

Mt Vernon Square is at the convention center. what do you all propose to do during tourist season, fall fundraising events and conference season in the spring???

Please do not do this. It is unreasonably burdensome.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I take the Mt. Vernon Square Station or go past it and anticipate doing so in 2022. Many people live beyond Mt. Vernon Square. This would disproportionately affect lower-income communities.

DO NOT service Gallery Place ---- too congested and too many kids hang out there

We do use it now and then.

Given the other options to get further (green line) that is fine but waiting 30 minutes for a connecting train at Gallery Place is not.

Gallery Place is crowded enough as it is- I dislike transferring there.

Mt. Vernon Sq is for the Convention Center. I don't mind walking from Gallery Place, but not sure how people attending a convention will feel, as well as the businesses in the area.

This would not affect me at all.

It should continue to U Street

The Green line is always packed with passengers by the time it arrives at Gallery Place, so this will be most unfortunate for riders needing to catch the green line from Gallery Place towards Greenbelt. Perhaps add an additional train in that case going to Greenbelt.

No, this makes it inconvenient for transfer to the Yellow line for travel to DCA Airport.

Gallery place would be a nightmare when there are events at the convention center.

Gallery Place is one of the most crowded stations in the system. Removing Mt Vernon Square as an option will only make it a more virulent public-health hot spot.

I live at King Street, so this would be within my frequent routes.

Closing stations will destroy communities

I live in Petworth, and it is a huge benefit not to have to switch between green and yellow. This proposal would materially impact my travel time

Almost never ride Yellow line

I don't think it is wise to close Mt Vernon

I need a little further north on the yellow line, like Shaw.

This is ridiculous. This is going to make the metro so crowded in very unsafe ways.

I rely on Mt Vernon Sq for work

Gallery Place and Convention Center are a close walk. This is not an issue for me.

Seems a bit extreme to have Gallery place as the last transfer station, but given that the Yellow line runs alongside the green line much of the way, it may not be terrible.

With larger conventions likely returning in 2022, it would be inconvenient for the closest metro stop to the Convention center to be closed.

This would add a significant walk time to my trip, or significant waiting time if I wait to transfer trains to go one additional station. I would reconsider using metro all together

I would like to see more options for traveling to greenbelt

I use the Archives metro station

I'm not familiar with these stations but I'm sure the riders that depend on the Mt Vernon station would be against this.

If this helps save money I think this would be fine as gallery place is usually as far as I need to go.

It would be okay since I can still take the Green Line to College Park.

Again, I work near Mount Vernon Square and cannot drive due to medical reasons and disability. I rely on metro to be able to keep my job.

This would destroy my commute.

These changes would impact commuters negatively. Long term Changes should not be considered for public transportation due to the pandemic.

Cut WMATA worker pay. Everyone else has seen big pay cuts. They need to pitch-in as well...

Im on the Silver Line

Although this would probably meet my needs, this reduction in service should be avoided if at all possible. Metro is a critical component to equitable economic growth region wide and cuts in service would disproportionately affect low-income workers. Metro is a public good and should not be run like a business. Although I understand if no further subsidy comes from Congress cuts might be necessary, please keep fighting.

Gallery place is a zoo. It's much less hectic to transfer between yellow and green and MV square.

again, seems to remove train options at the other end of the green line.

Not applicable to me, but strongly opposed to closing stations and limiting access/increasing travel times to those who don't have other means of transportation

Remember that this was an anomaly year. Rush hour is already ramping up. Ridership will too.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Unfortunate to potentially close Mt. Vernon, but Gallery Place is a good hub, and close to Mt. Vernon so this could work...

Although an inconvenience for me, this is better than closing stations.

I may be moving to the g/y line north of Mt Vernon this year and I work in Crystal City. If the yellow line went to Greenbelt during rush hour, this would be ok.

I could live with it, but see previous answer. I would think you would make the end point further out, like Georgia-Petworth.

I change to Yellow line at Mt Vernon Square

Rarely travel as far as Mt. Vernon Square on the Yellow Line.

Yellow line service through Fort Totten is important to relieve pressure on the Green Line and Red Line.

This would cause major route complications and delays and extended commute.

Dont close stations

I dont know how much extra utility anyone gets from having the Yellow line travel to Mt Vernon Square. I expect people thought that conference center would get a huge amount of passenger traffic, but that has not been my experience. Of all of the questions so far, closing Mt. Vernon Square makes the most sense.

I don't live along yellow line. So I can't answer this question.

No cut to service other than Shorter trains is acceptable. If you're want ppl to use metro it needs to run like a metro: not like Amtrak

May depend on how reliably timely and efficient the transfer between line would actually be.

Least bad of the proposals so far re yellow line

This would work, but would significantly reduce service to my stations on the north end of the Green Line

Gallery Place is already a mess and the last thing it needs is more people.

Only so long as service on the yellow and green lines is frequent enough to make transfers to the green at Gallery Place feasible.

Closure of Metro stations is not the answer. Currently you have an overwhelming number of people teleworking, who pre-COVID would be taking the Metro. Prematurely closing Metro stations before knowing how ridership may increase is a faulty approach.

As mentioned earlier, the yellow line is the best way for me to get to College Park, where I expect to frequently be visiting.

Id deal with it

This would fail the large number of lower income families who live within a short walk of the Mt. Vernon Square station. Gallery Place is a longer walk, especially for those with mobility impairments. The Green Line would need to run more frequently for this to be practical. Also: when the Washington Convention Center re-opens this would be a patently foolish move.

People live & work in the area of Mt Vernon Sq and the station should be open so customers can either get home or to work.

I am not currently dependent on the yellow line. This may change as 2022 approaches as I may be working a new job or be living in a new neighborhood.

I rarely use this station but it should be available to those who need it

I dont typically travel this route, and would figure out how to make do when needed.

It is not ideal, but if there are other places to transfer, it should not be a problem.

That shouldnt cause an enormous problem

Given that this is duplicative service with the Green line we can use the Green line for that direction

I need the yellow line to run to fort Totten at least (Huntington to fort totten). Transferring to the green line would add time, hassle, and risk to my commute.

Please dont close down any stations.

It's not ideal but could probably make it work

While Mr. Vernon Square might not get a lot of riders, Shaw, U Street and Columbia Heights does and all of those riders should be able to take either Yellow or Green. If Metro cannot provide better service, it will need to return the tax payer money it received from the COVID Relief bills and some from the dedicated jurisdictions.

It doesnt affect how I ride Metro now.

Seems short-sighted, given the effort DC has put into trying to redevelop that area. And, again, much of the low traffic is COVID induced.

That's absolutely horrible for getting to the airport. The train needs to at least run to the airport. It's the fastest way to get there given that traffic can be very bad.

If you can get to that station with another line, dont see a problem

I routinely have to go past Gallery Place and I can usually take the Green and Yellow lines interchangeably

Given my usual ridership, I wouldnt expect this to impact me at all.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

This would lead to increased crowding on greenline to greenbelt trains

When Covid is over, people will need access to the convention center at Mt Vernon Sq

I dont use this portion of the Metro system.

Do not routinely use this route.

Same comment as for the proposal about ending Yellow line at Mt Vernon Square. It depends on how long we have to wait for a Green line connection (and the reverse).

This plan works for me only if Yellow Line trains operate as frequently as they did during most of 2020.

While it reduces the frequency of trains that I can take from my home to downtown it does make sense.

Wouldnt affect me. Sounds like a raw deal for Mt. Vernon Square passengers. But I have no useful knowledge to contribute.

I do not use the Yellow or Green lines currently.

Why would you close a station so near the convention center? It just doesn't make sense.

We enjoy dining in many of the restaurants in the southern section of Shaw, served by the Mt. Vernon station. Its quite a walk from Gallery Place, especially in the winter or in inclement weather. Those establishments would lose our patronage and metrotrail would lose our fares.

I frequently take the yellow line to Columbia Heights station. This would cause the need to transfer trains mid ride and would cause delays and increased ride length

Ridership will increase in 2022 with pandemic under control. These proposals seem short sighted.

If the Green Line runs frequently enough this would be potentially helpful. However, it is wholly dependent on Green Line frequency.

N/A

I think this would just increase traffic for Yellow and Green Line riders and could create bottlenecks at Gallery Place.

It is critical that we increase opportunities for public transportation rather than decrease. Stop making the system harder and more confusing to use.

I actually used to live in Greenbelt! I rarely go that way any more, but if I did then I would definitely be sad.

I dont ride Green line

This is not what providing adequate transportation looks like.

The train will already be going through this station to get to the others, why would you close it!

i do not use the yellow like frequently

Gallery Place is already a madhouse. Making it the last option to transfer to the Green Line is tough!

I dont use the Yellow line.

This disrupts service to some of the areas with the most housing, event venues, and restaurants/bars in the entire region - it seems short-sited to permanently deprive them of service and will likely have negative financial impacts across many areas.

This would not affect my particular commute, but I do wonder if it would increase the crowds and bustle of the Gallery Place metro in an untenable way

Many of us now have made three fundamental life changes over the past couple years. These life changes essentially allow WMATA to go forward with the proposed service reductions for the following reasons and because of the following life changes:1.) We moved from far out suburbs such as Springfield to Arlington so that we could be walking distance from high traffic Metrorail stations such as Courthouse and Rosslyn.2.) Our income is derived from SSDI partly because we are incapable of getting the good jobs barely reamining after our occupations were outsourced, automated, or otherwise eliminated altogether.3.) We now reside in Section 8 apartments which are walking distance from the aforementioned high traffic subway stations.

Given its the district with other options for commuters this option appears to be reasonable.

it would be inconvenient. I do not go beyond Vernon square, but it do go to Vernon square. The closure of of Vernon square would impact me more than not being able to go beyond.

I rarely use the stations in question, so this wouldnt affect me.

I think this may be shortsighted. When the convention center is back with conferences, wont Mt Vernon Sq be busier? Also growing popularity of Shaw etc neighborhoods.

If this one closure would prevent the closing of multiple locations it would be preferable. This does not sound like a major inconvenience to most people.

This would work if they increase the frequency of green line trains

Do not use Yellow line for commuting, so largely will not be affected

This leaves a whole section of the city without Metro service - not a good idea.

Yes if I need to transfer to another station this will work

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Yellow was my usual line prepandemic and Gallery Place was as far as I ever needed to go.

Do not travel that direction more than three times a year.

Then I wouldn't be able to take the yellow line and my commute would have half of the options.

I do not take this line and not fit to answer this question.

Same comment as immediate prior question

It could technically work, but what are the plans to deal with all the extra traffic if you close it? The Chinatown metro is already unbearable during rush hours and public events.

Reduce number of cars and have trains running on an hour basis.

This would be very inconvenient for me.

Absolutely unfair to those citizens living in ethnic neighborhoods to the North and it means lack of airport access to Reagan without a train transfer

It seems very likely that by January 2022, we will be largely past the circumstances that caused low ridership at Mt Vernon Square. It would be irresponsible to estimate future usage based on pandemic ridership levels. By planning to close a station that is likely to return to pre-pandemic levels in January 2020, WMATA will discourage returning commuters from using metro, magnifying the ridership problem.

This decision should not be considered until the pandemic is "over" What happens when conventions start again and all tourists and people coming into that area that rely on station.

These closures only make sense if you keep the train frequency up. removing train frequency and closing stations makes the metro useless.

This would double my weight time to get into the city from Greenbelt Station.

I disagree with this, mostly due to the termination of the Yellow Line south of Greenbelt and not so much due to the closing of that particular station.

I rarely ride the yellow line, so I don't know the specifics here, but I believe closing stops altogether is too great of a detriment

My commuting route is to take the yellow line from Columbia Heights to Crystal City. If the yellow line stopped running from Columbia Heights the train frequency would be reduced and inconvenience increased such that I would be forced to commute using a different mode of transit.

As long as Green line trains run more frequently to accommodate the increase of riders transferring from yellow line.

Seria demaciado difícil y tardado mi viaje

The access to the Shaw neighborhood from Downtown would be greatly affected

I seldom use the Yellow line except to Regan Airport.

This is one the less painful ways of saving money because Maryland commuters have the Green line and few people commute between Virginia and Greenbelt.

Its nice to have more trains that go all the way, for both frequency and crowding, but the reason makes sense.

Rarely ride Yellow or use that station.

a little inconvenient, but workable

Provide more extensive service, people need to get to various locations on this line.

This would not affect me.

Gallery Place is already a huge transfer point, with people transferring from the Red Line to the Green/Yellow Lines. Allowing Yellow Line users to transfer to Green Line trains at the next station would help control the number of people on the platform at Gallery Place.

it seems like it would just make sense to turn around at Fort Totten if Mt Vernon Square is closed?

use EFC station

This isn't great, but it's workable.

I do not often need to travel to Mt Vernon specifically.

Mt Vernon Square is an important station for tourist traffic and revenue

I ride the yellow line a lot, but maybe not often to Mt Vernon Square

It would be best if Yellow line trains went all the way to Greenbelt at least during rush hour. It was so helpful when Yellow line trains started going all the way to Greenbelt and I don't want to see Yellow Line trains not going to Greenbelt during rush hour.

Mt Vernon is a good station, especially for the Convention Center, however it is pretty close to Gallery Place, so it's not the worst idea.

I have no need of both lines.

horrible idea! Gallery Place is challenging enough (crime, etc.) . don't close stations.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Most people exit the train at Gallery Place anyway, in order to transfer. The few that need a Green Line train would exit here as well, to not wait at E01 and watch the train terminate and enter the pocket track.

This is terrible. Do not cut off metro access to residents that pay so much to live in the district. Increase metro fares instead of cutting off accessibility. Many people in this neighborhood don't have cars and depend on the metro to get them places. This proposal is also a list against disabled residents who cannot simply walk to another metro station.

Only if Green line service is maintained.

People take Metro to the convention center. If you're judging ridership at a time when the convention center is closed, that is a mistake.

As soon as I am called back into work my travel needs will be exactly as they were in January 2020.

The Rush Plus idea is bad, but it doesn't really matter where the turn back happens if it is to happen.

sad, about it...but I could bear this.

I am opposed to any station being fully closed (i.e., no line is servicing it), but Yellow ending at GP is not a big issue. As with other proposals, I hope it would be revisited once ridership increases, although ridership may never increase if certain stations close.

This makes sense because every station would continue to be serviced.

Gallery Place is the most difficult and logistically unsafe place to transfer. To force more commuters to transfer at this station will increase injuries and decrease ridership. This DC administration will be remembered for killing the Metro.

The Yellow line should continue to at least Columbia heights. Close the Mt. Vernon stop except for when there are conventions.

The yellow line should run more frequently if this change is implanted so those who use either line are not stuck waiting an exorbitant amount of time to transfer.

I need to go beyond Gallery Place!

This would be fine, not ideal since taking the yellow line all the way to college park would be the most ideal situation, but it would technically work.

It just depends on other alternatives

This might be inconvenient on occasion, but would be manageable.

Doesn't affect me at all.

This was in place during Rush Plus and seemed to work okay. Gallery Place is a well functioning station.

Closing Mt Vernon is a terrible idea. Convention Center. Closing stations means an end to safe and convenient METRO travel. Entire system will fail as ridership drops from very diminished from Covid to nearly zero.

Makes sense to limit transfer points in the city rather than the suburbs.

the same reasons I stated before

Cutting Yellow line service from Greenbelt is a terrible idea! We already had to deal with this! Trains were overcrowded, commuting to Greenbelt late at night was not safe, abort this idea!

This would be disastrous if YL-Line doesn't run to Greenbelt. Gallery Place is a major transfer hub -- it doesn't need to have the additional traffic of additional transfers.

See previous comments

This works because of an option to transfer on another line.

I don't like the idea of closing Mt. Vernon Square (this would be bad for the Convention Center) but this is more reasonable because it focuses on the Potomac crossing while still allowing Red Line transfers and giving Virginia commuters a choice when arriving in the District when the Blue/Orange or Red tracks are backed up.

So long as I can get to Columbia Heights on the green line, it's okay.

When restrictions are gone Gallery Place is too crowded to transfer so need more options for transferring

I need a direct metro line from Van Dorn to Fort Totten. Just close all stations at 9pm. That's the best option I've heard so far.

See comment about closing stations.

Again Metro backwards process at work

Rush hour is crazy on the green/ yellow lines between these stations. When people start going back into the office (federal employees in particular), more people to a car is more dangerous for future COVID strains. Also this would force people to transfer back to a yellow line if they need to, where transferring is inconvenient especially if you're on a time crunch.

This technically works for me, since the greenline trains would still be available to get to the stops between Gallery Place & Greenbelt

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Having access to the yellow line at the Maryland green line stations is beneficial for accessing the national airport without a car or vehicular travel. Additionally this will increase commute times for those along the Route 1 corridor .

Covid-19

I think it would be preferable to not close stations and instead alter train commuting times instead. Completely closing stations impacts much more than just commuting time. However, of all the potential stations to close, Mt. Vernon Square-Convention Center is most likely the easiest to close since it is so close to Gallery Place.

I rarely take the Yellow line at Mount Vernon Square, so do not feel qualified to comment.

I think the line should go further north, at least to Columbia Heights

I think this would cause a crowd of people in what has been a typically crowded station.

Workforce? What's the data and equity impact this will have on black and poor communities? How has metro address the lack of infrastructure improvements at black brown communities station and bus routes while spending money to build/invest new "affluent" and white communities west of the river? Why are these cut not coming out of capital expenditures for new stations?

Gallery Place is crowded enough, especially on days with events at Capitol One Arena.

Again considering that we dont have any numbers of cost or ridership or alternative transportation methods it is hard to say if the elimination of these stops are affecting the people that really require metro.

I think these proposals assume we will never go back to metro, they will exacerbate pollution and increase the number of cars everywhere.

I rarely ride the yellow line.

There are already not enough trains that continue up to green belt.

Mt Vernon Sq is my home station. This would severely impact my mobility in the city along with thousands of other downtown residents.

Again, Im not okay with any of your plans to close stations or bus stops. Find another way.

I think Mt. Vernon Sq. should stay open, especially if passengers are trying to head to the DC Convention Center for special events such as the Auto Show.

I need to take the yellow line to get to work and if I use the blue line I will be really late for work

This would work, but I wouldn't be happy about it.

It would make a busy station, even busier, and potentially even more unsafe with crime. Which although currently down due to low ridership, with increased ridership in this station, it could increase both exponentially.

Seems to me there would be a big impact on Walter Washington convention center events

I depend on public transportation to go to work and for my personal interests, the hours that I have to work and personal interests should not have to revolve around metro, you have an obligation to the public to serve the public. The post office has not stopped delivering mail, the fire dept does not stop coming to emergencies. I moved to the Grosvenor area because of the metro being right there, am i supposed to see my home and move ?

The section from Gallery Place to Ft. Totten is dense, populated, and would suffer more than a similar service reduction in less populated areas.

I do not use the Yellow Line regularly. Once again, I want to urge WMATA to reconsider what seems to be a strategy of drastically reducing service in order to lower costs in the short-term. The less reliable Metrorail becomes, the more ridership will decrease and the more WMATA revenues will decline, forcing further service cuts in the future.

Cant believe you would close stations, how much wasted expense was put into MATA when those were built?

Yellow Line service north to Fort Totten and College Park is very important! Most obviously it makes it far easier for everyone in the north area to get to Reagan National Airport, but most importantly for me is it makes it far easier to reach destinations along the line because combined with the Green Line it increases frequency and makes transferring much easier. To get from Reagan National to Union Station, you would have to change trains twice! This would make my travel much worse.

My commute wouldnt be directly affected.

Gallery Place is already insane.

I think its important that the yellow line continue service beyond Gallery Place. I live in Columbia Heights and travel to NoVa frequently.

Primarily use red line

That would be ridiculous given the proximity to shopping and businesses.

Again, I really think yellow line needs to continue to Fort Totten at the very least, even if you cut out Mt. Vernon.

gallery place is already too crowded on the shared green/yellow platform

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

What about the Convention Center???

Fort Totten would be a much better terminus for the Yellow Line.

The platforms at Gallery Place get overcrowded as it is. If more people are forced to offboard and transfer there, it'll only get worse.

Gallery Place is already a very crowded station and you often have to wait for several trains to go by before you can get on one.

I hardly ever ride Yellow and Green Lines.

I've typically haven't taken the Yellow Line to Greenbelt and this change is going back to the original operation of the Yellow Line before the change 12-18 months ago.

As long as green line trains run at regular intervals, I do not need the yellow line for my commute.

Technically, this would work, especially when transferring from the red line. But see concerns noted in section regarding yellow line stopping at Mt Vernon Square

DC needs a robust public transportation system that operates like any other major metropolitan area. This is a NO GROWTH mentality and wrong for the region.

I don't use the Yellow Line

This is crazy. This would be devastating for DC residents who commute to Northern Virginia (Arlington, Crystal City, etc), which is a huge hub of business activity. Do not do this.

Mt. Vernon is one of my most frequented stations, under normal circumstances, because it gets me to and from Reagan National.

I transfer to green line at L'Enfant

I don't ride that area the way I used to, but it seems like an inconvenience for the public that need to go that route.

I don't take in that direction

Gallery Place is one of my main destinations when taking the metro, so this plan would work for me.

This decreases the options for people who are making the trip to Greenbelt.

I do not ride the Yellow Line often. The possibility of being able to still transfer at Gallery Place would still accommodate my needs.

Need more opportunities during rush hour to get to and from work. These long wait periods would congest peak travel times and make commuting twice as long waiting for the next train.

Additionally these lines are key to DoD operating and commuting. Need these to get to work since parking is limited.

Same reasons for last Yellow Line proposal, this has just shortened it further.

The transfer would work if trains could be coordinated without a 40-50 min wait between one train and the next.

Do not use the line

This doesn't seem awful, as the Green Line is an option.

And wait 29 minutes for the next train going on the same track? No.

don't use yellow line that often

Living in Virginia, I rely on the Metro to go cross town to visit friends, see plays and eat at favorite restaurants in Maryland.

Mount Vernon Sq is an important stop because of the convention center.

This answers my previous question and is bad! The yellow line needs to go further!

More trains, more train stations, higher frequencies means more people, more ridership, and higher revenues.

The Mt Vernon Square station serves the DC Convention Center and a vibrant restaurant and shopping district north of Gallery Place. With gatherings and events increasing at the DC Convention Center in 2022, this station serves an important purpose in bringing visitors in from all sections of the DMV region.

I typically use the yellow line within DC or to L'Enfant Plaza or Gallery Place so this would have minimal impact on me.

How are you gonna close the Convention Center station? If the Center is being properly, it's drawing in visitors to the District and they should have a convenient method of public transit to arrive there.

I have never used Mt Vernon Square Station.

Unclear what the actual impacts would be for workers but seems reasonable

As long as green line trains run very frequently between Gallery Place and Greenbelt this wouldn't be too bad for me.

Stay going to Greenbelt anything could happen on the green line to Greenbelt

Wouldn't that limit transportation options for going to the DC Convention Center?

Unclear how you can make decisions based on this is necessary???

that convenient for me

I would force to change trains again but then I had to do that for years previously.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I use mt Vernon sq stop

This feels like a repeat question -- I have already said that in addition to this meaning fewer trains servicing my metro station (hyattsville) it also means that the green line train needs to wait for yellow line trains to get out its way. Just wait on the platform a few times while thats happening and youll see what I mean

The effect here seems similar to the last yellow/green proposal, but I am not sure how crowding at Gallery Place would be. Getting out of the tourist zone before switching lines has its benefits. I am guessing I could live with this, same as the last one, but I am a bit more uneasy about it.

Because I live in Greenbelt, having the yellow line run all the way to Greenbelt has been really convenient for me. Still, Ive been here long enough that Im used to having to switch trains around Gallery Place if I need to get on the yellow line. I could make that work on those rare occasions when I need to go that far south.

Transfers would be much more difficult for anyone with mobility issues, because the Gallery Place station is simply more complicated.

Gallery Place would become a useless station if we could no longer use it to go to Capitals hockey games, Wizards and Georgetown basketball games, and any other evening events at Capital One Arena.

This station is close to the convention center and the verizon center. This just doesnt make any sense.

having options to switch to the green line is very important because of intersection of other lines

I need the Mt. Vernon Sq. stop

Since I hace lived in the DC area, I uave never seen a more mismanaged public transit system. Fares keep going up, service keeps going down. Rampant system delays and unpredictable track fires. What incentive do I have to ever use Metro rail again?

While this could work during non peak times, having both yellow and green line trains running during peak hours is necessary to avoid overcrowded trains or lengthy waits when transferring between green and yellow is necessary, causing people to be late for work or need to leave home or arrive home later than necessary, which reduce ridership and revenue from those who have other means.

This closure would have devastating effects on residents and workers who rely on the Yellow Train to Greenbelt, such as the people who work in our grocery stores and hospitals, support city government services, public safety, healthcare, eldercare, childcare.

I regularly use the green/yellow to get from ustreet to petworth

Not during M-F peak commuting hours. Yes, for everything else.

The green line would need to operate just as often as yellow for this to work for me as I live right off of them at Georgia Ave/Petworth

Again Yellow line should terminate at Ft. Totten to ease the increased transfers for elderly and disabled riders

It has low ridership because people are working from home and mainly because no conventions are being held at the center. Although I imagine rideshares will greatly enjoy the massive bump in revenue if you close the station for all the people going to conventions.

This would cause difficulty for Yellow line train users and contribute to crowding at the Gallery Place station with people having to transfer from one line to another.

I dont generally use Yellow in that area, so Im not actually sure what this would do.

I do not rely on the yellow line for my commute.

Changed trains will add to a journey. The Yellow and Green line should remain as is. With both going to Greenbelt, there isnt a long wait for trains.

As I stated before, Id like to see Yellow Line trains continue running to and from Greenbelt.

This is a terrible idea. Turning around a train right after gallery place, a busy transfer station, only spells doom.

Closing stations is not a good solution, and will be very disruptive for regular metro riders.

dont know in future.

If there is no other option to get to Greenbelt, the Green line would be my only choice.

dont know area.

Consistent reliable service at every station should be the goal! You cant build ridership if trains arent running! Give marketing and promotion time to build ridership.

Gallery Place gets too crowded too quickly.

This could work during the middle of the day but not during rush hour

Please, more trains, all the stations, and more frequency. Avoid the death-spiral of reduced service leading to reduced demand. The city and region needs the access WMATA can offer as we recover from COVID.

In a non-COVID time, Gallery Place is already very crowded during rush hour. This step would make it marginally worse.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

The inconvenience of a transfer to continue in the same direction for only a few stops would cause me to find other means of transportation.

As I answered earlier, please keep Yellow line service to Fort Totten at least.

See previous comments re: the additional loss of Metrorail ridership, increased demand for investments in road space and parking, and the increased contribution of DC area transportation to global climate change.

This is a great idea to save on costs due to low ridership. Once the ridership improves, service could be reimplemented.

How frequent are the green line trains in this plan?

I don't take Yellow and Green Lines as frequently, so I don't feel comfortable voting on this option.

If double trains (Green line and Yellow line, for example) are running on the same rail between the same stations, one of those could be eliminated for that stretch of rail. People won't stop taking Metro just because they have to transfer trains once. But Mt. Vernon Square station is crucial - don't close it.

Metro should NOT reduce the parking fees as proposed. If anything, WMATA should INCREASE the parking fees to \$5. It is critically important to increase funding from the Federal, State and local governments. Maintaining bus service is especially important for low income. METRO should consider allowing vendors to operate in METRO stations, such as T shirt vendors, sundries and non-food items. Food products could be sold (e.g., canned goods). While food consumption should NOT be permitted on the METRO, METRO/WMATA should explore the idea of setting up food stands that sell coffee, tea and counter food items as they do in European subways, NYC subway system. METRO/WMATA needs to find new revenue sources. Allowing vendors to operate in Metro stations would provide additional revenue.

If this option is adopted, it needs to be well publicized.

Do NOT close Mt Vernon Square.

not enough info - what will green and yellow train frequency be?

This proposal is reasonable. My only concern would be about travelers who may be coming from the airport and are staying at one of the hotels near Mt. Vernon station.

Reducing the Green Line so drastically would NOT be a good option. This decreases mobility around the city and makes it more difficult and more time consuming to travel.

How can you NOT stop at Mt Vernon? Do you realize how many people work in that area? Does anyone at Metro have a population map? Or just a map? Mt Vernon is a major stop! There is no other stop in that area! Why don't you shut down Farragut North while you are at it - or does Farragut stay open because it serves mainly white people working on K Street?

Don't use yellow line

Gallery place would be a nightmare, and that's a key transfer location for me.

I think if I needed to go north of Gallery Place, this would be sufficient.

Limited transportation options to PG County

There would be no access to Chinatown or Smithsonian Museums or Verizon Center.

In normal times, Gallery Place is such a busy and crowded station. If forced to transfer from a yellow to green line train, it would be better to wait at one of the less busy, single platform stations North of Gallery Place.

Mount Vernon Square station only ranks 60th among 86 qualifying stations in ridership, according to 2016 data. If low-ridership stations are to be closed, shouldn't the lowest ridership be targeted, and not a station (seemingly randomly) selected from the middle? There are no concerns about terminating Green Line trains at Gallery Place. However, it should be due to sound financial planning and not nonsensical selection criteria.

I could adjust

I occasionally travel on the Yellow Line.

No problem.

Stations beyond (north of) Mt Vernon Square serve major destinations -- eg Shaw/Howard, U Street, Columbia Heights -- and allow workers, students, visitors and families to access their needs.

Again, people depend on these stops. This is a short-sighted plan that will take effect likely after this crisis is over, when people will be returning to the convention center, which doesn't even begin to get at the fact that people live near this stop and depend on it. There are quite a lot of homes near this stop that are not actually close to another Metro stop at all, but I guess because they are not wealthy ones you all do not find them worthy.

The Metro is my primary mode of transportation as I don't have a car.

Cuts in service and making transfers harder will negatively impact ridership.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I live near the Gallery Place station, this limits a great deal of places where I can get to relatively easily.

Green/yellow stations are a blessing

Gallery Place station is already an overcrowded station.

This would reduce core capacity in dc to unacceptable levels.

There are a lot of people who use Mt. Vernon station. What happens to them?

Don't like it but could probably adjust

Ditto my previous comment on closing stations.

I travel back and forth between Van Dorn and DC so that works

Overcrowding at Gallery Place seems likely.

No station closures! Ask Congress for more funds!

Yes this should not be a problem, seeing that making transfers for going north could be made right there on the platform.

All the conference goers use Mt Vernon-- traffic would be horrendous and Conference goers would go elsewhere-- and DC would lose money.

To get to the volunteer work I did in the Shaw neighborhood prior to the lockdown a year ago, I got off at Mt. Vernon Square Station.

I need to access College Park station.

This works for me because I ride the green line and red line. I do not know how it would impact others.

None of these proposals make sense if youre intending to keep or gain ridership.

This would be non-optimal, but workable.

Mt. Vernon Square businesses would be severely impacted.

I live inside Huntingdon.

I am just astounded that WMATA is proposing the PUNISH the residents, visitors and commuters who have been loyal to you for decades. Yup, theres been a pandemic that no one individual is responsible for and yet here you are using the skewed data of a year of tremendous hardship to push your agenda. I cannot even say how incredibly disappointed I am with WMATA, just so sad and utterly unacceptable.

Have yellow line go to ft totten like it used to

I do not expect to use this route or stations.

cuts off service to high residence areas north of GP.

This plan may work, but it would be very inconvenient for many people.

As I mentioned before, my time waiting for a train would most likely be while I am on the WMATA clock.

This would have minimal impact on riders trips, as it requires just a simple train transfer and does not increase time between trains or reduce service significantly.

please keep in mind how crowded gallery place can get with all stations running normal. workers are stating to return to the office. stopping at Shaw-Howard or U st may prevent less clutter and help stop the spread of clovid-19.

I need to ride the train to College Park, stopping at Gallery Place doesnt help me.

I would just have to only use green to get home.

I think there would be more riders if the yellow line went further.

Important to service convention center.

First, you proposed stopping Yellow Line service at Mt Vernon Square, now this? Although it is only one stations difference it is still significant for people.

I don't travel the line much, but again the more you take away the more riders will walk away from metro and create a more disastrous car-based commute

Green Line trains do not run frequently enough to handle the crowd of commuters that rely on the Yellow Line north of Gallery Place. THE GREEN TRAINS SHOW UP FULL.

U want to cut stops where majority of federal govt is situated! How do u expect people not be crowded at rush hour and not miss trains! U r about to create a crowded mess that can be detrimental to getting out of this pandemic! Keep metro as is! Do not punish riders!

All trains should run to fort totten to decrease crowded cars to help promote social distancing.

I do not use those stations.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I use the Yellow and Green lines at Fort Totten regularly to access areas of the city not serviced by the Red line (I live near Silver Spring station). Stopping Yellow line service beyond Gallery Place would severely limit my access to the city, including access to my job. Columbia Heights, Georgia Ave, and Fort Totten are all crucial stations that need both Green and Yellow lines coming through to serve the large groups of riders dependent on transit in those neighborhoods, and the Yellow and Green lines combined continuation through to Greenbelt is crucial for me to visit family living in that area.

Most of my metro travel is on yellow/green, but having to transfer from green to yellow on some longer trips wouldn't be a big problem for me.

All the schedules should continue. Commuters need this. I need this. My community needs this. Congress appropriated 1.9 trillion. Only 9% is going to covid. Get Congress to give more money

If I needed to go to somewhere where the yellow line was I'd use Uber/Lyft. My work travel is off the red line.

What happens to Convention Center events! Why the heck are you closing stations that are near MAJOR EVENT VENUES.?

However, closing any station is, to me, a bad idea.

It depends on how often the green line would come. but like i said on an earlier proposal, making a decision based on low ridership numbers today is invalid. Its a false number and you are doing us all a great disservice.

Having only green to transfer to would make it very inconvenient.

Dont use the Yellow line.

doesn't apply to me but again there are a lot of people who live in PG county that depend on METRO and the greenbelt and college park subway. these are the lower wage earners who don't have cars and need public transportation to get them to and from their jobs or school. Your inability to manage metro budget from the beginning has been an issue and again maybe you built too many stations; instead you should have steady and reliable bus service.

This significantly impacts the accessibility of metrorail for DC residents who live in Ward 4.

After your other questions I am worried that I would need a canoe to get across the Potomac river to Alexandria if I ever wanted to go there.

Except for days when there are special events at the convention center

There are only two stations that are exclusive to the yellow line, as long as these stations keep service, these riders still have easy access to most of the city with blue and green lines

I commute using the yellow line between Huntington Station and Pentagon.

Mayyybe. Again, as a frequent user of Red/Green/Yellow lines the transfers are already hard enough because trains usually don't have a lot of time for transferring without having to wait 15 minutes or so.

That is reasonable

As a regular Columbia Heights station user, we have already seen the improvements to service when the Yellow Line runs all the way to Greenbelt. Stopping the Yellow Line at Gallery Place will create overcrowded trains and delays in timely arrival.

See previous comments about congestion and taking service from the less wealthy side of town

This would make Gallery Place even more crowded as a transit point. Platforms would be very chaotic.

This will inconvenience a small number of passengers as there is still a required transfer. Operationally continue using the Mt. Vernon Square pocket track to turn trains around to head back to Huntington.

Unless you add more trains from Gallery place to Greenbelt, this will put a huge hindrance to my daily commute

During rush hour the trains are crowded going to U Street/Columbia Heights/GA Ave - and now you're cutting service in half. Brilliant.

I think transferring to the Green Line at Gallery Place would be fine - I tend to do that anyway - but I can't be sure.

Too inconvenient for persons living in Greenbelt and points along the way.

Mt Vernon Square is a neighborhood that started to blossom in the last 15 years and many people use this stop. I used this stop many times before Covid-19 altered the businesses in this area. I have still used it now.

I cited the reason for my objection to this plan earlier. I regularly use the Yellow line to travel from Columbia Heights to Reagan National. so shortening this line would create a significant inconvenience for me.

Again, please don't cut costs by closing stations. Isn't doing this contrary to your fundamental mission to provide transportation to those who need it most?

Closing any metro station is the wrong thing to do.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

This would reduce the number of trains coming to my neighborhood, which has a lot of Metro riders. There is so much development, and therefore, strong/increasing ridership pool along this part of the yellow and green lines that it is not a good place to cut service. Prior to the pandemic, these trains were typically very crowded during rush hour, so decreased service would result in overcrowded trains, increased wait times, and likely decreased ridership from the inconvenience.

The transfer option will work for me to get to the stations further than Gallery Place going towards Greenbelt.

Mt. Vernon Square is a station for the Convention Center, a huge complex where a lot of people work. There are many residential houses in the area as well. Why close what already exists?

Tourists WILL come back to DC--if Metro doesn't care about the locals, which these proposed changes imply--then at least think of the lost revenue from frustrated tourists who return from their DC visit disgruntled because the much-touted public transit system barely runs and they're left to wander around trying to find places and/or spend money on rideshare or cabs. Or they drive and complain about parking options. Go ahead, shoot DC tourism in the foot with all these reduction proposals.

Not sure if I would need to go further into the city which Mt. Vernon Sq allows.

Bad idea to deprive easy access to both UMD-College Park and the U St corridor.

Why not close the line entirely? Alexandria, Arlington, and DC could provide a reliable bus service. Metro is already so unreliable that it is a poor way to get around. Cutbacks would hardly matter. However, it is essential that service cutbacks be accompanied by commensurate reductions in staffing and facilities. Freed up funds should be returned to local governments who have a demonstrated ability to do transit better than WMATA.

Never on yellow personally.

I ride and live on the green and yellow lines (PG Plaza) I don't want to have fewer options for trains or wait longer. I commute to work via metro, and also socialize and play in DC via metro.

All these stations were built to serve people in those areas. It makes no sense to close them.

I am a power wheelchair user and cannot drive. I have no family to help me get around town. Metrorail is my ONLY means to get to my full-time federal government job and my weekly disability-related medical appointments. Any cuts in Metrorail service greatly impacts my life in a very adverse way. Telework has not been a good option for me because I am much better disability accommodated at my office than anywhere else. As I wrote before, I don't know where in the DMV I will live in the near future.

Fine as long as the transfer includes waiting intervals of less than 30-minutes.

This will negatively impact commuters

See comments on running yellow line only to Mt Vernon square.

Stations should not be closed. This is a recipe for sending the system into a downward spiral

Public transit needs to be a convenient NETWORK to get ridership up and collect more fare money. Closing stations and reducing frequency cause ridership to downward spiral, then you will close more stations since there isn't enough money to cover costs, then fewer people will ride. Unfortunately, public transit is built and they will come. People will ride a convenient network complete with frequent reliable trains and buses. Get rid of low ridership stops and you will see decreases all over since many people who were riding there before stop using public transit all together

I don't think that you should remove any stations, but if you did then at least send the yellow line to Shaw.

Do not agree with closing of Mt. Vernon. Or limiting commute to Greenbelt, negatively impacting a specific segment of the population.

I feel like you need to wait at least a year post-pandemic to accurately gauge ridership needs. January 2023 may be a better target for assessing.

As if people are too dumb to know that if a train ends one joint stop early, you can change there instead. This isn't bad because Shaw and Gallery Place are not too far away. Finally: A good suggestion.

Why should I have to get off and transfer wait 30 minutes of the other time if I happen to miss it when I'm already on the train I need to go where I need to do

I do not regularly take the Yellow Line. Orange Line rider.

I do not usually ride the yellow line

Again, traveling from Yellow to College Park is very valuable

Not applicable as this is not a station I tend to use.

Cutting Yellow Line service to U Street and Columbia Heights may be tough, but manageable.

Cutting central stations seems like a big mistake.

Someone needs these stations. Keep them open!

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I no longer live in Columbia Heights but this doesnt seem that much different than the pattern I remember there.

See my comments on previous proposals, they address this point

It is a bad idea to close stations the stations mentioned because these stations impact on people getting around.. People cannot go to work, if their station is closed. People cannot go anywhere if the stations close earlier. Metro officials should ride the metro system because they can see the whole problem. People use the metro system to get around.

I do not use Mt. Vernon Square enough to make this more than an inconvenience for me personally. That said, I think that closing stations after receiving a large federal stimulus would be acting in bad faith and would negatively impact ridership.

I dont think this will work

This might affect me since I do use the Gallery Place metro, but I might be able to make it work.

Mount Vernon Square station serves a neighborhood that is trying to turn itself around. Closing the station would be a serious blow. And its also convenient for getting to places like Logan Circle that dont have a Metro rail station of their own.

Gallery Place is already a busy station and transfer point, closing Mt. Vernon would mean people would have to walk or take the bus to/from Gallery Place in order to get to/from home in that area... That may not be feasible for seniors or those with disabilities.

The Gallery Place metro station is very crowded as is.

For many years, I have gone to conferences and the National Book Festival by Metro, via the Mt. Vernon Station. If the Convention Center isnt open, then I can understand closing the station temporarily. But wouldnt it make more sense to see where we are with public health in Jan. 2022 before making this decision?

Given that the Green Line will most likely be crowded during that time, it does not seem right that the Yellow Line is turned back at Gallery Place. I often use the Green/Yellow Lines as alternatives if the Red Line has delays between Fort Totten and Gallery Place.

Please dont close Mt. Vernon Sq.! I know the main driver of that station is the convention center but there are people that live in that area and that is one of my top three stations I travel to! No one should have to sacrifice the opportunity to use the convenience of the metro!

I rarely ride the yellow line.

No I dont support this rather the Yellow line to go to Greenbelt or Ft Totten station at least.

I dont rule out any stop because I use train/buses to travel for now

Young people would take too long to get to work, old people cant walk that far between stations. This is a terrible idea!

Please ensure that the Yellow Line can originate at Franconia Springfield during those times when Blue Line needs some work. Thank you.

Dont close Mt Vernon Square

Gallery place is a dirty hangout station. I would rather it close than Mt. Vernon Square. Not to mention all the hotels near Mt. Vernon Square that I have stayed at that depend on the metro service

I have done this in the past, so it is okay.

Okay, but Mount Vernon is the Convention Center stop. Arent you forgetting all the HUGE conventions that use the Center like Otakon, USA STEM fair and others that bring huge amounts of money into the local economy there; I really dont think you have thought about the actual economic impact your cuts would make to the communities that rely on the public.

The closure of Metro stations is not a good solution to Metros financial problems. One of the reasons that passengers choose Metro over other forms of transportation is the ease of access to MANY locations. Every time Metro closes a station, it loses not only the passengers who live in that neighborhood, but also other passengers who might want to travel to that neighborhood. Metro should find some other way to close its budget gap.

Again, this would seem to disadvantage people from the area served by the Green line.

I dont live on the Yellow Line so this does not impact me as much.

As long as I can get to Pentagon Metro, King Street Metro, and Gallery Place I can get to my doctor appointments.

I usually ride the yellow line between Huntington and Gallery and can use the transfer to the green line at Gallery Place option if I need to continue to Greenbelt.

This inconveniences everyone north of Mt. Vernon Square with infrequent train service.

Family members may be impeded.

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Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Leaving Greenbelt I would not be able to take a Yellow Line train, but would have to wait for a Green Line train to get to U Street since Mt. Vernon Square would be closed. Returning home by losing access to Mt Vernon Square I would have to walk over a mile to get to U Street, then watch Yellow Line trains to Greenbelt pass right by while waiting for a Green Line train.

Although my travel would be impacted by not having both the yellow and green lines operate past Gallery Place, if cuts need to be made, this seems sensible. Especially since it still provides for a yellow-to-green line transfer.

But I used to live in Greenbelt, before moving to North Bethesda - I can tell you that, that plan would have a serious impact on their commute.

This eliminates my ability to use the yellow line as I am north of Chinatown. Going to Reagan on the yellow line was such a great transit option.

I do not typically ride the yellow line.

I think most of the places I personally tend to visit are close enough to the Gallery Place station that I could make this change work. But Mt. Vernon Square is closest to the Convention Center, and so getting to conferences and meetings would be more difficult. But I just don't know whether I will need to go to the Convention Center as soon as Jan 2022. The extra 15-30 min in addition to walking from Gallery Place Metro might be difficult but not impossible. On the subject of closing the Mt. Vernon Square Station, I would hope that instead of permanently closing Mt. Vernon Station, service could be temporarily suspended instead.

As long as the Green Line is running

If the convention center starts hosting events again by the time this proposal is implemented it could hurt their events trying to attract audiences.

Again, why are you proposing to close Mt Vernon Square. Conventions will come back to DC plus this neighborhood is being transformed into a vibrant part of the city. Also Gallery Place can barely handle the number of riders using this station. The platforms are too small for the crowds that pass through during rush hour, after sporting events and generally anytime 4 trains roll into the station. Not a good idea.

See my earlier item about the yellow line.

This plan is inadequate and detrimental to Yellow line train riders who do not enter or exit the Metro at Mt Vernon Square, but commute past the station as well as airport passengers. As an example, take a rider commuting from Petworth to the Pentagon, or an airport passenger living in Shaw or U St. Corridor. Such riders would be required to make an unnecessary transfer, detrimental to their own metro ride and increasing congestion at transfer stations.

I explained this earlier. The yellow line originally ran from Greenbelt to Huntington. People going to Virginia can ride that train from Maryland as far down as Gallery Place or Archives (where ever it splits off) and most do when that is the first available train that pulls up at the station. Just like if I was at Archives and needed to go to Petworth. If a yellow line train comes, I'm going to get on it regardless of the fact it's the yellow line, it's still going in my direction. Why is that concept so hard? Is there any other train that cuts off not even halfway through the line and turns around?

This would be hard on all the people living in the apartments near Mount Vernon Square, but at least it is still walkable to Gallery Place...

The Yellow Line should not reduce its schedule. To do so would curtail the many itineraries followed by riders everyday who use the Yellow Line from home to work and from work to home each day.

absolutely not because that would limit access to DC and Virginia who live in the greenbelt and college park area from coming into the DC Virginia areas

Please extend to 14th St. Closing Mt. Vernon Square is fine.

No, this stop should remain open.

This would make the metro very hard to use for someone living in Columbia Heights

No, I live in Mount Vernon Square and that's my home station. I don't use it every day now because I'm working from home, but I'm expected to go back to the office soon. Now what, I won't have a metro station?

There are many folks who use the Mt. Vernon station and to eliminate that station is not wise. Perhaps reducing weekend hours at that station would be another option.

It's only one more stop. How much are you saving.

Gallery Place is an historically crowded station particularly after events at Capitol One Arena. If I'm at the arena I often walk to Mt. Vernon to avoid the crowding. This would remove that option, and I would be concerned about that crowding for safety.

This is a good idea because you can still get to Greenbelt or Glenmont with a transfer. Reducing but not eliminating service. Reasonable.

Gallery Place is already a giant hub with so many people transferring, that increasing the likelihood of people needing to transfer will continue to clog up traffic.

Try to get the amount of transfer needed to one. Two or more transfers will make things worse.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Again, I work in Alexandria and live in Petworth, so any plan that eliminated Yellow Line service to Greenbelt would ruin my commute. Id have to work up even earlier than I already do, or be late to work, or get home later. In other words, this change would be painful and hurt my quality of life.

Once again, I think closing stations is NOT the answer. Please reconsider and think of the many persons whose jobs will be affected.

Low frequency of service and long wait times would discourage me from taking the metro.

Open during week and closed weekend

As stated in previous proposal, stopping service to existing stations unfairly affects people with residences or businesses in affected area, possibly affecting property values or business traffic. Its not clear that would substantially help the situation: closed stations would still require some upkeep, security, etc. Nearby stations would experience greater parking load and surrounding roads might have traffic patterns/load affected.

Yellow should go to U Street

Lol ridership could increase before January 1, 2020 to sell, just to let you know that because the pandemic credit end sooner than January 1 so just to let you know

I do not regularly use the yellow line so this plan would not impact me.

In South Korea, they beam free public WiFi from all public transit. Even through tunnels.

I dont usually travel that route.

I never use this segment of the Yellow Line.

Dont use

My commuting patterns do not apply to this scenario. I do not live in Maryland nor commute to that neighboring state.

I would not be affected. If this plan were adopted I would probably spend THE SAME on metro per year

Overcrowded trains are my main concern.

While Gallery Place is very close to Mt Vernon Square, this station is essential to the convention center. I would consider only enabling this station during major convention center events such as the Auto Show, and having them subsidize the usage of that station during those events.

Reduction of trains to College Park would be a problem.

Why live in a city if you cant access it easily?

I think it's better to just turn back at Fort Totten instead. Because I don't want to wait or need to switch trains if I'm coming from Virginia. The wait time is way annoying.

Similar to the other yellow line plan. It would work for me, as occasional rider in that direction. Most traffic indeed seems btw VA and central DC.

My objection to this relates to the closing of the station. Otherwise, transferring is not great because of added delay. At least the wait would be indoors.

frankly, this just makes the commute totally suck even more for people living north of Petworth and working downtown.

I live closest to Mt Vernon square station. I would not walk 12+ in the opposite direction or 17min to Shaw to travel a few neighborhoods away.

We've taken Metro to the DC Convention Center, and Mt Vernon Square serves it. Closing this station would seem to adversely affect the convention center, built at a cost of over \$800 million dollars.

I would recommend different suggestions especially those that do not impact the green line.

Again, this sounds like a Washington Monument strategy intended to forestall cutbacks. But given the current reality, large cutbacks are needed.

not ideal for commuters between shaw and college-park, but could be possible

Flooding Gallery Place of people as they transfer is not a good idea. This system was not built for growth or ridership. Look for solutions from other countries who know how to implement mass transit options.

Reducing Yellow Line service would unfairly target low-income residents of Washington, making it harder for them to get to work and increasing their transportation costs.

The continued operation of Eisenhower Metro Station (Yellow Line) is my greatest concern. Mt. Vernon Station is one that I often utilize when patronizing restaurants, attractions in The District.

Need yellow line to travel between Petworth and Huntington

The Convention Center station should not be closed if D.C. wants to have a chance to recapture its place as a premiere conference destination and all the spillover revenue that generates.

Other riders will suffer, operations at these stations need to be maintained.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Like I said earlier, I think this not only unfair but discriminating too! The stops north are on the exact same segment as the 3 south. People paying full price but will only receive 50% of the service should not be tolerated. The whole point of extending the Yellow to Greenbelt full time in April 2019 was to let people know that they deserve better and should get the same service as everyone else no matter the circumstances. People aren't gonna want to ride the Yellow line if this returns. Also like said earlier it would look weird on the map because everything else goes from end to end so I think the Yellow should as well!

This would pose a challenge to my riding, its my closest metro and given an additional walk, my likelihood of riding decreases

See my previous answer regarding the Yellow line operating up to Mt. Vernon Square

I dont use Mount Vernon station.

None at this time.

I CAN WALK TO THE CONVENTION CENTER AND MY CHURCH ON SUNDAYS FROM GALLERY PLACE.

My travel needs do not include traveling in this area.

Mt. Vernon square is convention center and office space area. This office space traffic and convention center traffic would need to be evaluated.

fort totten is life

Not sure. Any passenger traveling between those areas would find it kind of difficult to transfer trains when they have always been used to traveling on one line instead of transferring to another to get to their destination.

Just as long you have monitor ship to determine if this is really working.

As I stated in response to Proposal #1, I really dont want WMATA to have to cut Metro service on any of the lines.

I usually dont have to transfer but if I did Gallery place is the last stop.

I often ride the yellow line during rush hour to greenbelt and this closure seems to put a stop to that.

Provided that ridership data support this proposal.

As explained earlier, the Yellow Line supplementing the Green Line between Gallery Place and Greenbelt at times of heavy use/traffic is critical to making appointments and, for my son, arriving to work on time.

Bad idea. Redundancy is needed for emergency evacuation, protests and special events management, plus growth. Dont close stations or go backwards. Developers in DC need to pay into a fee for WMATA.

Not because I use that portion, but essentially metro is saying that we just want to do what we want to do without providing the services that are necessary for a functioning subway. So, why not sell the subway to a party that will provide the proper services? This really sounds like you wish to go out of business, or reduce your ridership, or play the victim. This behavior is typically all about money, or just greed.

Closing the station at the convention center is a ridiculous idea.

Having to change to Green line at a multi-Metro stop seems reasonable. Also, the stops are close enough in-between to not cause excessive changes in travel time.

This would only work if, like the Mount Vernon proposal, Yellow trains are timed to arrive NB just before Green trains to allow a quick transfer, and Yellow trains SB arrive just after Green trains. I dont see how this saves anything vs. going to Mount Vernon as theyll likely have to crossover there anyway, but sure. Without the timed transfer this makes access to jobs in Arlington on Yellow from dense areas from Shaw to Petworth basically impossible.

This would work for me as long as Green Line trains to/from College Park come frequently enough.

I use the yellow line to go to the conduction to take me to the green line

Gallery Place to George Ave-Petworth are still heavily trafficked routes. Closing one line and forcing riders to have only one line for the remaining stops would lead to heavier surges and overcrowding.

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I dont use those stations

I would likely significantly reduce or stop taking metro is this were the case

Having to transfer to another Metro train adds time to my trip, especially if Metro lengthens the time between trains.

No, I use Mt. Vernon Square station often. Changing trains/lines to get off one stop later is irritating.

I use this metro stop when there are events at the the event center, I worry that increasing the distance between stops during major events may cause additional stress and issues at gallery place an already busy stop

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I mean, why not just close the Yellow Line altogether? With Eisenhower closing, youre really only servicing one station.

I don't ride the yellow line often but am generally opposed to service cuts.

That would cut the available train service in half, through the growing (gentrified) NE part if DC, and the growth in Prince George's county.

No, this plan would not work for me because Im an essential-healthcare worker at an area hospital. Unfortunately, our shifts end at 11:30pm, which conflicts with your 11pm closure. This is also a problem for retail workers. If ridership is down, maybe you should consider extending your hours to Midnight to accommodate the needs of late night essential workers whod rather pay more to ride metro than an over-priced Uber/Lyft/cab.

This proposal will result in crowded trains and stations.

Would not affect me

Rather than closing stations, which will snowball into decreased ridership & decreased revenue, making more efficient use of the revenue, such as making changes such as switching light bulbs to LED bulbs in order to use less electricity would make more sense. With vaccines under way, metro would do better to regain public trust in its system and making it MORE convenient to use, not by closing stations and rendering it less and less useful.

This would be a problem considering the amount of people that would be affected

Will cause crowding and increased travel time to service workers and the most vulnerable needing consistent medical attention.

Yes, it this means a transfer to another train. Could work. It how much time would riders wait for the transfer?

Gallery place already insane when STC and Capital Arena have events. Also, close to smithsonian, portrait gallery, chinatown, so much. It will be an awful situation and crowded place so more crime and more waits. NO NO NO.Also taking the metro to national airport becoming harder with these insane proposals. Consider travelers coming in from airport who rely on the trains. You are forcing them to take other transport. why not just give up now and close up. You are on the path with these insane proposals

I like Mt. Vernon Square. I feel like, as that area grows, that metro station will be more important.

It is moderately inconvenient, but I can transfer to the Red line at Gallery Place instead of Ft. Totten. I would much prefer Ft. Totten to be my transfer point out of convenience, but this change is acceptable.

This would be a huge disappointment and with the proposed infrequency of trains, would make riding metro extremely taxing and potentially untenable.

Strongly recommend keeping yellow line trains running past Gallery Place to allow riders to switch without needing to ride back down to Gallery Place for a transfer.

See prior regarding regarding yellow line reduction. Furthermore, this move would force all yellow-green transfers to occur at the already overcrowded and awkwardly designed gallery place station.Please consult your WMATA map. Please also, ride your trains during non-covid-19 periods (especially rush hours).

What's the point of even having the yellow line running? It's not a useful line if it can't connect NOVA to most of DC.

Gallery Place is already a crowded station. Funneling more rider traffic to that station will certainly create chaos and contribute to much frustration. Also, Mt. Vernon Square services the Shaw area including the Howard University community. Eliminating a stop at that location would cut the University and community off from metro access.

Depends on headways.

It would make the transfer station a nightmare

I transfer to and from Gallery Place as an alternative to Fort Totten to get to Greenbelt, MD whenever the Red line is experiencing delays.

No real impact.

I live near Mt. Vernon Sq, this would double my commute time to get to Chinatown if they close the station

hard to visir smithsonian museums when they do re-open for us

Given its proximity to the Convention Center, I would not like to see Yellow Line trains stop at Gallery Place instead of continuing on to Mt. Vernon Square (ideally continuing to Greenbelt).

trains & platforms would be too crowded & packed

Its sad that we have to make choices that might not affect some, but will affect others, in this case those on the Yellow Line.

I rarely ride that line. But it seems like it would trap riders who got confused or distracted and missed the ONE transfer spot.

I dont go to those places, except for Gallery Place, which i get to from my neighborhood station, Grosvenor-Strathmore. I attend performances at the Verizon Center and go to museums nearby in Penn Place.

Gallery Place is the station I use to pay my electric bills and my moms electric bills. We also use this station to access Government buildings that we need to go to yearly. This proposal is unrealistic.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I often visit U Street from points south, and yellow line service between Gallery Place and U Street improves these trips drastically.

Thats ridiculous. Even though rely mainly on the Orange line, I have used these other lines on the metro and I know people rely on these lines. I know I live where I live (across the street from Virginia Square metro) so I can get to my job easily in the morning and come home at night without a wait. All the businesses and schools and churches around here are geared towards this population -- Rosslyn to Ballston on the Orange line. The same holds true of other lines. Theres an implied social contract here. Some paid more close to the metro and city for properties and higher taxes; others moved farther out where properties are cheaper and taxes are lower, but relied on transportation. Pretty sure theres racial inequity here. Weve had enough stress with COVID. Forcing people to drive to work or move again or change jobs or schools is bad for the environment, bad for area residents, and bad for the health, wealth, and community of the metro area. For public transportation to be eliminated when we are back at work is devastating to the citys health and wealth.

I do not use these stations

Again, absolutely not. The convention center is a critical stop. Do not close it.

This is a terrible plan. The Mt Vernon Square station is closest to the Convention Center. How is the city going to ever generate money from future conventions if visitors have a hard time accessing the Convention Center. This also a terrible idea as a person who lives near the Fort Totten station and relies on being able to ride the Yellow Line to Fort Totten.

effecting transportation to work for individuals without a car

I know it would affect some of my coworkers but it would not affect me much.

I rarely take the Yellow Line, so while this proposal would work for me, I am not the best person to weigh in on this topic.

Please refer to previous comment regarding how if this proposal takes effect, countermeasures are necessary to reduce the impact to the green line.

I can't comment on this route because I don't use it frequently, but I suggest considering the relative impacts to low income communities vs high income communities.

Again, limiting access to the airport is not good. Gallery Place is a busy metro stop & having to drag luggage through it to transfer is very unappealing.

This will not work for me., only if low ridership.,

I use this for work and home

PLEASE extend yellow line trains all the way up. Those of us north of Chinatown need regular/frequent trains like the rest of the city.

Cutting service to Columbia heights would severely impact my daily commute and my use of metro to travel to DCA

If proposal closes a station, I disapprove. If stations remain open, I approve.

It can be very difficult to get a green line train after certain events such as Nats and Caps games, the yellow line service eases that burden during those time, and when there are delays on the green line (again, I believe several years ago, metro said it made more sense to run more trains along the yellow rush line--- what changed, or was that all a lie?). Did metro consider any other factors such as how and when people use system in proposing these recommendations (it does not appear so).

Another terrible proposal because if events took place at the Convention Center (in the future), no customer could use the Green or Yellow line to attend them. In addition, people who rely on the Mt Vernon Sq station to get home would be negatively affected with this closure because unless they could connect to Metrobus to get home, they would have NO way to get to their destination.

As long as there was a connection beyond Gallery Place

I dont generally use the Yellow Line

I strongly support this plan ... unless stopping at U Street is an option.

I often take the yellow line further than Gallery Place, this would impact my commute and make me more likely to drive into DC.

How do you have a worse proposal than terminating all the yellow line trains at Mt. Vernon Place

I use Mt Vernon Sq more than most other metro stations. And Gallery Place is a nightmare at the best of times and making it even more crowded sounds like a disaster.

Do not close/shut down any metro station even if there is low ridership-- to compinsate increase fare prices on subway or bus & have shorter trans on subway lines or have subway trains skip stations that have low ridership-- like having a subway train only service a station with low ridership less frequently having trains blow by certain stations but only service those stations with every 2nd 3rd or 4th train, but have it be at predictable intervals. Also have MD, DC, VA supplement WMATAs budget needs.

Seems reasonable providing that the Red line is not plagued with substantial delays between Rhode Island Ave and Gallery Place. If this were to occur hopefully Metro will consider temporarily restoring service between Fort Tottenham and Gallery Place until Red line service is fully restored.

Mt. Vernon Square train turn-backs should remain in order to keep existing turn-back operational plans intact. Turn-backs at another station that doesnt normally have them could affect operations on other lines in area.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

that station is important. wtf.

Gallery Place does not need further stress.

Right now, its ok. But I do go past Gallery place sometimes.

When I use the Yellow Line, I dont travel as far as Gallery Place or Mount Vernon Square. This would not impact me.

Pending on the frequency of the green line to supplement the lost of the yellow line.

Next Question

If this is implemented, then both lines need to operate in a 15 minutes basis..

Dont use the train to get that area very often. I will have to find a bus that goes near or walk from Gallery Place to get to that area of the city.

This is a dumb decision for purposes of congestion, increased crowding in one of the busiest stations (Gallery Place), would just add an unnecessary negative to efforts to draw conferences/activity to the convention center. Would hurt business and neighborhoods north of convention center.

It would depend on when the green line trains arrive at G Place. If 5+ minutes after the yellow line train

Having been in Mount Vernon Square during normal times, I dispute your claim of low ridership.

This would increase the time between trains along the north section of the green line to a point that I would not use the train

Not ideal, but at least this doesnt involve a train closer. However, what would people who live in Mt Vernon do? Many residencies and establishments are built around a metro.

Current.y I change from the Red Line at Ft Totten. How long would I have to wait for a train to College Park? It could become impracticable.

I occasionally use the Yellow line to ride from Braddock Rd. to U Street or Shaw. This is mainly for social events and I would use a ride share service if Metro was not available.

My partner regularly travels by metro between College Park and Takoma for work, so this would not work for us.

This would make Gallery Place even more crowded in already station.

People are very dependent on the Grosvenor/Strathmore metro station to get to and from work and to get around—especially those who do not own a car. Closing this station and many others would be detrimental to riders who depend on public transportation to get to work, run errands, and get around the city. Many people either cannot afford a car or are unable to drive. While I understand that the pandemic has been especially hard on Metro, it will cause even more undue hardship on riders in a variety of communities. I strongly urge Metro to keep ALL stations open. Additionally, as the pandemic gets under control, more people get vaccinate, and offices/businesses begin to reopen, even more riders will be even more dependent on public transportation. Please do not close Metro. It is a faster and more direct way to get around. The hours listed above also create a hardship on riders. If you miss a train, you have to wait a considerable amount of time for the next train to arrive. This can impact riders dependent on Metro to get to and from work. This is too limiting for people who are dependent on Metro.

do not drop stations needed by working class riders

Mt. Vernon Square is a huge stop for convention goers, who will be starting to come back to Washington by January 2022. It is a long and not entirely safe walk to get from Mt. Vernon Square to Gallery Place on foot, especially after dark. If theyre going to attractions downtown, the Capitol One Arena, other theatres or to the southwest in Virginia, theyd have to make a transfer if they want to use Metro.. This is not a good way to treat thousands of visitors, especially U.S. taxpayers who helped pay for the Metrorail system..

I use the yellow line to LEnfant Plaza and impact my travel.

There is no other station that serves the mt. vernon square and convention center areas. It is important for business in blagden alley.

I expect things will be closer to normal in January 2022 so this would not be able to handle the number of commuters on this line.

This would significantly limit transit options.

I use the yellow line train to Fort Totten when it's available. I ride to and from Columbia Heights metro station frequently. DC Public Schools, my employer, uses Columbia Heights Educational Campus as a training site. CHEC is also used for a winter futsal league in which my daughter participates. I also ride to and from Mt. Vernon Square occasionally.

What would happen to all the convention center traffic?

Having more than one line coming through the Columbia Heights Station is convenient.

This would reduce the available trains for commuters along yellow/green lines, which I use since I live at Petworth.

I use Mt Vernon Sq frequently. It is close to many bars and restaurants in the area.

This is so shortsighted. People are not taking metro currently because offices/entertainment venues are closed and socializing is discouraged. This will not be the case in 2022. The service cuts should have been in 2020 when ridership was down FOR A REASON - not two years after the fact when that reason will be over. Shaw is one of the densest neighborhoods in the city and this is the stop at the convention center where hopefully there will be conventions in 2022/tax revenue from conventions.

| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
|---|
| Keep Mt Vernon open |
| Not having the Yellow Line going to College Park would have been an issue for my when I commuted to work before retirement. |
| Okay, so I know there was this crazy disclaimer about looking at questions individually, but seriously? How does looking at these impacts individually work? Closing a station that previously was targeted as being the last stop seems arbitrary, not helpful to the businesses that have started to grow in the area and not helpful to the economic health of the district as a whole. |
| Again, this is fine. Gallery Place and Lenfant Plaza are great places to transfer so long as the crowds are not too big and were not afraid of terrorism like after 9/11. |
| This would make going to Nats games and that area very hard. |
| The yellow line train going to Greenbelt was a hard won battle and we should not be moving backward. This pandemic will be closer to over and ridership will pick up. |
| Cutting out a transfer point is a bad idea, and I am one of the "low-ridership" folks who use that station. |
| Before deciding to close stations due to low ridership I think you should get a better idea of whether or not ridership will increase as more businesses, especially downtown, reopen. So much is going to change once the majority of the country, and specifically this area, is vaccinated. |
| No, that reduces the option for many people that live along the rest of the yellow line (myself included). Businesses and restaurants in the dense Shaw/U St/Columbia Heights neighborhoods would also surely suffer. If there are less busy stops on the yellow line, like Mt Vernon, then maybe it could be skipped while still serving other stops beyond |
| I worry about over crowding during rush hour on platforms and in the cars |
| Don't know enough about this region |
| This would negatively affect NW DC resident riders ability to travel directly to National Airport |
| My family rarely uses the Yellow Line. |
| I dont normally travel on the yellow line, so I dont think it would affect me |
| I live next to Mt Vernon metro and this plan will be very inconvenient for my commute. Also, I would think Convention center will open up fir conferences etc. |
| that station is crap for waiting on the yl/gr platform. And as my home station is Petworth, cutting the train short at all does not work for me. |
| North of China town is densely populated and growing. Needs more transportation options not less. |
| I will never live there |
| I live two blocks from Mt Vernon so would be frustrated by this change, though that means I could walk the extra half mile or so to Gallery Place. I wouldnt be happy about this change, especially when using the Yellow Line to get to Reagan Airport. But the alternative isnt horrible. I do think that limiting access to Reagan through the Yellow Line by requiring a potentially lengthy transfer wait is problematic. |
| But I do not think stations should be closed if at all possible. |
| I use the mt Vernon station on a near daily basis. |
| Run more trains. |
| This cuts service in half for anyone living north of gallery place |
| Should be shorter cycles. |
| This would extend my commute time"impacting my ability to pick my daughter up from daycare. It would also lead to dangerous overcrowding on Green Line trains and on the platform at gallery place |
| It affects me but how much depends on how long I would have to wait for the next train. If I have to wait for 30 minutes for the next train, then my commute becomes a 1h20m long, riding my car would be 45m to 1h. I love to be able to go all the way on the yellow line between greenbelt and Crystal City - the commute regularly is 40m riding the train. The more you cut services, the less ridership you are going to have. There must be a way the system can be made more efficient. |
| Again, this sounds reasonable for 2021 until Fall but not 2022 |
| I oppose the shutting down of entire stations in all scenarios. |
| I depend on Yellow line trains at College Park Station |
| Keep all stations open. |
| Transfers will become more difficult and extend travel times. We also need access to these areas. |
| This option is another example of discontinuing Yellow Line service to Greenbelt which would be a major inconvenience for me. Transferring anywhere in mid-DC is essentially the same for me. But Gallery Place is designed in such a way that transfers are often difficult and even unsafe. (The Red Line platform can easily get overcrowded.) |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

| |
|--|
| Why does Metro rail only want to provide Yellow line service to majority white areas such as Arlington, Crystal City and Alexandria? Why are you only contemplating cutting service to lower income and diverse areas such as NW DC and suburban PG County? |
| Why would you close the stop that serves the Strathmore Art Center? Is there |
| I often have used the express yellow early in the morning from college park to DCA. I would like to see that option continue to be available if possible. |
| Gallery Place is so congested. By having to transfer during peak hours, the Gallery Place station would be very crowded and chaotic. |
| The individual suggestions/options are totally unacceptable for my requirements. Is Metro even considering the disabled and riders that depend on public transportation? It doesnt seem like ti. |
| The Yellow line goes to Greenbelt. This is in effect the same as closing all the stations north of gallery place - and making WMATA service at least half as reliable - and likely more. 30 minutes between trains is an unacceptable outcome for commuters. |
| Are you forgetting that you have a major DC Convention Center within walking distance to Mt. Vernon. You taking away the very amenity that caused so many neighbors to improve walk scores to 90 and above. This is crazy. Seems like you are trying to close the entire Metro system. This would not be good. |
| Would not be able to use Metro to attend events at Convention Center where parking is limited. I have a disability that makes walking difficult. |
| There are schools close to Mt Vernon Square that rely on Metro for access for their student body. You may cause dips in enrollment at these schools if you close Mt. Vernon Square Station. |
| This could work in the sense that Mt Vernon Sq is quite close to other stations (unlike College Park and some of the others suburban stations on the potential closure list), and there's no issue changing at Gallery Place. |
| Mt Vernon Square station is a destination. Metro should consider people who disembark there as well as people who embark at that station. |
| Need to use yellow line train to get to National airport |
| It would be inconvenient but doable |
| I currently transfer to and from the Green line at both Gallery Place and Fort Totten to go to and from College Park. |
| Are you nuts? |
| Sure my comment on the previous, related proposal. This proposal would work, assuming Green Line trains run frequently. |
| Not ideal, but workable. |
| I live in Columbia heights |
| That hurts PG county residents specifically. There is a ton of development around the Greenbelt metro. |
| I use Metro to go to the convention center at Mt. Vernon Sq. I havent done this recently of course, but I would really like to be able to do this in the next year. |
| Again, I need access to the College Park metro. If that closes, then I just wont ride metro anymore. |
| It would make Gallery Place even more crowded. Please remember that by January 2022 your ridership should be back up to normal conditions. |
| Not ideal, but better than closing stations. Again, its not easy to bring back customers youve lost. Would these solutions be temporary? |
| College Park is my closest accessible station. Please keep access open to College Park. |
| You should not base ridership on the Covid year. |
| The yellow line alleviates commute traffic on the green line. |
| I could make this work, but it would make me commute longer. It would also add a transfer to other trips. |
| Sure, just shut me out of the system entirely. This eliminates my commute. It would be gone. |
| And also 30 minutes between trains? :(|
| Seems like that would increase wait time. Will more seating and access to restrooms be created? |
| Again, I wouldnt like it, and lived with terminus at Mt. Vernon for years. The difference between Gallery Place and Mt. Vernon as terminus of Yellow Line is inconsequential to me. |
| Closing stations is the exact opposite of what you should be doing. Yes, COVID has hit many areas, but what about reopenings? What will you do then with surges in business openings and increase in travel? It does not make sense at all to do, especially in such a high-demand city such as Washington |
| This station is located at the DC Convention Center in which there is limited street parking. It is also close to a grocery store. The 70/79 bus lines are already overcrowded and closing this station would make the situation worse. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Limiting or truncating the service of the green and yellow line is inherently racist. As these lines go through historically black communities and redlined districts, the communities they serve would be most disparately impacted by such cuts even if they are low ridership.

Dont cut service to Greenbelt

More absurdity.

It depends on how often the greenline trains come. If they come frequently enough - say every 15 minutes, it wouldnt be an issue.

I use the Green Line, and would prefer to have the option to take the Yellow Line to College Park. But I also dont see how WMATA can not operate the Mt. Vernon Square station, when that is the main stop for the Convention Center, one of the Regions single largest economic drivers.

As someone who needs to go to Alexandria from Logan Circle using that station that would not work for me at all

Again, not a fan of station closures. What might this mean for foot traffic in the stations next to Mt Vernon Square? Lots of conventions are held there.

I depend on van dorn station

no entiendo estas decisiones, son muy perjudicial

As with the Mt. Vernon square plan, this would just increase crowding on the green line and its already quite crowded at Gallery place as is during peak hours

Again less bad than a few options, but not great

This service change does not appear to affect my needs as an occasional, out-of-town Metro rider.

no

This may not make much of a difference given how close the stations are to each other.

It would be possible but would make the transfer far worse given how busy gallery place already is.

This can work

I would need to understand the Green Line proposal. That hasnt been shared.

That's perfectly fine with me.

I would hinge this upon conferences returning to the Convention Center.

Keeping the yellow line across the river is very important.

Bueno en ese sentido está bien porque siempre queda la opción de la línea verde que se moviliza por la misma línea que la amarilla

This would only increase crowding and not have the desired effect of cost cutting.

That makes it harder to access Greenbelt

I dont use this line

Yes Gallery place is busy and thats a good sign!

If this were to happen, the green line needs to run more frequently

How would that affect the trips to U street or columbia heights?

...

If implemented, everyone would have to see how it affects their individual travel arrangements.

No hay otra forma de llegar mas que el metro

UNACCEPTABLE!!!

I would need lines that transfer to Greenbelt to remain as they are

Makes it harder to get to the WEW convention center which could hurt business in the area, especially when conventions like AwesomeCon, the News4 Health Expo and Otakon are in town

Inconvenient, but doable

This is not so much different from previous proposals. The preference is not to have to close any stations.

No suelo usar la línea amarilla

These stations need be open

My commute

People work there too.

I live near gallery place so fortunately this works better for me.

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

I only use the yellow line starting at gallery place and south.

I see a lot of people they now want to pay on the mattress station And nobody say something I take Metrofor everyday

I rely on yellow line trains near P.G plaza

Do not close any stations or cut rail lines off

I connect to the Yellow line at Fort Totten from the Red line

Yellow line trains would have to run frequently enough to maintain their useful connection south of the Potomac and, critically, to the airport

This would work for me personally because I don't ride the yellow/green too often but for those that do, it would be important to hear from them. Maybe this will happen later in the survey but even if you asked us what our primary train lines are, you'd get a sense of what kind of riders are answering this.

Keep that station open, because people do travel to that location no matter what is said or thought.

I take the yellow line between King St and Columbia Heights frequently

As long as a shuttle bus or green line train can drop me to the archives. Dont want nobody to miss theyre court date.

Do not travel to Greenbelt

This would be good because it gives you time to be early what I mean by that if I know they run like that and I gotta be to work a current time it allows me to improve time management

N/A

I often travel to MT Vernon metro station.

Keep the yellow line train going to Greenbelt do not close Mount Vernon square station

All stations should remain open

A pain but maybe ok except for the commuters.

Still need to get from L'Enfant to College Park for work.

I don't know why that's just seem like a lot of getting on and off the train

I dont ride the Yellow Line

Surprised at low ridership

No way- cut labor replace with self driving not cut operations

No

This would make traveling to work in VA frustrating if I have to wait a long time between trains. My current commute time on the train is 20 min.

Will be confusing to riders because of riders being programmed for this line to travel further.

I so rarely ride the yellow line, that I wouldnt worry about it.

This would be ok for work purposes but it would impact restaurant visits but since COVID, I have not ventured into DC for food. It would be a shame to stop service to Mt Vernon Square Station.

Are we cancelling events at the convention center now? Closing this station makes no sense with all of the events that will return to the center, and the people who will need transportation to those events.

My work needs dont require me to travel to any of these stations, however, i think Metro is making these suggestions based on 2020 trends, which isnt accurate at all.

I sometimes travel this route and I would love to know that I have other options when traveling through town.

Having previously commuted on these lines, I am supportive of this proposal.

Not a yellow line commuter

Closing a transfer station would be problematic

I only commute to Archives so this would work for my commute.

I work part time at the Convention Center so what station would I use to get to the convention center? or I guess I would have to ride the bus to downtown

That would make the platforms crowded for people to get around

If I happened to get on the wrong train, I would have no easy way of switching back if gallery place was the only transfer point

I go to Mt. Vernon Square maybe once a year. Thanks for giving me more of a reason to drive.

I font use this line

| |
|--|
| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure |
| I don't use this route but it sounds logical |
| I really dont understand what Metros fascination is with not serving Columbia Heights |
| Does this affect the Service to National airport. If so, it's a bad idea |
| Yellow and Green in Mt Vernon Square and Gallery Place are very important connecting routes. Running these routes at a lower efficiency has ripple effect and even lower efficiency across the whole system |
| Again, why do Metro Rogers have to take the brunt of this? Don't you have a pretty ridiculous union negotiated salaries and benefits that could be throttled back? |
| Great solution. |
| Seriously? |
| I take the u6 and u5 bus to work. Please do not eliminate Minnesota station orange line and the u5 or u6 bus |
| This is a major transfer point between R/Y/G lines and would impact commuting scheduling and planning for travel to/from work |
| I don't travel on green line. |
| Again, this would leave only one line for NW D.C., especially Columbia Heights. That is simply not enough for the number of people who live there. |
| Don't let this happen due to the crimes are already hope and not unless there are more security in place |
| I don't take that line |
| Same thoughts. |
| Inconvenience |
| I have no issues with this proposal. |
| short time period to downtown |
| note that I dont use this line often, so Id not be giving up much. |
| I can still travel to some of the places I go using the green line |
| Depends on the dates - if Washington Convention Center is expecting to have events. The station should be opened on any given date. |
| Depends on the people impact -- numbers affected, locations affected. |
| Need access from all points in downtown dc to Pentagon vis yellow line |
| This would cause people two have to wait to get to Greenbelt |
| Events at the Convention Center will resume at some point and not having Mt. Vernon Square would greatly impact attendance of these events. |
| Uncertain at this time |
| Prefer yellow line to go to U street. |
| I dont use the Yellow line that much |
| I use the green and yellow lines to get to and from Columbia Heights for my commute (when in the office). This would make that much more difficult if there aren't more trains available on green line for the sake of congestion and frequency to replace yellow line trains. |
| Please Keep it running to U St |
| I take both the green and yellow lines to go from college park to Gallery place in DC. |
| This works as long as the Yellow line still goes to Gallery Place |
| si realmente hay baja de pasajeros esta bien |
| As long as green line would still go to Columbia heights |
| Low ridership could be temporary. |
| Fort Totten needs to have service |
| Inconvenient but workable. |
| This seems like it will negatively effect low income areas on the other side of DC. |
| I do not regularly take yellow/green lines |
| None |
| Please do not close my Vernon square metro |
| There is a lot of shopping and restaurants we will be missing. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

| |
|---|
| I choose to live near the college park metro station specifically for yellow line access to national airport, when traveling with luggage changing trains makes metro unattractive. |
| We do not use Metrorail. |
| Do not cut Yellow line service to Columbia Heights. It is how we access NoVa/airport without necessitating a horrible transfer. Gallery Place is literally the worst transfer station ever. Too many people already transferring to/from Red line. |
| Similar to the Mt. Vernon proposal, this would be fairly annoying given I use this line regularly. |
| Having to change trains is so difficult and again, would cut down my options. I would be having to take a green train to Gallery Place and then walk to 14th and K, due to a lack of other options nearby, or change to Metro Center. |
| No comment. |
| This proposal will not work once the businesses nearest to Mt Vernon Sq Station reopen |
| This would not affect my travel. |
| You can if necessary walk to Mt. Vernon square from gallery and judiciary centers stop. You will have to address the disabled riders need in this decision. |
| Everyone will get into better shape with all the walking they will have to do. |
| I like to have my options when I transfer in Fort Totem from red line to either yellow or green line, so definitely this will affect my options and will reduce my chances of getting to work on time |
| The volume of passengers transferring to the green line would not be met by the amount of trains running |
| This seems obviously fine. Just one stop. |
| This will kill the metro ridership. The metro will never recover. Look at cities with successful public transit system. Theyre reliable and very frequent, there fore people use it. Decreasing times and stops will encourage people to never use it. |
| the yellow line is a major train for getting through the center of the city and this would greatly reduce the number of trains servicing the northern part of the city |
| Closing Mt. Vernon metro does not impact my travel but only running the trains to gallery place does not benefit me because I get off at U street. |
| I need to get from Columbia Heights to Alexandria / the airport. I do not want to transfer, especially if transfer times increase. Youve effectively eliminated the benefit of living near the metro for me. |
| I would prefer for yellow lines to continue going to Greenbelt. Stopping yellow at gallery place will add a lot of time to my commute and cause more crowding on the green line during a pandemic. |
| This would delay my commute |
| This proposal would not be rational, as a great deal of commuters rely on Yellow line stops which are already limited before further cuts would be applied. |
| my son and I use the green and red lines and sometimes we catch the yellow train if it comes. |
| Stupid. Unless you're building more routes than closing stations is a stupid idea. |
| I often transfer to the Green and Yellow Lines at Fort Totten |
| Does not sound like a major disruptor. |
| This transfer to the Green Line from Gallery Place MUST be operable on a regular basis as this would be the only option for that link. Any impediment to this connection would cause major hardship for many. |
| No issues with this plan, its strange the lines overlap at the end of their route anyway, seems like a waste of resources. |
| See before the explanation. DO NOT DO THIS PLEASE. YELLOW TO GREENBELT MUST STAY |
| That would add significant time to my commute to the hospital for work |
| Again - tourists and leisure travels who PAY instead of using commuter benefits would go to LYFT, UBER, and taxi services. Not very green of you. |
| Good. Its redundant anyhow. |
| Too much wait time waiting for a green line train. |
| Not applicable |
| Me parece bien porque son pocas las personas que usan tales estaciones. Mas en cambio si necesitamos una estacion en Langly Park. Tambien que los trenes se limpien y que se desinfecten. Tambien se requiere mas personal que reguardes las estaciones para haya paz y tambien eviten el que personas pasen sin pagar. |
| I rarely ride the Yellow or Green lines. |

Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure

Would reduce my access to the city

I prefer to keep the Yellow line running between Greenbelt and Huntington. Just eliminate or close the Mount Vernon station while keeping the rest of the Yellow line open. Just eliminate or close specific stations on the Yellow line.

It doesnt sound useful to have the yellow line train operate for two stops.

This would make Gallery Place station more crowded than it already be.

I ride the green/yellow line to work. This would make my commute worse and make me less likely to ride the metro at all.

Gallery Place/ Chinatown will be a nightmare to navigate and catch a train. Even if not many people enter or exit at Mt. Vernon Square, it is an important station for people to transfer.

What about events at the convention center? Is anyone thinking about the ripple effect this will have on communities, etc.?

The Green Line also services the Red Line riders to and from Fort Totten.

Again, not fair to Howard U students. Also, Columbia heights is used a fair bit. Like to see it stop there.

Yellow Line should run to U Street.

No. I plan to commute between Shaw and king street. This would be awful for me. I would have to change trains

Doesnt impact me much personally, but seems like it wouldnt lead to much of a cost saving.

There are more Travellers than before, the services should be increased not decreased. Also public transportation helps in promoting a Green economy

This is decision will make the commute time longer.

| Proposal to implement Yellow Line turnbacks with Mt Vernon Sq closure (Spanish) | Translation |
|---|--|
| Deben agregar una estacion amarilla mas | They should add one more yellow station |
| Seria demaciado dificil y tardado mi viaje | My trip would be too hard and delayed |
| no entiendo estas decisiones, son muy perjudicial | I don't understand these decisions, they're very harmful |
| Bueno en ese sentido está bien porque siempre queda la opción de la línea verde que se moviliza por la misma línea que la amarilla | Well in this sense it's good because there's always the option of the green line which is on the same line as the yellow |
| No hay otra forma de llegar mas que el metro | There's no other way to get there besides the metro |
| No suelo usar la línea amarilla | I don't usually use the yellow line |
| si realmente hay baja de pasajeros esta bien | If there's really a decrease in passengers it's alright |
| Me parece bien porque son pocas las personas que usan tales estaciones. Mas en cambio si necesitamos una estacion en Langly Park. Tambien que los trenes se limpien y que se desinfecten. Tambien se requiere mas personal que reguardes las estaciones para haya paz y tambien eviten el que personas pasen sin pagar. | It seems good to me because there aren't many people who use these stations. What we really need is a station at Langley Park. Also for the trains to be cleaned and disinfected. We also need more people to guard the stations so there's peace and to avoid people getting on without paying. |

APPENDIX B:

FY2022 Budget – Customer Feedback on Proposals



FISCAL YEAR 2022 BUDGET

Public Outreach and Input Report

Docket B21-01

Appendix B: FY 2022 Budget – Customer Feedback on Proposals

Summary Results of Survey Responses
Collected from Metrorail and Metrobus Riders
through Public Outreach Efforts

Office of Customer Research
Document Date: 3/24/2021



FY2022 Budget Proposals: PPP Outreach

- WMATA's Office of Customer Research worked with the Budget Project Team and External Relations to collect feedback from Metrorail and Metrobus customers on the following proposed service changes:

Metrorail – beginning in January 2022:

1. Operate Metrorail service every 30 minutes on all lines
2. Operate every other Red Line train between Grosvenor-Strathmore and Silver Spring
3. Operate Yellow Line trains between Huntington and Mt. Vernon Square
4. Close Metrorail System at 9 P.M. instead of 11 P.M.
5. Close up to 22 Metrorail stations with low ridership that are near other stations
6. Operate every other Red Line train between Medical Center and Silver Spring (due to proposed closure of Grosvenor-Strathmore).
7. Operate Yellow Line trains between Huntington and Gallery Place (due to proposed closure of Mt. Vernon Square).

Metrobus

1. Improvements to Metrobus service in 2021 with service increases planned in March, May, and September.
 2. Operate approximately 50% of pre-pandemic Metrobus service beginning in January 2022. This plan focuses on providing service where customers will be riding in January 2022, to low income riders who rely on Metrobus for travel, and to essential workers.
- The survey was in field from February 20th to March 16th. Over this period, WMATA collected 21,808 responses via the internet and 97 responses over the phone.

Executive Summary of Public Feedback

Metrorail Proposals

For each proposal respondents were asked: “Would this plan work for you—given your expected travel needs in January 2022”. The percentages of “Yes” versus “No” answers are summarized below.

- 1. Operate Metrorail Service Every 30 Minutes:** Yes-44%, No-44%. (See Slide 5.)
- 2. Implement Red Line Turnbacks:** Yes-56% No-32%.
Notably, support is lower among Maryland residents: Yes-47%, No-42%. (See Slide 6.)
- 3. Implement Yellow Line Turnbacks:** Yes-57% No-29%.
Notably, support is much lower for respondents who use the Yellow Line and reside in DC (Yes-34%, No-56%) or Maryland (Yes-32%, No-54%). (See Slide 7.)
- 4. Close Metrorail at 9 PM:** Yes-30%, No-60%.
Notably, support for this plan is much lower among respondents who currently ride the Metrorail after 7 PM (Yes-14%, No-81%) and low income respondents (Yes-16%, No-76%). (See Slide 8.)
- 5. Close 22 Metrorail Stations:** Yes-13% No-80%. (See Slide 9.)
- 6. Implement Red Line Turnbacks with Grosvenor-Strathmore Closure:** Yes-41% No-47%.
Notably, respondents who reside in Maryland are much less in favor of this proposal (Yes-14%, No-79%) than they are in favor of Proposal 2 above (Yes-47%, No-42%). (See Slide 10.)
- 7. Implement Yellow Line Turnbacks with Mt. Vernon Square Closure:** Yes-50%, No-32%.
Support is much lower among respondents who use the Yellow Line and reside in DC (Yes-28%, No-60%) or Maryland (Yes-34%, No-48%). See Slide 11.

Overall, respondents were least in favor of the proposal to close 22 stations.

They were most in favor of (or least against) the proposals to implement turnbacks on the Red and Yellow lines.

Executive Summary of Public Feedback

Metrobus Proposals

For each proposal respondents were asked: “Would this plan work for you—given your expected travel needs in January 2022”. The percentages of “Yes” versus “No” answers are summarized below.

1. **2021 Service Improvements:** Yes-68%, No-10%. (See Slide 14.)
2. **2022 Service Proposal:** Yes-40%, No-34%. A high proportion of respondents (26%) answered *not sure* to this question. (See Slide 15.)

Parking Proposal

Respondents were asked about reducing parking fees at certain stations in Prince George’s County.
72% of respondents answered Yes in response to the question of whether the change in fees would work for them.
87% of respondents who reside Prince George’s County answered “Yes” in response to this question. (See Slide 16.)

Capital Budget

Respondents were asked to weigh the use of capital funds for long-term safety and infrastructure improvements versus providing more service in the shorter term. 49% of respondents selected “provide more safety and maintenance without cutting too much service.” (See Slide 17.)

Metrorail Proposal 1: Operate Trains Every 30 Minutes

Question

Beginning in January 2022, Metrorail service would be the same every day of the week (i.e., no differences between weekday and weekend schedules). Trains would arrive every 30 minutes throughout the day, with the following exceptions:

- On the Red Line, trains would arrive every 15 minutes between Grosvenor-Strathmore and Silver Spring stations.
- At all stations with service from more than one line, trains would arrive every 12-15 minutes (for example, Blue, Orange and Silver Line service at Rosslyn).

There would be no difference in arrival times between rush hour and non-rush hour periods at all Metrorail stations.

Would this plan work for you – given your expected travel needs in January 2022?

Response: Operate Trains Every 30 Minutes

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 19,841 | 44% | 44% | 12% |
| <i>Weighted to Match System Demographics*</i> | – | 45% | 43% | 12% |
| <i>Notable Subset:</i> | | | | |
| Current Metrorail Riders | 7,872 | 45% | 46% | 9% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 4,783 | 47% | 41% | 12% |
| Low Income Respondents | 904 | 45% | 40% | 15% |

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Metrorail Proposal 2: Red Line Turnbacks–Grosvenor-Strathmore and Silver Spring

Question

Beginning in January 2022, every other Red Line train would operate between Grosvenor-Strathmore and Silver Spring only. This means:

- Trains would arrive every 30 minutes at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.
- Trains would arrive every 15 minutes at all other stations on the Red Line.

Would this plan work for you – given your expected travel needs in January 2022?

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Response: Red Line Turnbacks

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 14,157 | 56% | 32% | 12% |
| <i>Weighted to Match System Demographics*</i> | – | 51% | 36% | 13% |
| <i>Notable Subsets:</i> | | | | |
| Current Metrorail Riders | 5,943 | 53% | 37% | 10% |
| Use or Used Red Line | 8,910 | 49% | 39% | 12% |
| Maryland Residents: Use or Used Red Line | 4,792 | 47% | 42% | 11% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 3,639 | 52% | 36% | 12% |
| Low Income Respondents | 764 | 44% | 40% | 17% |

Metrorail Proposal 3: Yellow Line Turnbacks–Huntington and Mt. Vernon Square

Question

Beginning in January 2022, all Yellow Line trains would operate between Huntington and Mt. Vernon Square, instead of to Greenbelt.

Would this plan work for you – given your expected travel needs in January 2022?

Response: Yellow Line Turnbacks

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 11,285 | 57% | 29% | 14% |
| Weighted to Match System Demographics* | – | 49% | 36% | 14% |
| <i>Notable Subsets:</i> | | | | |
| Current Metrorail Riders | 4,919 | 53% | 33% | 13% |
| DC Residents: Use or Used Yellow Line | 1,457 | 34% | 56% | 10% |
| Maryland Residents: Use or Used Yellow Line | 912 | 32% | 54% | 14% |
| Virginia Residents: Use or Used Yellow Line | 1,653 | 70% | 22% | 8% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 2,997 | 51% | 35% | 15% |
| Low Income Respondents | 700 | 41% | 44% | 15% |

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Metrorail Proposal 4: Change Metrorail Service Hours

Question

Beginning in January 2022, the Metrorail system would close at 9 p.m. instead of 11 p.m.

Would this plan work for you – given your expected travel needs in January 2022?

Response: Close Metrorail at 9 P.M.

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 20,011 | 30% | 60% | 10% |
| <i>Weighted to Match System Demographics*</i> | — | 26% | 65% | 9% |
| <i>Notable Subsets:</i> | | | | |
| Current Metrorail Riders | 7,889 | 27% | 65% | 8% |
| Currently Use Metrorail After 7 P.M. | 3,279 | 14% | 81% | 5% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 4,806 | 29% | 61% | 9% |
| Low Income Respondents | 915 | 16% | 76% | 8% |

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Question

Beginning in January 2022, Metro would close certain stations with low ridership if they are near other stations. The stations that would be closed include:

Archives, Arlington Cemetery, Cheverly, Clarendon, Cleveland Park, College Park, East Falls Church, Eisenhower Ave, Federal Center SW, Federal Triangle, Greensboro, Grosvenor-Strathmore, Judiciary Sq, McLean, Morgan Boulevard, Mt Vernon Sq, Smithsonian, Van Dorn St, Virginia Square, Innovation Center*, Loudoun Gateway*, and Reston Town Center*.

**Pending opening of Silver Line Phase II*

Would this plan work for you – given your expected travel needs in January 2022?

Response: Close 22 Metrorail Stations

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 20,081 | 13% | 80% | 6% |
| <i>Weighted to Match System Demographics*</i> | – | 17% | 75% | 8% |
| <i>Notable Subset:</i> | | | | |
| Current Metrorail Riders | 7,871 | 14% | 81% | 6% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 4,775 | 16% | 77% | 7% |
| Low Income Respondents | 914 | 17% | 72% | 10% |

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Metrorail Proposal 6: Red Line Turnbacks–Medical Center and Silver Spring

Question

If Metro closes Grosvenor-Strathmore in January 2022 due to low ridership:

- Red Line trains would arrive every 15 minutes between Medical Center and Silver Spring stations.
- Trains would arrive every 30 minutes at: Shady Grove, Rockville, Twinbrook, White Flint, Glenmont, Wheaton, and Forest Glen.

Would this plan work for you – given your expected travel needs in January 2022?

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Response: Red Line Turnbacks with Station Closures

| | Response Count | Yes | No | Not Sure |
|---|----------------|------------|------------|----------|
| All Survey Respondents | 13,689 | 41% | 47% | 12% |
| Weighted to Match System Demographics* | – | 39% | 48% | 13% |
| <i>Notable Subsets:</i> | | | | |
| Current Metrorail Riders | 5,761 | 40% | 48% | 11% |
| Use or Used Red Line | 8,573 | 28% | 61% | 11% |
| Maryland Residents: Use or Used Red Line | 4,764 | 14% | 79% | 7% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 3,550 | 39% | 48% | 13% |
| Low Income Respondents | 765 | 35% | 49% | 16% |

Metrorail Proposal 7: Yellow Line Turnbacks–Huntington and Gallery Place

Question

If Metro closes Mt Vernon Square Station in January 2022 due to low ridership, all Yellow Line trains would operate between Huntington and Gallery Place only. The last station where you would be able to transfer to a Green Line train that continues to Greenbelt is Gallery Place.

Would this plan work for you – given your expected travel needs in January 2022?

Response: Yellow Line Turnbacks with Station Closures

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 12,472 | 50% | 32% | 17% |
| <i>Weighted to Match System Demographics*</i> | – | 45% | 37% | 18% |
| <i>Notable Subsets:</i> | | | | |
| Current Metrorail Riders | 5,315 | 47% | 38% | 16% |
| DC Residents: Use or Used Yellow Line | 1,535 | 28% | 60% | 11% |
| Maryland Residents: Use or Used Yellow Line | 951 | 34% | 48% | 18% |
| Virginia Residents: Use or Used Yellow Line | 1,736 | 56% | 32% | 12% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 3,290 | 47% | 36% | 17% |
| Low Income Respondents | 742 | 37% | 43% | 20% |

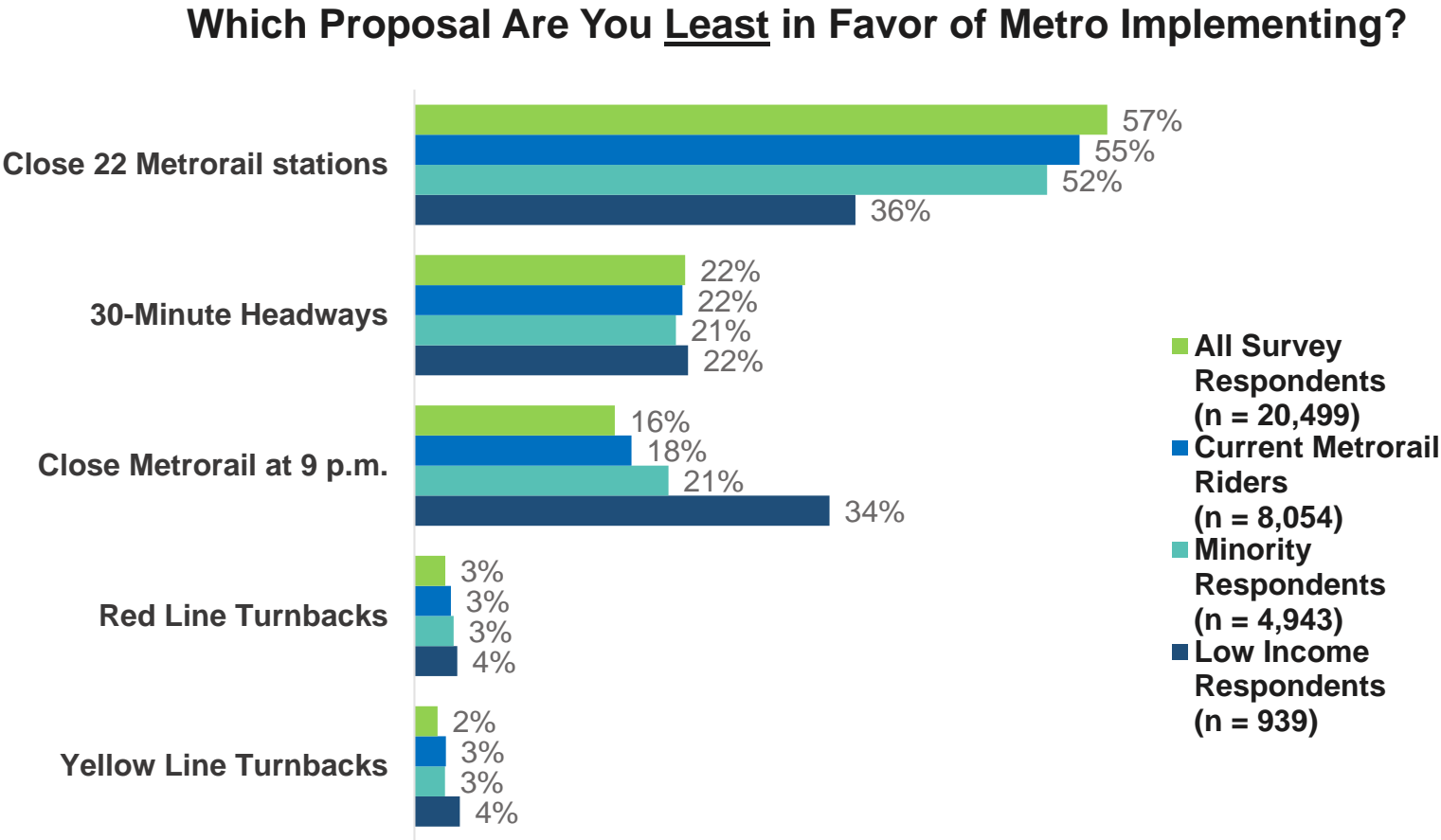
**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Metrorail Proposal: Least in Favor of Being Implemented

Respondents were least in favor of Metro implementing the proposal to close Metrorail stations. Notably, low income respondents were nearly evenly split between the station closure proposal and closing of Metrorail at 9 p.m.

Question

Of the proposals presented earlier, which would you be LEAST in favor of Metro implementing in January 2022 to reduce operating costs?

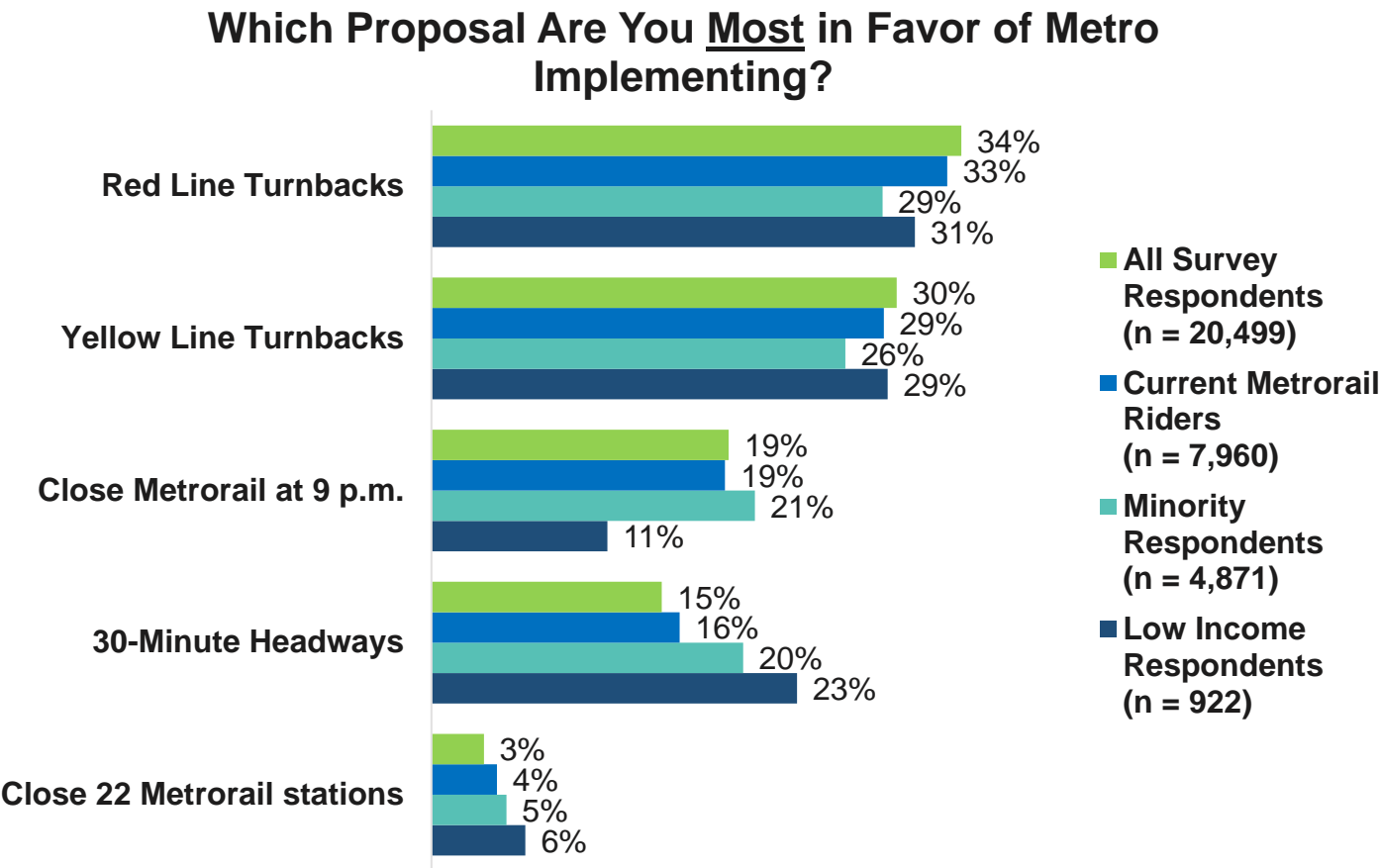


Metrorail Proposal: Most in Favor of Being Implemented

When given the choice, respondents chose Red Line and Yellow Line turnbacks as the cost saving proposal for Metro to implement.

Question

If you had to choose one, which of the following proposals would you be MOST in favor of Metro implementing in January 2022 to reduce operating costs?



Metrobus Proposal: 2021 Service Increases

Question

Through the end of 2021, Metrobus service would continue operating at current levels (75% of pre-pandemic levels), with service increases as more people return to work.

The schedule for improving bus service is as follows:

- March 2021:
 - Restore Saturday service on the following routes: C14, D2, E2, G2, M6, NH2, R12, X8
 - Restore Sunday service on the following routes: D2, E2, G2, H12, M6, NH2, T14, V12, X8
- May 2021:
 - Restore full or partial service to 10 additional lines to add more access across the region
 - Add late night service until 2 a.m. on 34 lines
- September 2021: Expand coverage to support commuter and school-based travel

To view a detailed description of the proposed service plan please [click here](#).

Would this plan work for you – given your expected travel needs in the coming months?

Response: Metrobus Service Increases in 2021

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 5,872 | 68% | 10% | 23% |
| <i>Weighted to Match System Demographics*</i> | — | 70% | 11% | 19% |
| <i>Notable Subsets:</i> | | | | |
| Current Metrobus Riders | 2,085 | 71% | 12% | 17% |
| Ride Metrobus after 7 P.M. | 811 | 71% | 14% | 15% |
| Ride Metrobus on Saturdays or Sundays | 1,043 | 73% | 12% | 15% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 1,708 | 70% | 10% | 20% |
| Low Income Respondents | 461 | 72% | 10% | 18% |

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Metrobus Proposal: January 2022 Service Changes

Question

Metrobus service would be reduced to 50% of pre-pandemic levels beginning in January 2022. Some Metrobus routes that travel through the same areas, would be combined. Also, some routes would be re-designed to allow for easier transfer to Metrorail.

In order to serve as many customers as possible, this Metrobus plan focuses on providing service to:

- Areas that will have the most riders in January 2022 (not pre-pandemic);
- Low-income customers who rely on Metrobus for travel to medical appointments, to shop for groceries, and for other essential purposes; and
- Essential workers, including those with jobs in healthcare, food service, social services, and other important societal functions.

To view a detailed description of the proposed service plan please [click here](#).

Would this plan work for you – given your expected travel needs in January 2022?

Response: January 2022 Metrobus Service Changes

| | Response Count | Yes | No | Not Sure |
|--|----------------|------------|------------|----------|
| All Survey Respondents | 6,392 | 40% | 34% | 26% |
| <i>Weighted to Match System Demographics*</i> | — | 44% | 33% | 23% |
| <i>Notable Subset:</i> | | | | |
| Current Metrobus Riders | 2,282 | 38% | 40% | 22% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 1,877 | 46% | 30% | 24% |
| Low Income Respondents | 497 | 45% | 32% | 23% |

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

Parking Proposal: Reduce Parking Fees at Metrorail Stations in Prince George's County

Question

Parking fees would be reduced at Metrorail stations in Prince George's County as follows:

- Landover parking fees would remain \$3.
- Addison Rd and Prince George's Plaza daily fees would be reduced from \$4.70 to \$4.45.
- At all other Prince George's County Metrorail stations parking fees would be reduced from \$5.20 to \$4.95.

Would this change work for you?

Response: Reduce Parking Fees in PG County

| | Response Count | Yes | No | Not Sure |
|--|----------------|-----|-----|----------|
| All Survey Respondents | 3,612 | 72% | 20% | 8% |
| <i>Notable Subset:</i> | | | | |
| Residents of Prince George's County | 534 | 87% | 8% | 5% |
| <i>Protected Populations:</i> | | | | |
| Minority Respondents | 1,071 | 75% | 17% | 8% |
| Low Income Respondents | 216 | 74% | 14% | 12% |

**Note: These percentages would obtain if the survey responses were properly adjusted to match the demographics from the 2016 Metrorail Passenger Survey and/or the 2018 Metrobus Passenger Survey. For more information, see Slide 19.*

1 in 2 respondents selected “provide more safety and maintenance without cutting too much service.”

Question

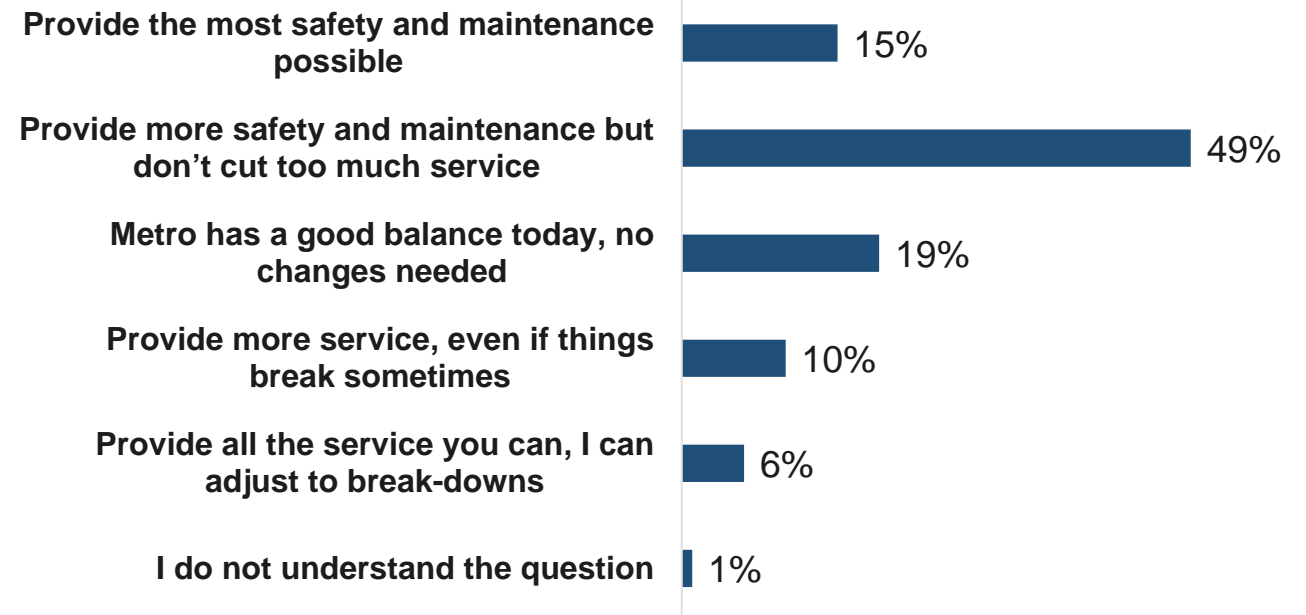
Each year, WMATA must determine whether certain maintenance costs should be charged to the operating budget or the capital budget. When these costs are placed in the operating budget, there is less money for service, which may result in fewer routes and longer wait times for customers.

When these costs are placed in the capital budget, there is less money for large capital projects, which may increase the risk of safety issues due to old or unmaintained equipment, fewer station improvements, fewer new rail cars, and fewer new buses.

How would you balance these competing needs?

Balancing Competing Needs: Operating Budget and Capital Budget

(Responses = 9,572)



Overall Survey Demographics

| | Responses | % |
|---|-----------|-----|
| Household income | | |
| Less than \$30,000 | 1,136 | 6% |
| More than \$30,000 | 17,055 | 94% |
| Latino or Hispanic Origin | | |
| Yes | 1,647 | 8% |
| No | 19,004 | 92% |
| Race | | |
| African American or Black | 1,986 | 10% |
| American Indian or Alaska Native | 190 | 1% |
| Asian | 1,870 | 9% |
| Native Hawaiian or other Pacific Islander | 82 | 1% |
| White | 16,086 | 78% |
| Other | 496 | 2% |

Note: Our approach was to include the count of responses excluding nonresponses.

Weighted to Match System Demographics*

The rows marked *Weighted to Match System Demographics** reflect Washington Metropolitan Area Metrorail ridership population.

The design of the weighting plan was based on onboard survey data collected by the 2016 Rail passenger survey and 2018 Bus passenger survey.

Weights were applied to the dataset to help balance the individual demographics of the survey, including **matching the income, race, and jurisdiction to the actual Metrorail and Metrobus ridership population.**

APPENDIX C:

Additional In-Person Outreach Details



FISCAL YEAR 2022 BUDGET
Public Outreach and Input Report
Docket B21-01

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|------------------------------------|------------------------------------|-------------------------------------|---------------------------|------------------------------|----------------------------------|----------------------------------|---------------------------------|----------------------------------|---------------------------------|------------------|--|
| Addison Road* | 2/25/2021 | 3:00pm-10:00pm | 400 | 65 | 8 | 0 | 920 | 100 | 5 | 0 | 0 | 0 | 0 | 0 |
| Anacostia* | 2/23/2021 | 6:00am-11:00am | 1330 | 100 | 20 | 78 | 203 | 100 | 0 | 0 | 0 | 0 | 1 | 0 |
| Archives* | 2/25/2021 | 6:00am-11:00am | 600 | 86 | 2 | 6 | 780 | 45 | 0 | 0 | 0 | 0 | 0 | 0 |
| Arlington Cemetery* | 2/24/2021 | 9:00am-1:00pm | 30 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ballston-MU* | 2/24/2021 | 6:00am-11:00am | 434 | 87 | 9 | 14 | 660 | 57 | 0 | 0 | 0 | 0 | 0 | 0 |
| Benning Road* | 2/25/2021 | 6:00am-11:00am | 300 | 106 | 5 | 0 | 686 | 156 | 6 | 0 | 0 | 0 | 0 | 0 |
| Bethesda | 3/3/2021 | 2:00pm-7:00pm | 223 | 80 | 0 | 10 | 400 | 150 | 0 | 6 | 0 | 0 | 0 | 0 |
| Braddock Road* | 3/4/2021 | 6:00am-11:00am | 185 | 125 | 0 | 0 | 400 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| Branch Avenue* | 2/23/2021 | 6:00am-11:00am | 375 | 9 | 0 | 8 | 575 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|------------------------------------|------------------------------------|-------------------------------------|---------------------------|------------------------------|----------------------------------|----------------------------------|---------------------------------|----------------------------------|---------------------------------|------------------|--|
| Brookland-CUA* | 3/3/2021 | 6:00am-11:00am | 340 | 120 | 1 | 12 | 410 | 160 | 12 | 0 | 0 | 0 | 1 | 0 |
| Capitol Heights* | 2/25/2021 | 6:00am-11:00am | 257 | 39 | 2 | 4 | 370 | 39 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capitol South | 2/23/2021 | 2:00pm-7:00pm | 310 | 10 | 0 | 0 | 355 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cheverly* | 2/25/2021 | 6:00am-11:00am | 110 | 15 | 1 | 3 | 150 | 15 | 1 | 0 | 0 | 0 | 0 | 0 |
| Clarendon* | 2/24/2021 | 2:00pm-7:00pm | 300 | 27 | 7 | 28 | 375 | 45 | 3 | 0 | 0 | 0 | 0 | 0 |
| Cleveland Park* | 3/2/2021 | 6:00am-11:00am | 133 | 10 | 0 | 0 | 297 | 25 | 0 | 0 | 0 | 0 | 0 | 1 |
| College Park-U of Md* | 3/3/2021 | 6:00am-11:00am | 98 | 33 | 0 | 1 | 227 | 45 | 0 | 0 | 0 | 0 | 0 | 0 |
| Columbia Heights* | 3/2/2021 | 3:00pm-10:00pm | 1300 | 160 | 0 | 4 | 1600 | 120 | 20 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Congress Heights* | 2/23/2021 | 6:00am-11:00am | 350 | 0 | 0 | 10 | 400 | 20 | 2 | 0 | 0 | 0 | 0 | 0 |
| Court House* | 2/24/2021 | 6:00am-11:00am | 260 | 50 | 6 | 4 | 310 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crystal City* | 3/4/2021 | 2:00pm-7:00pm | 375 | 125 | 0 | 5 | 450 | 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deanwood* | 2/25/2021 | 6:00am-11:00am | 242 | 25 | 0 | 3 | 400 | 39 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dunn Loring* | 2/24/2021 | 6:00am-11:00am | 250 | 45 | 0 | 30 | 3 | 40 | 2 | 1 | 0 | 0 | 0 | 0 |
| DuPont Circle | 3/3/2021 | 3:00pm-10:00pm | 425 | 125 | 3 | 8 | 430 | 135 | 4 | 0 | 0 | 0 | 0 | 0 |
| East Falls Church* | 2/24/2021 | 6:00am-11:00am | 125 | 30 | 0 | 3 | 240 | 57 | 4 | 0 | 0 | 0 | 0 | 0 |
| Eastern Market | 2/23/2021 | 2:00pm-7:00pm | 175 | 40 | 3 | 10 | 340 | 60 | 0 | 0 | 0 | 0 | 0 | 0 |
| Eisenhower Ave* | 3/4/2021 | 6:00am-11:00am | 140 | 40 | 0 | 0 | 210 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Farragut North | 3/3/2021 | 3:00pm-10:00pm | 635 | 180 | 0 | 3 | 940 | 155 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farragut West | 2/24/2021 | 2:00pm-7:00pm | 725 | 150 | 4 | 15 | 1070 | 165 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal Center SW | 2/23/2021 | 2:00pm-7:00pm | 290 | 19 | 1 | 6 | 450 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal Triangle* | 2/23/2021 | 2:00pm-7:00pm | 291 | 27 | 0 | 6 | 576 | 26 | 2 | 0 | 0 | 0 | 0 | 0 |
| Foggy Bottom-GWU | 3/2/2021 | 2:00pm-7:00pm | 400 | 20 | 0 | 6 | 600 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| Forest Glen* | 3/2/2021 | 6:00am-11:00am | 135 | 30 | 0 | 0 | 165 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Fort Totten* | 3/3/2021 | 6:00am-11:00am | 375 | 185 | 0 | 6 | 1200 | 250 | 12 | 0 | 0 | 0 | 0 | 0 |
| Franconia-Springfield | 3/4/2021 | 6:00am-11:00am | 126 | 15 | 0 | 6 | 230 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| Friendship Heights* | 3/3/2021 | 2:00pm-7:00pm | 267 | 13 | 0 | 8 | 330 | 20 | 2 | 0 | 2 | 0 | 0 | 0 |
| Gallery Place* | 2/25/2021 | 3:00pm-10:00pm | 525 | 393 | 14 | 97 | 1210 | 330 | 3 | 0 | 0 | 0 | 1 | 3 |
| Georgia Ave-Petworth* | 3/2/2021 | 3:00pm-10:00pm | 600 | 200 | 1 | 8 | 800 | 300 | 8 | 2 | 0 | 0 | 0 | 0 |
| Glenmont* | 3/2/2021 | 6:00am-11:00am | 300 | 25 | 3 | 8 | 400 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| Greenbelt* | 3/3/2021 | 6:00am-11:00am | 340 | 35 | 4 | 5 | 430 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Greensboro | 2/24/2021 | 2:00pm-7:00pm | 47 | 13 | 0 | 3 | 80 | 20 | 0 | 6 | 0 | 0 | 0 | 0 |
| Grosvenor-Strathmore | 3/2/2021 | 6:00am-11:00am | 200 | 10 | 0 | 10 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntington* | 3/4/2021 | 6:00am-11:00am | 340 | 40 | 1 | 15 | 564 | 117 | 10 | 0 | 0 | 0 | 0 | 0 |
| Judiciary Square | 3/4/2021 | 6:00am-11:00am | 170 | 19 | 1 | 6 | 245 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| King Street-Old Town* | 3/4/2021 | 2:00pm-7:00pm | 363 | 121 | 0 | 0 | 420 | 63 | 0 | 0 | 0 | 0 | 0 | 0 |
| Landover | 2/25/2021 | 6:00am-11:00am | 200 | 35 | 1 | 0 | 260 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| Largo Town Center | 2/25/2021 | 6:00am-11:00am | 230 | 15 | 0 | 6 | 250 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| L'Enfant Plaza | 2/23/2021 | 3:00pm-10:00pm | 491 | 151 | 3 | 1 | 720 | 185 | 0 | 0 | 0 | 0 | 0 | 0 |
| McLean* | 2/24/2021 | 2:00pm-7:00pm | 150 | 200 | 1 | 5 | 370 | 220 | 2 | 0 | 0 | 0 | 0 | 0 |
| McPherson Square | 2/24/2021 | 2:00pm-7:00pm | 400 | 115 | 1 | 32 | 540 | 129 | 0 | 0 | 0 | 0 | 0 | 0 |
| Medical Center | 3/3/2021 | 2:00pm-7:00pm | 170 | 60 | 0 | 8 | 230 | 75 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Metro Center | 2/25/2021 | 3:00pm-10:00pm | 540 | 310 | 2 | 40 | 1310 | 310 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minnesota Ave* | 2/25/2021 | 6:00am-11:00am | 175 | 30 | 0 | 10 | 350 | 75 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morgan Blvd | 2/25/2021 | 6:00am-11:00am | 70 | 6 | 0 | 0 | 80 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mt Vernon Square | 3/3/2021 | 6:00am-11:00am | 70 | 45 | 2 | 63 | 210 | 63 | 0 | 0 | 3 | 0 | 0 | 0 |
| Navy Yard-Ballpark | 2/23/2021 | 3:00pm-10:00pm | 1025 | 125 | 1 | 40 | 575 | 154 | 0 | 0 | 1 | 0 | 1 | 0 |
| Naylor Road* | 2/23/2021 | 6:00am-11:00am | 200 | 15 | 2 | 3 | 260 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Carrollton* | 2/25/2021 | 6:00am-11:00am | 275 | 110 | 1 | 6 | 440 | 80 | 0 | 0 | 0 | 1 | 1 | 0 |
| NoMa-Gallaudet U | 3/4/2021 | 3:00pm-10:00pm | 645 | 255 | 1 | 4 | 790 | 230 | 0 | 0 | 0 | 0 | 2 | 0 |
| Pentagon City* | 3/4/2021 | 3:00pm-10:00pm | 450 | 125 | 2 | 20 | 780 | 100 | 27 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Pentagon* | 2/24/2021 | 2:00pm-7:00pm | 975 | 250 | 5 | 16 | 1800 | 180 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potomac Avenue* | 2/23/2021 | 6:00am-11:00am | 340 | 10 | 0 | 0 | 360 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Prince George's Plaza* | 3/2/2021 | 3:00pm-10:00pm | 700 | 150 | 1 | 2 | 1000 | 90 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reagan National Airport | 3/4/2021 | 3:00pm-10:00pm | 255 | 50 | 0 | 12 | 410 | 86 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rhode Island Ave* | 3/3/2021 | 6:00am-11:00am | 250 | 50 | 0 | 8 | 370 | 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockville* | 3/2/2021 | 6:00am-11:00am | 460 | 110 | 0.5 | 1 | 675 | 120 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rosslyn* | 2/25/2021 | 3:00pm-10:00pm | 365 | 100 | 1 | 30 | 800 | 140 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Shady Grove | 3/2/2021 | 6:00am-11:00am | 250 | 30 | 0 | 2 | 300 | 35 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shaw-Howard U | 3/3/2021 | 6:00am-11:00am | 325 | 10 | 0 | 0 | 85 | 37 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silver Spring | 3/2/2021 | 3:00pm-10:00pm | 855 | 215 | 2 | 15 | 980 | 230 | 13 | 0 | 0 | 0 | 0 | 0 |
| Smithsonian | 3/4/2021 | 6:00am-11:00am | 105 | 15 | 0 | 2 | 170 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southern Avenue* | 2/23/2021 | 6:00am-11:00am | 160 | 10 | 0 | 3 | 180 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Hill | 2/24/2021 | 2:00pm-7:00pm | 85 | 10 | 0 | 0 | 95 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Stadium Armory | 2/23/2021 | 6:00am-11:00am | 175 | 10 | 2 | 6 | 205 | 16 | 1 | 0 | 0 | 0 | 0 | 0 |
| Suitland* | 2/23/2021 | 6:00am-11:00am | 180 | 35 | 4 | 2 | 210 | 47 | 0 | 0 | 0 | 0 | 0 | 0 |
| Takoma* | 3/2/2021 | 6:00am-11:00am | 375 | 80 | 1 | 2 | 425 | 90 | 7 | 0 | 0 | 0 | 0 | 0 |
| Tenleytown-AU* | 3/3/2021 | 2:00pm-7:00pm | 580 | 150 | 0 | 28 | 630 | 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| Twinbrook | 3/2/2021 | 6:00am-11:00am | 480 | 80 | 0 | 3 | 520 | 65 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tysons Corner | 2/24/2021 | 2:00pm-7:00pm | 310 | 67 | 3 | 2 | 530 | 75 | 0 | 0 | 0 | 0 | 0 | 0 |
| U Street | 3/2/2021 | 3:00pm-10:00pm | 675 | 155 | 0 | 3 | 860 | 160 | 0 | 0 | 0 | 0 | 0 | 0 |
| Union Station | 3/4/2021 | 3:00pm-10:00pm | 330 | 120 | 1 | 19 | 875 | 130 | 0 | 0 | 0 | 0 | 0 | 0 |
| Van Dorn Street* | 3/4/2021 | 6:00am-11:00am | 60 | 10 | 0 | 0 | 80 | 10 | 1 | 0 | 0 | 0 | 0 | 0 |
| Van Ness-UDC* | 3/3/2021 | 2:00pm-7:00pm | 500 | 65 | 7 | 3 | 600 | 60 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Vienna* | 2/24/2021 | 6:00am-11:00am | 123 | 16 | 0 | 3 | 310 | 29 | 7 | 3 | 1 | 0 | 0 | 0 |
| Virginia Square | 2/24/2021 | 6:00am-11:00am | 110 | 15 | 0 | 0 | 125 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waterfront | 2/23/2021 | 2:00pm-7:00pm | 200 | 50 | 0 | 10 | 450 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Falls Church | 2/24/2021 | 6:00am-11:00am | 70 | 10 | 1 | 3 | 90 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Hyattsville* | 3/2/2021 | 3:00pm-10:00pm | 470 | 125 | 1 | 1 | 670 | 320 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheaton* | 3/2/2021 | 6:00am-11:00am | 90 | 40 | 0 | 4 | 160 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Flint | 3/3/2021 | 2:00pm-7:00pm | 150 | 35 | 0 | 7 | 350 | 35 | 0 | 28 | 10 | 0 | 0 | 0 |

Appendix C: Additional in-person outreach details

| Outreach Location Selected locations also featured bus outreach* | Date | Time of Shift | Brochures Distributed (English) | Brochures Distributed (Spanish) | Surveys Collected via Tablets | QR Code Scans Observed | All Language Interactions | Spanish Language Interactions | Amharic Language Interactions | Korean Language Interactions | Chinese Language Interactions | French Language Interactions | ASL Interactions | Other Non-English Language Interactions |
|---|-----------|----------------|---------------------------------|---------------------------------|-------------------------------|------------------------|---------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|------------------|---|
| Wiehle-Reston East | 2/24/2021 | 6:00am-11:00am | 270 | 50 | 5 | 2 | 80 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodley Park* | 3/2/2021 | 6:00am-11:00am | 285 | 40 | 1 | 2 | 583 | 67 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | | | 30,845 | 6,807 | 150 | 878 | 43,296 | 7,647 | 154 | 46 | 17 | 1 | 7 | 4 |

M E M O R A N D U M



SUBJECT: Title VI Equity Analysis of
Proposed Service and Fare
Changes – April 2021 FY2022
Operating Budget

DATE: April 2, 2021

FROM: EVP/SPPM – Thomas J. Webster

Thomas J
Webster

Digitally signed by
Thomas J Webster
Date: 2021.04.02
16:39:57 -04'00'

TO: GM/CEO – Paul J. Wiedefeld 

Summary

When a transit agency proposes fare changes or major service changes, the Federal Transit Administration (FTA), in its Title VI Circular 4702.1B, requires that the agency conduct an equity analysis to determine whether the changes will result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders.¹

This memorandum summarizes the results of an equity analysis of low-income and minority riders who would likely be impacted by the parking fee changes, and major Metrobus and Metrorail service changes proposed in the FY2022 Operating Budget. This action item will be reviewed by the Finance and Capital Committee at the April 8 meeting. As proposed, the parking fee changes and service changes do not result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders.

Service Changes

In January of 2021, the Board of Directors authorized a public hearing docket that included a number of service changes on Metrorail and Metrobus. Given the level of funding available at that time, the proposed public hearing docket for FY2022 was divided into two phases.

Phase one, which was expected to operate from July 2021 through December 2021, included:

- Metrorail service levels at approximately 80 percent of pre-pandemic service levels; and
- Metrobus service levels at approximately 85 percent of pre-pandemic service levels.²

¹ As defined on page 15 of Metro's 2020 Title VI Program Narrative

² Metrobus service changes that are currently scheduled for June of 2021 have been analyzed as part of this FY2022 equity analysis. Additionally, this analysis includes Metrobus service changes

Phase two was expected to operate from January 2022 through June 2022. It included reductions of service to the following service levels:

- Metrorail service decreasing to approximately 30 percent of pre-pandemic service and
- Metrobus service decreasing to approximately 50 percent of pre-pandemic service.

Following the passage of federal relief funding in March 2021, Metro received additional funds for operations. In response, Metro will no longer reduce service levels in January 2022, and will maintain the phase one service levels for the entire FY2022. Therefore, this equity analysis focuses on the service changes associated with phase one. A complete list of these changes is available in the Board presentation materials.

As requested by the Board, this memorandum also includes an evaluation of the equity impacts of the combined Metrobus and Metrorail service changes. This additional analysis is not required by Metro's current Title VI program.

This memorandum does not include Silver Line Phase II or any associated service changes. That analysis will be conducted on a timeframe determined by the commencement of revenue service, as per FTA guidance on new fixed guideway projects.³

Assessment in Detail

Background- Metro's DI/DB Impact Thresholds

To determine whether the proposed service changes would result in a disparate impact (DI) to minority riders or a disproportionate burden (DB) to low-income riders, staff applied Metro's Board-approved DI/DB thresholds adopted in Resolution 2013-27 (see Table One).

Table One: Ridership Thresholds for Disparate Impact/Disproportionate Burden

| Total Daily Riders Impacted | Threshold for DI / DB |
|------------------------------------|------------------------------|
| Up to 10,000 | 8% |
| 10,001 to 20,000 | 7% |
| 20,001 to 40,000 | 6% |
| Over 40,000 | 5% |

that restore service to pre-pandemic levels and new service that did not operate pre-pandemic. These service restoration and service increases are analyzed separately in this equity analysis.

³ Specific to new fixed guideway projects, FTA requires that the equity analysis not be conducted more than six months prior to the start of revenue service (FTA Title VI Circular: Chap. IV-21)

The thresholds set a target for the percentage of minority or low-income riders impacted by a service change that may exceed the percentage of minority or low-income ridership for the mode. For example, if a set of Metrobus service changes impacts 15,000 daily riders, the threshold for this service change would be seven percent, as it falls between 10,000 and 20,000 riders. When conducting the analysis, if the difference is less than seven percent, there would not be a disparate impact. If the threshold is exceeded, there would be a disparate impact and Metro would have to try to change or mitigate the impact of the proposal.

Equity Scan of Metrobus and Metrorail Service Levels

For this equity analysis staff used the most recent comprehensive survey data to determine which riders would be affected by the proposed service changes:

- 2016 Travel Trends Metrorail Passenger Survey (Spring 2016);
- Supplemental Survey of Sunday Metrorail Ridership (Fall 2016); and
- 2018 Metrobus Passenger Survey (Fall 2018).

Staff analyzed the cumulative change in the level of scheduled service relative to pre-pandemic service levels for each mode, and then applied this ratio to the pre-pandemic ridership and demographics to compare the impact of such changes across demographic groups. Note that pre-pandemic ridership is used because service is being added back on routes that have not yet been served during the pandemic. Without these data, the equity impacts of such changes could not be analyzed.

Equity Analysis of Metrobus Service Modifications

The public hearing docket included modifications to service on Metrobus relative to pre-pandemic service levels. The analysis focuses on whether or not minority and low-income riders are experiencing more of the impact of the service reductions. In other words, is service reduced disproportionately more for these riders than average? To do so, staff analyzed this cumulative impact of all changes made on each Metrobus line for each service day (weekdays, Saturdays and Sunday) to calculate the percentage of passenger trips taken by minority and low-income riders.

Table Two shows the percentage of minority and low-income Metrobus riders impacted by service reductions. Approximately 71 percent are minority and 35 percent are low-income. For the Title VI analysis, these percentages are compared to the Metrobus system average (80.7 percent minority; 46.4 percent low-income). Overall, the proposal impacts more than 40,000 riders each weekday. Therefore, the DI/DB threshold is five percent.

Table Two: DI/DB Test, Metrobus Service Changes

| | Minority Impacted Trips | Low-Income Impacted Trips |
|-------------------|-------------------------|---------------------------|
| Impacted Ratio | 71.3% | 34.6% |
| System Average | 80.7% | 46.4% |
| Difference | -9.4% | -11.8% |
| Threshold | 5.0% | 5.0% |
| DI or DB | No | No |

As shown in Table Two, the proposal impacts a lower proportion (by 9.4 percentage points) of minority riders and a lower proportion (by 11.8 percentage points) of low-income riders than the system average. **Therefore, there is not a DI to minority Metrobus riders nor a DB to low-income Metrobus riders.**

Equity Analysis of Metrorail Service Changes

As discussed in the Board presentation materials, the rail service in FY2022 includes the same level of Metrorail service as approved for the last months of FY2021. This analysis is a recap of the prior analysis prepared for the November 19, 2020 approval of the Amended FY2021 Budget. As shown in Table Three, staff calculated the percentage of passenger trips taken by minority and low-income riders impacted by reductions in Metrorail service (43.6 percent minority, 10.5 percent low-income). Staff compared these percentages to the system-wide profile for Metrorail (44.8 percent minority; 12.6 percent low-income). The number of daily riders impacted is more than 40,000; therefore, the DI/DB threshold is five percent.

Table Three: DI/DB Test, Rail Service Reductions

| | Minority Impacted Trips | Low-Income Impacted Trips |
|-------------------|-------------------------|---------------------------|
| Impacted Ratio | 43.6% | 10.5% |
| System Average | 44.8% | 12.6% |
| Difference | -1.2% | -2.1% |
| Threshold | 5.0% | 5.0% |
| DI or DB | No | No |

As shown in Table Three, the proposal impacts a lower percentage of minority riders and a lower percentage of low-income riders than the corresponding system averages. **Therefore, there is not a DI to minority Metrorail riders or a DB to low-income Metrorail riders.**

Combined Equity Scan of Metrobus and Metrorail Service Proposals

Metro's Board and FTA-approved Title VI equity analysis methodology considers the Metrobus and Metrorail systems separately when applying DI/DB impact thresholds. Although not required by Title VI or the Board's Title VI program, analyzing the impacts of the combined Metrorail and Metrobus service changes may provide a deeper understanding of the impact to minority and low-income riders overall. Staff conducted an equity analysis of the proposed service changes that combined the impacts to minority and low-income riders for both the Metrobus and Metrorail systems. The results are shown in Table Four.

Table Four: DI/DB Test, Combined Metrobus and Metrorail Systems

| | Minority Impacted Trips | Low-Income Impacted Trips |
|----------------------|-------------------------|---------------------------|
| Impacted Ratio | 49.6% | 15.7% |
| Rail and Bus Average | 58.0% | 25.0% |
| Difference | -8.4% | -9.3% |
| Threshold | 5.0% | 5.0% |
| DI or DB | No | No |

According to the analysis, the proposal would impact a lower proportion of minority and low-income riders than the combined Metrobus and Metrorail system average. This is in part due to the demographics of Metrorail riders, which typically have fewer minority riders than Metrobus (45 percent compared to 81 percent), and fewer low-income riders (13 percent compared to 46 percent). The proposed service changes for FY2022 reduce service levels on Metrorail more broadly and severely than on Metrobus, which has proposals that are more targeted, resulting

a higher relative impact to Metrorail riders.

Equity Analysis of New Metrobus Service

The previous sections focused on service reductions to analyze if the adverse effects of the service reductions are disproportionately borne by minority and low-income riders. However, the Title VI Circular also requires transit agencies to conduct an analysis of new service to see if the benefits of the new service are distributed in an equitable way. Some of the late-night bus service changes are new service, not service restorations. Therefore, they are analyzed separately to allow an understanding of the benefits of the new service.

Staff has reviewed the demographics of riders benefiting from this new service and found that 78.5 percent of riders are minority and 47.3 percent of riders are low-income. The minority percentage is somewhat below the system average; however, there is not a disparate impact to minority riders as the difference is below the threshold of eight percent (based on a ridership of less than 10,000 daily trips). The low-income percentage is higher than the system average, therefore, there is not a disproportionate burden to low-income riders.

Table Five: DI/DB Test, New Late-Night Metrobus Service

| | Minority Impacted Trips | Low-Income Impacted Trips |
|-------------------|-------------------------|---------------------------|
| Impacted Ratio | 78.5% | 47.3% |
| System Average | 80.7% | 46.4% |
| Difference | -2.2% | 0.9% |
| Threshold | -8.0% | -8.0% |
| DI or DB | No | No |

Fare Changes

The FY2022 operating budget also includes a proposal to lower parking rates at stations in Prince George's County, Maryland. For purposes of Title VI, parking fees are included in the customer's overall fare. Therefore, increases or decreases in parking fee rates require a Title VI equity analysis.

As identified in the public hearing docket, staff proposes lowering the rates at all Prince George's County stations from \$5.20 to \$4.95 with the following exceptions: Addison Road and Prince George's Plaza, where the rate will be reduced from \$4.70 to \$4.45. At Landover, the current rate of \$3.00 will be maintained.

This proposal does not result in a disparate impact to minority park and ride users or a disproportionate burden to low-income park and ride users. As shown in Table

Six, the proposal results in a higher fee reduction for minority and low-income park and ride users.

Table Six: DI DB Test, Parking Fee Reduction

| | Minority | Non- Minority | Low- Income | Non-Low-Income |
|---------------------|--------------|---------------|--------------|----------------|
| Fee Change % | -2.9% | -0.9% | -1.9% | -1.9% |
| Difference | -1.9% | | -0.1% | |
| Threshold | 5.0% | | 5.0% | |
| DI/DB | No | | No | |

Attachment C

FY2022 OPERATING BUDGET

| <i>(Dollars in Thousands)</i> | Total with Reimb | Subsidized Total | BUS | RAIL | ACCESS | REIMB |
|--|-----------------------------|-----------------------------|------------------|--------------------|------------------|----------------|
| REVENUES | | | | | | |
| Passenger | \$168,897 | \$168,897 | \$61,587 | \$102,650 | \$4,660 | \$0 |
| Parking | \$11,030 | \$11,030 | \$0 | \$11,030 | \$0 | \$0 |
| Advertising | \$2,803 | \$2,803 | \$692 | \$2,111 | \$0 | \$0 |
| Joint Development | \$18,311 | \$14,644 | \$0 | \$14,644 | \$0 | \$3,666 |
| Fiber Optics | \$15,716 | \$15,716 | \$0 | \$15,716 | \$0 | \$0 |
| Other | \$26,514 | \$24,223 | \$2,442 | \$21,780 | \$0 | \$2,291 |
| Total Revenues | \$243,271 | \$237,313 | \$64,721 | \$167,932 | \$4,660 | \$5,957 |
| EXPENSES | | | | | | |
| Personnel | \$1,389,636 | \$1,385,537 | \$538,824 | \$832,552 | \$14,161 | \$4,098 |
| Services | \$398,197 | \$396,788 | \$74,205 | \$152,271 | \$170,312 | \$1,409 |
| Materials & Supplies | \$109,791 | \$109,341 | \$40,765 | \$67,789 | \$787 | \$450 |
| Fuel (Gas/Diesel/CNG) | \$31,623 | \$31,623 | \$23,162 | \$2,723 | \$5,737 | \$0 |
| Utilities & Propulsion | \$87,149 | \$87,149 | \$11,147 | \$75,298 | \$704 | \$0 |
| Casualty & Liability | \$40,434 | \$40,434 | \$11,203 | \$28,486 | \$745 | \$0 |
| Miscellaneous | \$18,990 | \$18,990 | \$6,518 | \$11,379 | \$1,093 | \$0 |
| Total Expenses | \$2,075,820 | \$2,069,863 | \$705,824 | \$1,170,499 | \$193,539 | \$5,957 |
| Gross Subsidy | \$1,832,549 | \$1,832,549 | \$641,103 | \$1,002,567 | \$188,879 | \$0 |
| Federal Relief Funding | \$722,897 | \$722,897 | \$116,299 | \$606,598 | \$0 | \$0 |
| Net Subsidy | \$1,109,652 | \$1,109,652 | \$524,804 | \$395,969 | \$188,879 | \$0 |
| Cost Recovery Ratio¹ | | 11% | 9% | 14% | 2% | |

¹ Total Revenues/Total Expenses

FY2022 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

| | FY2021 Subsidy | FY2022 Base Subsidy ¹ | Change % | Legislative Exclusions | Potomac Yard | FY2022 Total Subsidy | Total Change % | Debt Service ² | Jurisdictional Contribution |
|-----------------------------|------------------------|-------------------------------------|---------------|---------------------------|------------------|-------------------------|-------------------|------------------------------|--------------------------------|
| District of Columbia | \$399,159,420 | \$396,500,188 | (0.7%) | \$1,938,288 | \$156,344 | \$398,594,820 | (0.1%) | \$33,273,091 | \$431,867,911 |
| Montgomery County | \$183,607,050 | \$178,254,201 | (2.9%) | \$799,864 | \$83,017 | \$179,137,083 | (2.4%) | \$15,409,645 | \$194,546,728 |
| Prince George's County | \$240,588,518 | \$243,115,342 | 1.1% | \$841,658 | \$74,515 | \$244,031,514 | 1.4% | \$15,809,086 | \$259,840,600 |
| Maryland Subtotal | \$424,195,568 | \$421,369,543 | (0.7%) | \$1,641,522 | \$157,532 | \$423,168,597 | (0.2%) | \$31,218,731 | \$454,387,328 |
| City of Alexandria | \$46,090,591 | \$45,999,763 | (0.2%) | \$231,648 | \$22,083 | \$46,253,495 | 0.4% | \$1,775,511 | \$48,029,006 |
| Arlington County | \$77,313,237 | \$76,402,949 | (1.2%) | \$405,057 | \$44,210 | \$76,852,215 | (0.6%) | \$0 | \$76,852,215 |
| City of Fairfax | \$2,676,330 | \$2,745,368 | 2.6% | \$11,074 | \$1,439 | \$2,757,882 | 3.0% | \$111,494 | \$2,869,375 |
| Fairfax County | \$153,872,850 | \$152,013,647 | (1.2%) | \$696,200 | \$76,881 | \$152,786,728 | (0.7%) | \$5,615,212 | \$158,401,940 |
| City of Falls Church | \$3,137,603 | \$3,074,905 | (2.0%) | \$16,624 | \$1,188 | \$3,092,718 | (1.4%) | \$176,211 | \$3,268,930 |
| Loudoun County | \$5,138,519 | \$6,072,292 | 18.2% | \$59,586 | \$13,989 | \$6,145,867 | 19.6% | \$0 | \$6,145,867 |
| Virginia Subtotal | \$288,229,129 | \$286,308,924 | (0.7%) | \$1,420,190 | \$159,791 | \$287,888,905 | (0.1%) | \$7,678,428 | \$295,567,333 |
| | | | | | | | | | |
| Total Contribution | \$1,111,584,118 | \$1,104,178,655 | (0.7%) | \$5,000,000 | \$473,666 | \$1,109,652,321 | (0.2%) | \$72,170,250 | \$1,181,822,571 |

1. In addition to deferred subsidy, FY2022 Base subsidy reduced by \$6.6M for delay of Silver Line Phase 2 and \$0.8M for Bus line 3A to be operated by Fairfax County effective July 2021

2. Gross Revenue Bond Debt Service

SERVICE CHANGES

Proposed Metrobus Service Changes

FY22 Proposed Metrobus Service

Specific proposals for each Metrobus line are included in the tables by jurisdiction on the subsequent pages. The table below provides a legend which provides a brief summary of how each line is affected:

| | |
|-----|--|
| | Continues to operate at current service level |
| | Service is modified providing partial coverage on the line, or another line has been modified to provide a partial replacement for that line |
| | Service is currently operating and will no longer be served in the proposed plan |
| | Currently not operating and will continue to not operate |
| n/a | There was no service on this line pre-pandemic on this service day |

FY2022 Proposed Service Plans – District of Columbia

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|--|----------------|----------------|--|
| 30N | Friendship Heights-Southeast | | | All stops covered by 31,33 & 32,36, eliminates one-seat trips from SE to NW |
| 30S | | | | |
| 31 | Wisconsin Avenue | | | Maintain FY21 span & frequency, add service until 2 am 7-day-a-week on route 33 |
| 33 | | | | |
| 32 | Pennsylvania Avenue | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| 34 | | | | |
| 36 | | | | |
| 37 | Wisconsin Avenue Limited | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| 39 | Pennsylvania Avenue Limited | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| 42 | Mount Pleasant | | | Maintain FY21 span & frequency / eliminate Farragut Sq. to Gallery Place segment |
| 43 | | | | |
| 52 | 14th Street | | | Maintain FY21 span & frequency, add service until 2 am 7-day-a-week on route 52 with Takoma extension |
| 54 | | | | |
| 59 | 14th Street Limited | | n/a | Maintain FY21 span & frequency |
| 60 | Fort Totten-Petworth | | n/a | Restore service on route 60. Maintain FY21 span & frequency on route 64 |
| 64 | | | | |
| 62 | Takoma-Petworth | | | Operate all route 63 trips as route 62 trips, eliminate route 63. Maintain FY21 span & frequency on weekdays, restore weekend route 62 service |
| 63 | | | | |
| 70 | Georgia Avenue-7th Street | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| 74 | Convention Center-Southwest Waterfront | | | Maintain FY21 span & frequency |
| 79 | Georgia Avenue Limited | | | Maintain FY21 span & frequency |
| 80 | North Capitol Street | | | Maintain FY21 span & frequency / add service until 2 am 7 days-a-week / eliminate service between McPherson Sq. and Kennedy Center |
| 90 | U Street-Garfield | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route 92 |
| 92 | | | | |
| 96 | East Capitol Street-Cardozo | | | Maintain FY21 span & frequency |
| 97 | | | n/a | |
| A2 | Anacostia-Congress Heights | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on routes A6 and A8 |
| A6 | | | | |
| A7 | | | n/a | |
| A8 | | | | |
| A4 | Anacostia-Fort Drum | | | Maintain FY21 span & frequency |
| W5 | | | n/a | |
| A9 | M. L. King Jr. Avenue Limited | | n/a | Maintain no service |
| A31 | Minnesota Ave-Anacostia | | n/a | Maintain FY21 span & frequency |
| A32 | | | n/a | |

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|----------------------------------|----------------|----------------|--|
| A33 | | | n/a | |
| B2 | Bladensburg Road-Anacostia | | | Maintain FY21 span & frequency |
| B8 | Fort Lincoln Shuttle | | n/a | Maintain no service |
| B9 | | | n/a | |
| D1 | Glover Park-Franklin Square | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| D2 | Glover Park-Dupont Circle | | | Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service |
| D4 | Ivy City-Franklin Square | | | Maintain FY21 span & frequency |
| D5 | MacArthur Blvd-Georgetown | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| D6 | Sibley Hospital - Stadium-Armory | | | Maintain FY21 span & frequency |
| D8 | Hospital Center | | | Maintain FY21 span & frequency |
| D31 | 16th St-Tenleytown | | n/a | Maintain FY21 span & frequency |
| D32 | | | n/a | |
| D33 | | | n/a | |
| D34 | | | n/a | |
| D51 | Congress Heights-Georgetown | | n/a | Maintain FY21 span & frequency |
| E2 | Ivy City-Fort Totten | | | Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service |
| E4 | Military Road-Crosstown | | | Maintain FY21 span & frequency |
| E6 | Chevy Chase | | n/a | Extend route M4 to Knollwood, restore full route when ridership warrants restoration |
| G2 | P Street-LeDroit Park | | | Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service |
| G8 | Rhode Island Avenue | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| G9 | Rhode Island Ave Limited | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| H1 | Brookland-Potomac Park | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| H2 | Crosstown | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route H4 |
| H3 | | | n/a | |
| H4 | | | | |
| H6 | Brookland-Fort Lincoln | | | Maintain FY21 span & frequency |
| H8 | Park Road-Brookland | | | Maintain FY21 span & frequency |
| H9 | | | n/a | |
| K2 | Takoma-Fort Totten | | n/a | Maintain FY21 span & frequency |
| L1 | Connecticut Avenue | | n/a | Maintain FY21 span & frequency on route L2 / Add service until 2 am 7 days-a-week on route L2 / Continue suspension on route L1 until crowding on adjacent services warrants restoration |
| L2 | | | | |
| M4 | Nebraska Avenue | | n/a | Maintain FY21 span & frequency, extend service from Pinehurst Circle to |

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|---------------------------------|----------------|----------------|--|
| | | | | Knollwood until ridership warrants restoration of route E6 |
| M6 | Fairfax Village | | | Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service |
| N2 | Massachusetts Avenue | | n/a | Maintain FY21 span & frequency. |
| N4 | | | n/a | |
| N6 | | | | |
| P6 | Anacostia-Eckington | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week between Anacostia and Archives |
| S1 | 16th Street-Potomac Park | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| S2 | 16th Street | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route S2 |
| S9 | 16th Street Limited | | | |
| S35 | Fort Dupont Shuttle | | n/a | Maintain FY21 span & frequency |
| S41 | Rhode Island Ave-Carver Terrace | | n/a | Maintain FY21 span & frequency |
| U4 | Sheriff Road-River Terrace | | | Maintain FY21 span & frequency |
| U5 | Marshall Heights | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route U5 |
| U6 | | | | |
| U7 | Deanwood-Minnesota Ave | | | Maintain FY21 span & frequency |
| V1 | Benning Heights-M St | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| V2 | Capitol Heights-Minnesota Ave | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| V4 | | | | |
| V7 | Benning Heights-Alabama Ave | | n/a | Maintain FY21 span & frequency |
| V8 | | | | |
| W1 | Shipley Terrace-Fort Drum | | n/a | Maintain FY21 span & frequency |
| W2 | United Medical Center-Anacostia | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week between Anacostia Sta. and Alabama Ave. & Irving St. only |
| W3 | | | | |
| W4 | Deanwood-Alabama Avenue | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| W6 | Garfield-Anacostia Loop | | | Maintain FY21 span & frequency |
| W8 | | | | |
| W45 | Mt. Pleasant-Tenleytown | | n/a | Maintain FY21 span & frequency |
| W47 | | | n/a | |
| X1 | Benning Road | | n/a | Maintain route X3 school hour trips. |
| X3 | | | n/a | Continue suspension of remaining trips until crowding on adjacent services warrants restoration |
| X2 | Benning Road-H Street | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| X8 | Maryland Avenue | | | Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service |
| X9 | Benning Rd-H St Limited | | n/a | Maintain FY21 span & frequency |

FY2022 Proposed Service Plans – Maryland

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|------|-------------------------------|----------------|----------------|---|
| 83 | College Park | | | Maintain FY21 span & frequency |
| 86 | | | | |
| 87 | Laurel Express | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| 89 | Laurel | | n/a | Maintain FY21 span & frequency |
| 89 M | | | n/a | |
| A12 | Martin Luther King Jr. Hwy | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| B21 | Bowie State University | | n/a | Maintain FY21 span & frequency |
| B22 | | | n/a | |
| B24 | Bowie-Belair | | n/a | Maintain FY21 span & frequency |
| B27 | Bowie-New Carrollton | | n/a | Maintain FY21 span & frequency |
| B29 | Crofton-New Carrollton | | n/a | Eliminate entire line. Extend route C26 to Bowie Gateway Center and Bowie Park-and-Ride. Eliminate service to Crofton |
| B30 | Greenbelt-BWI Airport Express | | n/a | Maintain no service |
| C2 | Greenbelt-Twinbrook | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route C4 |
| C4 | | | | |
| C8 | College Park-White Flint | | | Maintain FY21 span & frequency |
| C11 | Clinton | | | Maintain FY21 span & frequency |
| C13 | | | | |
| C12 | Hillcrest Heights | | | Maintain FY21 span & frequency on weekdays, restore Saturday service |
| C14 | | | | |
| C21 | Central Avenue | | n/a | Maintain FY21 span & frequency, extend route C26 to Bowie Park-and-Ride via Bowie Gateway Center to partially replace service on routes B29 & C28 |
| C22 | | | n/a | |
| C26 | | | n/a | |
| C29 | | n/a | | |
| C28 | Pointer Ridge | | n/a | Eliminate entire line, extend route C26 to Bowie Park-and-Ride to partially replace service |
| D12 | Oxon Hill-Suitland | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route D12 |
| D13 | | | n/a | |
| D14 | | | | |
| F1 | Chillum Road | | | Maintain FY21 span & frequency |
| F2 | | | | |

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|------------------------------------|----------------|----------------|--|
| F4 | New Carrollton-Silver Spring | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| F6 | New Carrollton-Fort Totten | | n/a | Maintain FY21 span & frequency |
| F8 | Langley Park - Cheverly | | | Maintain FY21 span & frequency |
| F12 | Ardwick Industrial Park Shuttle | | n/a | Maintain FY21 span & frequency |
| F13 | Cheverly-Washington Business Park | | n/a | Maintain FY21 span & frequency |
| F14 | Sheriff Road-Capitol Heights | | | Maintain FY21 span & frequency |
| G12 | Greenbelt-New Carrollton | | | Maintain FY21 span & frequency |
| G14 | | | | |
| H11 | Marlow Heights-Temple Hills | | n/a | Maintain FY21 span & frequency |
| H12 | | | | |
| H13 | | | n/a | |
| J1 | Bethesda-Silver Spring | | n/a | Operate J1 trips as J2 trips, Maintain FY21 span & frequency on route J2, add service until 2 am 7 days-a-week |
| J2 | | | | |
| J4 | College Park-Bethesda Limited | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| J12 | Marlboro Pike | | | Maintain FY21 span & frequency |
| K6 | New Hampshire Avenue-Maryland | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week / Revert to pre-pandemic schedule when route K9 is restored |
| K9 | New Hampshire Avenue-MD Limited | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| K12 | Forestville | | | Maintain FY21 span & frequency |
| L8 | Connecticut Avenue-Maryland | | n/a | Maintain FY21 span & frequency |
| NH1 | National Harbor-Southern Ave | | | Maintain FY21 span & frequency |
| NH2 | National Harbor-Alexandria | | | Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service |
| P12 | Eastover-Addison Road | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| P18 | Oxon Hill-Fort Washington | | n/a | Maintain FY21 span & frequency |
| P19 | | | n/a | |
| Q1 | Veirs Mill Road | | | Maintain FY21 span & frequency |
| Q2 | | | | |
| Q4 | | | | |
| Q5 | | | | |
| Q6 | | | | |
| R1 | Riggs Road | | n/a | Maintain FY21 span & frequency |
| R2 | | | | |
| R4 | Queens Chapel Road | | | Maintain FY21 span & frequency |
| R12 | Kenilworth Avenue | | | Maintain FY21 span & frequency on weekdays, restore Saturday service |
| T2 | River Road | | n/a | Maintain FY21 span & frequency |
| T14 | Rhode Island Avenue-New Carrollton | | | Maintain FY21 span & frequency on weekdays & Saturdays, restore Sunday service |

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|----------------------------------|----------------|----------------|--|
| T18 | Annapolis Road | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| V12 | District Heights-Suitland | | | Maintain FY21 span & frequency |
| V14 | District Heights-Seat Pleasant | | | Maintain FY21 span & frequency on weekdays, restore Sunday service |
| W14 | Bock Road | | n/a | Maintain FY21 span & frequency |
| Y2 | Georgia Avenue-Maryland | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route Y2 |
| Y7 | | | | |
| Y8 | | | | |
| Z2 | Colesville-Ashton | | n/a | Maintain FY21 span & frequency |
| Z6 | Calverton-Westfarm | | | Maintain FY21 span & frequency |
| Z7 | Laurel-Old Columbia Pike Express | | n/a | Maintain FY21 span & frequency |
| Z8 | Fairland | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |

PROPOSED

FY2022 Proposed Service Plans – Virginia

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|-----------------------------|----------------|----------------|--|
| 1A | Wilson Blvd-Vienna | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| 1B | | | | |
| 1C | Fair Oaks-Fairfax Blvd | | | Maintain FY21 span & frequency |
| 2A | Washington Blvd-Dunn Loring | | | Maintain FY21 span & frequency |
| 2B | Fair Oaks-Jermantown Rd | | | Maintain FY21 span & frequency |
| 3A | Annandale Rd | | | Eliminate entire line, Fairfax Connector is adding replacement service |
| 3T | Pimmit Hills | | | Eliminate entire line , Fairfax Connector is adding replacement service |
| 3Y | Lee Highway-Farragut Square | | n/a | Maintain no service |
| 4A | Pershing Dr-Arlington Blvd | | n/a | Maintain FY21 span & frequency on route 4B. Continue suspension on route 4A until crowding on adjacent services warrants restoration |
| 4B | | | | |
| 5A | DC-Dulles | | | Eliminate entire line (when Silver Line Phase II opens) |
| 7A | Lincolnia-North Fairlington | | | Eliminate routes 7F & 7Y, Maintain FY21 span & frequency on a modified route 7A operating from Pentagon to Southern Towers on existing alignment, then Seminary, Kenmore, N. Van Dorn, Holmes Run, Ripley, Duke, Reynolds, Edsall, Pickett, S. Van Dorn to Van Dorn Street Sta. DASH is proposing replacement service on Beauregard St. (Alex Transit Vision Plan Recommendation) / Add service until 2 am 7 days-a-week |
| 7F | | | | |
| 7Y | | | n/a | |
| 7C | Park Center-Pentagon | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| 7P | | | n/a | |
| 7M | Mark Center-Pentagon | | n/a | Maintain FY21 span & frequency |
| 7W | Lincolnia-Pentagon | | n/a | Eliminate entire line , DASH is adding replacement service |
| 8S | Foxchase-Seminary Valley | | n/a | Partially replace route 8Z service with new route 21C between Duke & Pickett Sts. & Pentagon Sta. / Restore regular route 8W and 8Z service when ridership warrants |
| 8W | | | n/a | |
| 8Z | | | n/a | |
| 10A | Alexandria-Pentagon | | | Eliminate route 10N / Maintain FY21 span & frequency on route 10A / Continue suspension on route 10E until crowding on adjacent services warrants restoration / Add service until 2 am 7 days-a-week |
| 10E | | | n/a | |
| 10N | | | | |
| 10B | Hunting Point-Ballston | | | Maintain FY21 span & frequency |

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|---------------------------------|----------------|----------------|---|
| 11Y | Mount Vernon Express | | n/a | Restore service with modified route 11C between Mt. Vernon and Braddock Road Sta., restore full service to downtown DC when crowding on adjacent services warrants. Temporarily charge regular fare until service is restored to downtown DC |
| 15K | Chain Bridge Rd | | n/a | Eliminate entire line. Fairfax Connector is adding replacement service |
| 16A | Columbia Pike | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week on route 16E |
| 16C | | | | |
| 16E | | | | |
| 16G | Columbia Pike-Pentagon City | | | Maintain FY21 span & frequency |
| 16H | | | | |
| 16L | Annandale-Skyline City-Pentagon | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| 16Y | Columbia Pike-Farragut Square | | n/a | Continue suspension until crowding on adjacent services warrants restoration |
| 17B | Kings Park-North Springfield | | n/a | Maintain FY21 span & frequency |
| 17M | | | n/a | |
| 17G | Kings Park Express | | n/a | Maintain FY21 span & frequency on routes 17G and 17H. Extend route 17H from Gainsborough & Commonwealth to the Twinbrook Dr. terminal on the route 17K alignment. Continue suspension on route 17L until crowding on adjacent services warrants restoration |
| 17H | | | n/a | |
| 17K | | | n/a | |
| 17L | | | n/a | |
| 18G | Orange Hunt | | n/a | Restore service on route 18J / Continue suspension on routes 18G and 18H until crowding on adjacent services warrants restoration |
| 18H | | | n/a | |
| 18J | | | n/a | |
| 18P | Burke Centre | | n/a | Maintain FY21 span & frequency |
| 21A | Landmark-Bren Mar Park-Pentagon | | n/a | Partially replace route 21A service with new route 21C between Stevenson & |

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|------------------------------|----------------|----------------|--|
| 21D | | | n/a | Walker and Reynolds & Duke, then operate via route 8Z alignment between Duke & Pickett and Pentagon Sta. |
| 22A | Barcroft-South Fairlington | | | Maintain FY21 span & frequency / Extend route 22F from Beauregard & Filmore to Skyline City via route 28G alignment until ridership warrants restoration of route 28G |
| 22C | | | n/a | |
| 22F | | | n/a | |
| 23A | McLean-Crystal City | | | Restore weekday service on routes 23B and 23T. / Maintain FY21 span & frequency and Saturdays and Sundays. / Add service until 2 am 7 days-a-week on route 23B |
| 23B | | | | |
| 23T | | | | |
| 25B | Landmark-Ballston | | | Modify route to operate between Ballston & Southern Towers only, 28A and 7A realignments replace some service south of Southern Towers (Alex Vision Plan Recommendations) |
| 26A | Annandale-East Falls Church | | n/a | Restore service |
| 28A | Leesburg Pike | | | Modify route east of INOVA Alexandria Hospital to operate via Howard, Jordan and Duke Sts. To King St. Sta. Also modify route between Seven Corners and Broad & Washington Sts. To operate via Wilson, Roosevelt, Sycamore and Washington. Service is eliminated between Alexandria Hospital and King St. Station on King St. as well as on East Broad St. between Seven Corners and Washington St. / Add service until 2 am 7 days-a-week |
| 28F | Skyline City | | n/a | Restore route 28F service / Continue suspension on route 28G until ridership warrants restoration (route 22F is extended to Skyline City to partially replace route 28G) |
| 28G | | | n/a | |
| 29C | Annandale | | n/a | Eliminate route 29C, Fairfax Connector is adding replacement service. Maintain FY21 span & frequency on route 29G |
| 29G | | | n/a | |
| 29K | Alexandria-Fairfax | | | Maintain FY21 span & frequency |
| 29N | | | | |
| 29W | Braeburn Dr-Pentagon Express | | n/a | Eliminate entire line, Fairfax Connector is adding replacement service |
| 38B | Ballston-Farragut Square | | | Maintain FY21 span & frequency, add service until 2 am 7 days-a-week |
| MW1 | Metroway - Potomac Yard | | | Maintain FY21 span & freq. weekdays, 30 min. freq. Sat. & Sun. |
| NH2 | National Harbor-Alexandria | | | Maintain FY21 span & frequency on weekdays, restore Saturday & Sunday service |

| Rte | Line Name | Weekday Status | Sat/Sun Status | Description |
|-----|--------------------------|----------------|----------------|--------------------------------|
| REX | Richmond Highway Express | | | Maintain FY21 span & frequency |

PROPOSED

FARE CHANGES

Parking Fees

| | | CURRENT Fares/Fees | FY2022 Proposed Fare Options |
|---------------------|--|-----------------------|------------------------------------|
| Parking Fees | | | |
| 60 | · District of Columbia | \$4.45 - \$4.95 | no change |
| 61 | · Montgomery County | \$4.45 - \$5.20 | no change |
| 62 | · Prince George's County | \$3.00 - \$5.20 | \$3.00 - \$4.95 |
| 63 | · Virginia | \$3.00 - \$4.95 | no change |
| 64 | · Monthly reserved parking fee | \$45.00 - \$65.00 | no change |
| 65 | · Parking meters \$1.00/60 minutes | \$1.00 | no change |
| 66 | · Prince George's parking garage at New Carrollton (monthly) | \$85.00 | no change |
| 67 | · Non-Metro rider parking fees | \$7.50 - \$15.00 | no change |
| 68 | · Special event parking fees | up to \$25.00 | no change |

Financial Plan - Allocation of State & Local Contributions

| | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 | 6 Year |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| | Budget | Plan | Plan | Plan | Plan | Plan | Total |
| Federal Funding | | | | | | | |
| Federal Formula Programs | 324,703,720 | 321,106,774 | 321,106,774 | 321,106,774 | 321,106,774 | 321,106,774 | 1,930,237,590 |
| Federal RSI/PRIIA | 148,500,000 | - | - | - | - | - | 148,500,000 |
| Other Federal Grants | 15,712,966 | 11,531,543 | 10,606,785 | 4,006,854 | 6,000,000 | 5,100,000 | 52,958,147 |
| Total - Federal Grants | 488,916,686 | 332,638,317 | 331,713,559 | 325,113,628 | 327,106,774 | 326,206,774 | 2,131,695,737 |
| State & Local Funding Contributions | | | | | | | |
| District of Columbia | | | | | | | |
| Formula Match & System Performance | 99,663,709 | 102,157,842 | 104,659,263 | 106,800,042 | 107,065,870 | 110,999,394 | 631,346,120 |
| RSI/PRIIA | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 297,000,000 |
| Dedicated Funding | 178,500,000 | 178,500,000 | 178,500,000 | 178,500,000 | 178,500,000 | 178,500,000 | 1,071,000,000 |
| Subtotal - District of Columbia | 327,663,709 | 330,157,842 | 332,659,263 | 334,800,042 | 335,065,870 | 338,999,394 | 1,999,346,120 |
| State of Maryland | | | | | | | |
| Montgomery County | 46,334,910 | 47,902,028 | 49,518,478 | 51,332,737 | 53,837,692 | 55,210,140 | 304,135,985 |
| Prince George's County | 47,477,330 | 48,572,081 | 49,929,973 | 51,118,402 | 51,764,301 | 53,607,263 | 302,469,350 |
| Maryland RSI/PRIIA | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 297,000,000 |
| Maryland Dedicated Funding | 167,000,000 | 167,000,000 | 167,000,000 | 167,000,000 | 167,000,000 | 167,000,000 | 1,002,000,000 |
| Subtotal - Maryland | 310,312,240 | 312,974,109 | 315,948,451 | 318,951,139 | 322,101,993 | 325,317,403 | 1,905,605,335 |
| Commonwealth of Virginia | | | | | | | |
| City of Alexandria | 12,599,122 | 13,005,424 | 13,394,167 | 13,809,767 | 14,261,824 | 14,671,606 | 81,741,910 |
| Arlington County | 22,791,984 | 23,652,841 | 24,470,494 | 25,441,423 | 26,893,536 | 27,506,783 | 150,757,061 |
| City of Fairfax | 713,407 | 743,237 | 773,845 | 812,411 | 881,830 | 896,891 | 4,821,622 |
| Fairfax County | 40,600,208 | 42,091,821 | 43,589,161 | 45,349,846 | 48,036,448 | 49,131,907 | 268,799,391 |
| City of Falls Church | 776,099 | 795,954 | 815,052 | 831,454 | 832,652 | 863,231 | 4,914,442 |
| Loudoun County | 5,471,946 | 5,800,347 | 6,112,790 | 6,565,037 | 7,548,799 | 7,569,426 | 39,068,344 |
| Virginia RSI/PRIIA | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 49,500,000 | 297,000,000 |
| Virginia Dedicated Funding - Unrestricted | 122,883,455 | 122,883,455 | 122,883,455 | 122,883,455 | 122,883,455 | 122,883,455 | 737,300,730 |

| | | | | | | | |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Virginia Dedicated Funding - Restricted | 31,616,545 | 31,616,545 | 31,616,545 | 31,616,545 | 31,616,545 | 31,616,545 | 189,699,270 |
| Congestion Mitigation and Air Quality (CMAQ) | 1,016,889 | 645,768 | 626,951 | 601,713 | 763,000 | 763,000 | 4,417,323 |
| Subtotal - Virginia | 287,969,654 | 290,735,393 | 293,782,459 | 297,411,652 | 303,218,089 | 305,402,845 | 1,778,520,093 |
| Jurisdiction Planning Projects | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 18,000,000 |
| Silver Line (MWAA) | 12,951,000 | 867,000 | - | - | - | 41,133,000 | 54,951,000 |
| Potomac Yard (Alexandria) | 149,500,000 | 18,987,000 | - | - | - | - | 168,487,000 |
| Purple Line (MDOT) | 4,068,000 | - | - | - | - | - | 4,068,000 |
| Subtotal - Jurisdictional Reimbursable | 169,519,000 | 22,854,000 | 3,000,000 | 3,000,000 | 3,000,000 | 44,133,000 | 245,506,000 |
| Total - State & Local | 1,095,464,603 | 956,721,344 | 945,390,174 | 954,162,833 | 963,385,953 | 1,013,852,641 | 5,928,977,547 |
| Debt | 1,023,474,711 | 1,341,813,591 | 995,432,848 | 937,698,099 | 663,892,396 | 605,858,090 | 5,568,169,736 |
| Grand Total Funding * | 2,607,856,000 | 2,631,173,252 | 2,272,536,581 | 2,216,974,559 | 1,954,385,123 | 1,945,917,506 | 13,628,843,021 |

* Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns

Note: Does not assume reauthorization of Federal PRIIA beyond FY2022

Financial Plan by Investment Category

| <i>(Dollars in Millions)</i> | FY2022 Budget | FY2023 Plan | FY2024 Plan | FY2025 Plan | FY2026 Plan | FY2027 Plan | 6-Year Total |
|-----------------------------------|------------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Railcars | \$342 | \$346 | \$437 | \$530 | \$517 | \$423 | \$2,595 |
| Rail Systems | 272 | 337 | 308 | 257 | 203 | 213 | 1,590 |
| Track and Structures | 343 | 476 | 259 | 236 | 237 | 247 | 1,798 |
| Stations and Passenger Facilities | 572 | 369 | 328 | 302 | 268 | 272 | 2,111 |
| Bus and Paratransit | 515 | 550 | 492 | 418 | 184 | 196 | 2,354 |
| Business Support | 547 | 448 | 239 | 206 | 220 | 227 | 1,888 |
| Total Capital Program | \$2,591 | \$2,526 | \$2,064 | \$1,949 | \$1,628 | \$1,578 | \$12,336 |

| | | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Revenue Loss from Capital Projects | 17 | 10 | 10 | 10 | 10 | 10 | 67 |
| Debt Service-Dedicated Funding ¹ | 0 | 95 | 199 | 258 | 316 | 358 | 1,226 |
| Total Capital Program Cost | \$2,608 | \$2,631 | \$2,273 | \$2,217 | \$1,954 | \$1,946 | \$13,629 |

¹ Projections subject to change based on actual debt requirements and terms of future debt issuance

INDIRECT COST RATE PROPOSAL

Table of FY2022 Budgeted Indirect Cost Rates

For FY2022, Metro prepared and submitted an Indirect Cost Rate Proposal (ICRP) to the Federal Transit Administration (FTA) on December 31, 2020 for a set of department indirect cost rates that, excluding a carry-forward calculation, establishes a composite rate of 50.45%. The FTA is still reviewing the proposed FY2022 ICRP. The indirect cost rates by department used to develop the budgeted composite rate of 50.45% are as shown below.

| Department/Area | Indirect Cost Rate |
|--|--------------------|
| Access Services, Mode 10 – Paratransit (ACCESS) | 197.23% |
| Bus Services - Transportation, Mode 01 (BTRA) | 38.11% |
| Bus Services - Vehicle Maintenance, Mode 01 (BMNT) | 43.98% |
| Rail Transportation Administration, Mode 02 (RTRA) | 50.69% |
| Rail Maintenance, Mode 02 (CMNT) | 51.18% |
| Rail Infrastructure and Facilities, Mode 02 (INFR) | 57.89% |
| Metro Transit Police Department (MTPD) | 57.78% |
| Customer Service, Communications, and Marketing (CSCM) | 65.95% |
| Overall Composite Indirect Cost Rate | 50.45% |

In preparing the FY2022 Capital Budget and Six-Year CIP, Metro proposes use of the indirect cost rate set that corresponds to a composite rate of 50.45%. This rate is less than the composite rate of 67.18%, which was provisionally approved by FTA by letter dated August 10, 2020.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1835 Market Street
Suite 1910
Philadelphia, PA 19103
215-656-7100

August 10, 2020

Mr. Dennis Anosike
Chief Financial Officer
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Re: FY2021 Indirect Cost Rate Proposal – Provisional Approval

Dear Mr. Anosike:

The Federal Transit Administration (FTA) has received the Washington Metropolitan Area Transit Authority's (WMATA) Indirect Cost Rate Proposal (ICRP) on FTA-funded activities. The proposal received a cursory review by FTA Region 3's Financial Analyst who determined that a formal review by our Financial Management Oversight Contractor (FMOC) was warranted.

Unfortunately, the process of issuing a task order to the FMOC was halted as activities related to the COVID-19 Pandemic and subsequent CARES Act took precedence. FTA has recently re-initiated the process of having a FMOC assigned to review your FY2021 ICRP. It is expected that their review will be completed within the next 60 days.

While we await the FMOC's report, the indirect cost rate of 67.18% proposed in the WMATA Indirect Cost Rate Proposal is provisionally approved by FTA for application to direct labor charged to FTA grants during WMATA's Fiscal Year 2021 that extends from July 1, 2020 through June 30, 2021. FTA expects to make a final determination regarding the proposed rate within this period, at which time, any necessary adjustments to the rate will be made.

If you have any questions, please contact Kelly Tyler in the Washington, DC Metropolitan Office at (202) 366-3267 or via e-mail at Kelly.Tyler@dot.gov.

Sincerely,

Digitally signed by
DONGHEE A CHO
Date: 2020.08.10 14:10:53
-04'00'

Tony Cho
Director, Office of Program Management and Oversight

PRESENTED AND ADOPTED: February 27, 2020

SUBJECT: DEBT MANAGEMENT POLICY

2020-04

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, WMATA's Dedicated Capital Funding Agreement with Maryland requires the Board to adopt a formal debt management policy and then review and adopt that policy annually; and

WHEREAS, Staff has prepared the attached debt management policy for Board consideration;


NOW, THEREFORE, be it

RESOLVED, That the Board adopts the Debt Management Policy in Attachment A; and be it further

RESOLVED, That the General Manager and Chief Executive Officer shall bring the Debt Management Policy with any recommended changes back to the Board for review and approval annually; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure No.:
4.1.0 Bonds

Motioned by Mr. McMillin, seconded by Mr. Graham

Ayes: 8- Mr. Smedberg, Ms. Gidigbi, Mr. Goldman, Mr. Horner, Mr. Letourneau, Mr. Marootian, Mr. Graham and Mr. McMillin

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Debt Management Policy Guidelines

February 2020

I. Introduction

Section 101. Purpose

These Debt Management Policy Guidelines (the “Policy Guidelines”) document the Washington Metropolitan Area Transit Authority’s (“WMATA” or the “Authority”) goals for the use of debt instruments and provides guidelines for the use of debt for financing the Authority’s infrastructure and capital projects. The Authority’s overall guiding principles in issuing debt is to (a) identify transactions that utilize debt in the most efficient manner, (b) make timely debt service payments, and (c) achieve the lowest possible cost of capital and maintain high credit ratings and access to the capital markets.

Section 102. Authority, Scope and Review

WMATA is an interstate compact agency, and an agency and instrumentality of the District of Columbia, State of Maryland, and Commonwealth of Virginia. WMATA’s continuing power to issue revenue bonds is set forth in Article IX of the Compact. Notwithstanding any provision of these Guidelines to the contrary, all debt obligations of WMATA will comply with the requirements of the Compact as well as all other applicable laws, regulations and Board Resolutions.

These Policy Guidelines will be reviewed annually by the WMATA Board of Directors (the “Board”) and any changes to the Policy Guidelines must be presented to and approved by the Board.

Section 103. Administration of Policy Guidelines

Both the Executive Vice President and Chief Financial Officer and the Vice President and Treasurer will be responsible for managing, implementing and reviewing the Policy Guidelines and recommending appropriate debt offerings to the General Manager and Chief Executive Officer from time to time.

Section 104. General Best Interest of Authority

The General Manager and Chief Executive Officer will bring to the Board for approval prior to closing, any deviations from the Policy Guidelines that may be appropriate to address 1) changing financial goals, 2) emerging financial products/debt structures and 3) unique market opportunities.

II. General Debt Issuance Policies

Section 201. Use of Debt

WMATA will issue bonds for the sole purpose of financing the Authority’s Capital Improvement Program (CIP). Bond proceeds will not be used for ongoing operating needs except as provided for in this section.

WMATA may use a mix of pay-as-you-go and debt to finance capital projects and other short and long-term financial needs of the Authority. The financing purpose will guide the type of debt WMATA uses, which may include:

Long-Term Debt: Long-term bonds/notes (instruments with a maturity of more than two years are preferred for financing essential capital activities including the acquisition, construction and rehabilitation of major capital assets. Long-Term Debt may not be issued with a maturity exceeding thirty (30) years. Debt will be issued for a duration matched to the overall economic life of the CIP projects financed.

Short-Term Debt: WMATA may use short-term bonds/notes (instruments with a maturity of two years or less) as a cash management tool to provide interim financing for capital financing activities, to bridge temporary cash flow deficits within a fiscal year, and/or to reduce interest rate costs. Short-term debt obligations may include commercial paper, grant anticipation notes, working cash notes, variable rate bonds, bond anticipation notes, lines of credit as well as any other appropriate instruments.

Variable Rate Debt: In addition to fixed rate debt, WMATA may issue bonds/notes with a variable interest rate to 1) diversify its debt portfolio, 2) reduce interest costs, 3) improve its match of assets to liabilities, 4) provide budgetary relief or 5) allow grant funding flexibility to accommodate changes in debt service levels. The aggregate amount of WMATA's outstanding unhedged long-term variable rate debt, however, is not authorized to exceed 20% of its outstanding long-term debt.

Direct Borrowing: Where direct borrowing/lending (such as TIFIA loans) would prove more economically beneficial, WMATA will consider direct loan obligations. However, WMATA will only proceed with a direct loan transaction if the transaction creates tangible benefits of greater value to WMATA than the burden of additional costs and administrative requirements of such direct borrowing.

Bond Premium: Bonds can be sold at par or as premium bonds or discount bonds. If bonds are sold with a premium, the premium shall be deposited to a Cost of Issuance Account to pay bond issuance costs, and, if applicable, any residual premium will be transferred to a Capitalized Interest Account to pay any capitalized debt service on the bonds; and, any further residual premium will be deposited into the Capital Projects Account specific to that bond issue.

When issuing Gross Revenue Bonds, WMATA will attempt to "right-size" the issue so as to minimize any excess premium derived after covering 1) bond issuance costs; 2) and capitalized debt service, if any. Any remaining premium will be deposited to the project fund to satisfy the CIP Project Fund requirement.

Section 202. Financing Purposes

The Authority may issue debt for either new money or refunding purposes.

New Money Bonds: New money bonds may be issued to provide additional funding for essential capital activities or other activities suitable for bond financing, as detailed under Use of Debt.

Refunding Bonds: WMATA may issue refunding bonds to achieve debt service savings on its outstanding bonds by redeeming high interest rate debt with lower interest rate debt. WMATA may structure the savings from these bonds on a uniform, proportionate or accelerated basis depending on the Authority's financing goals. When refunding outstanding bonds, the Authority will generally seek a per bond net present value savings guideline of 3% based on market

conditions. Refundings with lower savings rate may be appropriate to maximize overall financial objectives. Notwithstanding the above, the 3% savings guideline will not apply for bonds with a call date between one and three years from their stated maturity, or for small principal maturities.

In certain instances, it may be advantageous for WMATA to issue refunding bonds that do not produce positive economic savings but serve to restructure debt or retire a bond issue in order to remove undesirable bond covenants. Prior to issuing such refunding bonds, WMATA will evaluate the benefits (both intangible and tangible) as well as the economic costs for approval by the Board.

Section 203. Issuance Processes

There are three basic processes for the issuance of long-term bonds:

- **Jurisdictional Capital Contribution Debt.** This form of debt may be issued using the process contained in the applicable Capital Funding Agreement which may provide for an opt-in option for the funding jurisdictions and formal agreement by the opting-in jurisdictions to fund that debt service. The security for these bonds will be WMATA's Gross Revenues as defined in the applicable bond resolution.
- **Dedicated Funding Debt.** This form of debt may be issued with the approval of the Board without any jurisdictional input. The security for these bonds shall be the Dedicated Funding contributions received from the District of Columbia, the State of Maryland, and the Commonwealth of Virginia pursuant to the following legislative enactments: (a) from the District of Columbia under D.C. Official Code § 1-325.401 or any successor statute, as the same may be amended from time to time in the future; (b) from the State of Maryland under Md. Transportation Code Ann. § 10-205(g) or any successor statute, as the same may be amended from time to time; and (c) from the Commonwealth of Virginia under the Va. Code §33.2-3401.B or any successor statute, as the same may be amended from time to time. Dedicated Funding shall also include funds paid by any of the District of Columbia, the State of Maryland, the Commonwealth of Virginia or any other Participating Jurisdiction in-lieu-of such amounts.
- **Debt Secured by Other Revenue Sources.** WMATA may issue debt secured by other sources of revenue not described above. The approval of the Board is the only approval necessary unless the source of revenue is from one or more of the local funding jurisdictions; in which case, those jurisdictions will have the same rights as under Jurisdictional Capital Contribution Debt.

Section 204. Combination of Security for Bonds

WMATA may issue bonds with one or more types of security provided that the issuance requirements and process for each type of security is met.

Section 205. Borrowing Capacity

In addition to complying with the financial covenants for outstanding Gross Revenue Transit Bonds authorized under the 2003 Gross Revenue Bond Resolution (2003-53) and subsequent supplemental resolutions and other applicable bond resolutions, the Authority will manage its debt to ensure sufficient revenues are available to meet its obligations under its various liens. WMATA will monitor debt capacity and analyze impact of additional debt on the Authority's short- and long-term debt capacity. Any debt cap will be based on

the overall needs of the Authority and the Debt Service Coverage requirements contained in any applicable bond resolution.

Senior and Junior Liens for each revenue source will be utilized in a manner that maximizes critical constraints, including cost and capacity, thus allowing for the most beneficial use of the revenue for the most efficient security structure. Prior to each lien, the Authority's Board will approve a maximum annual debt service (MADS ratio of pledged revenue divided by annual debt service) or other debt service coverage requirement necessary to satisfy the constraints.

Section 206. Use of Short-Term Debt

Short-Term Debt may be issued by WMATA. Lines of Credit not used for credit enhancement may be used for interim funding of the approved capital program or to ameliorate the impact of any shortfall in the Operating budget. When used in the capital program, the costs of such usage shall be charged to the applicable capital program or project. When a Line of Credit is used to ameliorate the impact of any shortfall in the Operating budget, the costs of such usage, including interest, shall be paid solely out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the Line of Credit or charged pursuant to the applicable subsidy formula when the use of the Line of Credit is from a non-jurisdictional requirement but never from any capital funds.

All forms of Short-Term Debt must be approved by the Board of Directors before closing; except that Lines of Credit meeting the following parameters may be issued without further Board action:

- Aggregate amount not to exceed \$350 million unless prior Board approval is received;
- The interest rate shall not exceed the then-current one-month LIBOR (or any generally accepted substitute for LIBOR) plus an annual rate of 1.75%;
- Have a term which is less than one year;
- Fees and transaction costs paid by WMATA on a Line of Credit may include the fee types and transaction costs contained in the existing Line of Credit program in effect upon passage of this policy and additional fee types and transaction costs (and each in amounts) which are reasonable and customary for the industry at the time of entering into a new or renewed Line of Credit; and
- If financial institution indemnification is required as a condition of the Line of Credit, such indemnification shall have already been granted by the Board of Directors.

Section 207. Credit Ratings

WMATA's credit ratings goal is to achieve the best economic benefit from the Authority's debt issuances by attaining appropriate balance between minimizing borrowing cost and maximizing financial flexibility and result.

For existing bond programs, WMATA will attempt to maintain or improve current credit ratings without adversely affecting levels of debt that may be issued for any particular program. For new bond issuances, WMATA will generally seek investment grade ratings from at least two Nationally Recognized Statistical Rating Organizations. However, WMATA acknowledges that as market conditions and financing needs evolve, so should the Authority's credit ratings strategy. WMATA may accept a lower rating (and thus incur a modest financing cost

differential) in order to gain flexibility needed to effect significant policy initiatives. The Authority will periodically review its credit rating strategy to see if market or capital plan developments warrant a revision in WMATA's approach to its ratings.

WMATA will strive to communicate regularly with rating agencies. As requested, the Authority will provide information to rating agencies, arrange regular conference calls to update rating analysts on significant financial developments and communicate with rating agencies prior to each WMATA public bond offering.

Section 208. Subordinate Liens

WMATA may determine that for some of its revenue sources it may be advantageous to issue subordinate lien debt. However, WMATA will only proceed with subordinate lien debt if the transaction creates tangible benefits to WMATA and is approved by the Board.

Section 209. Tax Status

WMATA has a preference for issuing debt on a tax-exempt basis to take advantage of interest costs savings compared to issuing taxable debt. However, WMATA may issue debt on a taxable or tax-exempt basis.

Section 210. Credit Enhancement

WMATA may secure credit enhancement for all or a portion of each bond issue. Credit enhancement may include municipal bond insurance or a letter/line of credit (which shall not be covered by Section 206 of this Debt Policy). The Executive Vice President and Chief Financial Officer or designees shall recommend use of credit enhancement considering such factors as economic benefit of the enhancement, and future secondary market trading conditions. WMATA will not secure credit enhancement unless the premium cost is less than the present value of the projected interest savings or if such credit enhancement improves capital market access and/or facilitates liquidity in the secondary market for the securities. For municipal bond insurance, or other forms of credit enhancement which are paid for with an upfront premium, WMATA will analyze the economic benefit both to the maturity of the bonds and to the first optional redemption date.

WMATA may also fund a debt service reserve fund to enhance the marketability of its bonds.

For bond issues that require a debt service reserve fund, WMATA may purchase a surety bond policy or letter of credit to satisfy the reserve fund requirement in lieu of funding.

III. Sustainability and Environmental, Social and Governance (ESG) Debt

As a mass transit system, WMATA promotes low carbon emissions and an environmentally friendly "green" platform encompassing its operations and infrastructure. The Authority's debt collateral attracts investors who want to contribute to its sustainable business model and may have mandates to invest in a socially responsible manner.

WMATA is under no obligation to certify "green" for any debt issuance or as a compliance requirement and can solely rely on its energy efficient asset base of environmentally friendly collateral as qualifying its debt as "green" and socially responsible.

As investors continue to pursue "impact" investments and WMATA fulfills that socially responsible objective with programs such as Metro Access, fares for low-income and disabled customers, subsidized student fare programs, and outreach programs to the low income and non-banked community, WMATA's investor relations when appropriate will emphasize its

positive impact in the community to broaden the Authority's investor base and highlight the Authority's federal mandate to serve lower income customers.

Debt issuances, when logical, are permitted to be marketed and labeled as "green", "sustainable", or "ESG" investment opportunities to potential investors. WMATA will leverage this marketing advantage to lower its cost of funds and/or to diversify investors when possible as the ESG market continues to grow worldwide.

IV. Method of Sale and Use of Professionals

Section 401. Method of Bond Sale

The General Manager & Chief Executive Officer or his designee may choose between the following three different bond sale methods: negotiated, competitive and private placement. A competitive sale is the preferred method of sale unless market conditions at the time of sale indicate a negotiated or private placement sale will result in lower overall cost to WMATA. In such cases, Board approval is required to proceed with a negotiated sale or private placement.

Factors which may be considered when determining the most efficient bond sale method include:

| | | |
|--------------------------------------|------------------------------------|------------------------|
| • Bond market conditions | • Bond structure | • Market timing |
| • Credit demand | • Credit acceptance | • Credit ratings |
| • Use of proceeds | • Bond size | • Financing complexity |
| • Desire to negotiate bond covenants | • Credit enhancement participation | • Credit Complexity |

Section 402. Selection of Bond Financing Professionals

Bond Financial Advisory Professionals including firms that provide financial advisory and underwriting services to WMATA in connection with the issuance of debt shall be selected on a competitive basis to create pools of qualified vendors. The Executive Vice President and Chief Financial Officer or his designee have been delegated the authority to select Bond Financial Advisory professionals. The Authority will strive for diversity and provide opportunity for DBE firms, veteran owned, and other minority and women-owned firms as part of each underwriting team.

WMATA will select and retain at all times one or more independent registered municipal advisors (IRMAs) to review financing ideas provided to the Authority by Bond Underwriting Professionals. Further, concurrently with the planning for a debt issue, WMATA shall obtain the services of Bond Financial Advisory Professionals and, as needed, Bond Underwriting Professionals.

In addition to the above, WMATA may periodically solicit separately for specialized services, including short-term lending products, based on the financial needs of the Authority and market factors at the time of the solicitation. As the market for financial institution offering short-term lending products to governments evolve, WMATA may solicit bids for short-term borrowing programs from firms meeting the Compact requirements and whom the Authority deems viable at the time of the financing.

WMATA requires its Bond Financial Advisory Professionals to provide services in accordance with all currently applicable Municipal Securities Rulemaking Board (MSRB) rules and any subsequent MSRB rulings or requirements.

V. Derivatives

Section 501. General Policy

Interest rate swaps and options (Swaps or Derivatives) are appropriate management tools that can assist WMATA to meet important financial objectives. Properly used, these instruments can help WMATA increase its financial flexibility, provide opportunities for interest rate savings, enhanced investment yields, or reduce interest rate risk through more effective matching of assets and liabilities. Derivatives for commodities used by WMATA also provide opportunities for financial benefit. The Executive Vice President and Chief Financial Officer or his designee must determine if the use of any Swap or hedging instrument is appropriate and warranted given the potential benefit, risks, and objectives of the Authority.

- WMATA may consider the use of a derivatives if it achieves one or more of the following objectives:
 - Provides specific risk mitigation not otherwise available;
 - Produces greater than expected interest rate savings or incremental yield over other market alternatives;
 - Results in improved capital structure or better asset/liability match.
- WMATA will not use derivative products that are speculative or create extraordinary leverage or risk; lack adequate liquidity; provide insufficient price transparency; or as investments.

WMATA will only do business with A+ or higher rated counterparties or counterparties whose obligations are supported by A+ or higher rated parties.

Section 502. Interest Rate Derivative Policy

Financial transactions using Swaps or other derivative products used in lieu of a fixed rate debt issue should generate greater projected savings than the typical structure used by WMATA for fixed rate debt.

- WMATA will limit the total notional value of interest rate derivatives to an amount not to exceed twenty percent of total outstanding fixed rate debt and 100% of variable rate debt.

Section 503. Commodity Derivative Policy

WMATA is authorized to hedge or execute contracts for diesel fuel, electricity, CNG, carbon credits, and other commodities (excluding financial derivatives discussed above) that have a direct business relationship to WMATA's operations but not to exceed 95% of the expected use of the commodity to provide budget stability.

VI. Disclosure

WMATA will periodically review the requirements of the MSRB and the recommendations of the Government Finance Officers Association ("GFOA") including the GFOA recommendation that financial statements be prepared and presented according to generally accepted accounting principles.

The Authority will also comply with Rule 15c2-12 by filing its annual financial statements and other financial and operating data on the Electronic Municipal Market Access (EMMA) repository for the benefit of its bondholders within the timeframe required under each financing. WMATA will make its financial statements, annual budget and official statements available on its investor relations website. The Vice President and Treasurer will comply with all SEC requirements for disclosure by providing annual financial information and notices of material events as outlined in the Continuing Disclosure Agreement executed for each series of bonds.

VII. Post Issuance Considerations

Section 701. General Compliance Requirements

WMATA will comply with all debt covenants and comply with all post issuance tax requirements as detailed in the individual tax compliance certificate executed in connection with each bond or note sale. Specifically, WMATA will comply with Federal tax law to establish and maintain the exclusion from gross income tax on the Authority's bonds. WMATA will particularly focus on arbitrage requirements and will evaluate and ensure compliance with all applicable tax law during the debt issuance process, and on an ongoing basis thereafter, monitoring the Authority's debt portfolio in light of regulatory changes and case law, including arbitrage rules, including the Authority's arbitrage rebate position and any attendant rebate liability, as defined in § 148 of the Tax Code.

Section 702. Investment of Bond Proceeds

WMATA will invest the sale proceeds of its bonds in accordance with the provisions of the WMATA Compact and the Internal Revenue Code. WMATA will invest bond proceeds in a manner that allows proceeds to be available when needed.

Section 703. Trustee Relationships and Monitoring of Trustee Activities

The Vice President and Treasurer is responsible for monitoring trustee activities made on behalf of WMATA on a quarterly basis.